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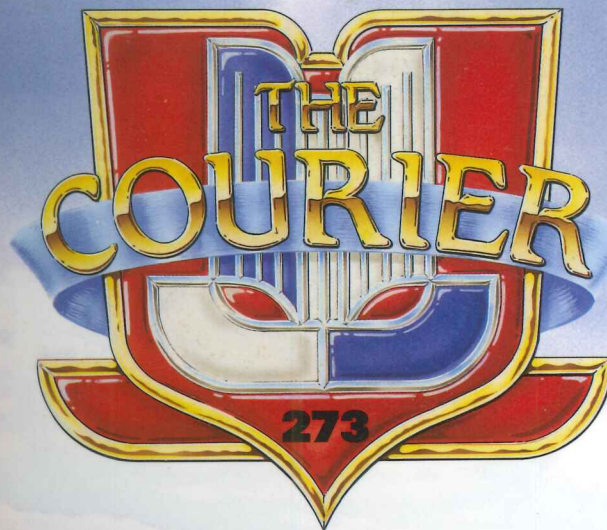


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March 2003

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How to Find Us
Junction 20 M1 then A4304
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TSSC HQ
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Leicestershire LE16 9tf
Tel: 01858 434424

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.273 Vol 23. MARCH 2003
Price £2.25 Free to Club Members.

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Courier / Area News

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

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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:
Rev. Leslie Edge's
lovely Stag at Sundown
Stafford 2002
Pic Mac Reynolds

Contents march 2003

Events Calendar	4
Comment	5
News Review	6
Technical Secretary	10
Cop Shop	11
GT6 Register	14
Specials Register	18
Bond Register	22
Herald 948/1200/1250 Register	28
Spitfire I, II, III Register	32
Vitesse IVR Report	38
Herald 13/60 Register	20
Vitesse Register	48
Spitfire IV/1500 Register	54
Arctic Challenge Rally	64
International Liaison Secretary	68
Technical Secretary	72
Blue Peter Day	74
Readers Write	78
TSSC Officers	82
Area News Review/ Classified Newspaper. ..	87

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

March 2003

SATURDAY/SUNDAY 15/16 MARCH 2003
THE LONDON CLASSIC CAR SHOW
ALEXANDRA PALACE, LONDON

May 2003

SATURDAY/SUNDAY 10/11 MAY 2003
SOUTH OF ENGLAND MEET
LEATHERHEAD SURREY

July 2003

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

September 2003

SUNDAY 14 SEPT 2003
DUXFORD ALL TRIUMPH DAY
IMPERIAL WAR MUSEUM DUXFORD

FRIDAY/SUNDAY 19/21 SEPT 2003
MILE OF TRIUMPHS
GREAT YARMOUTH, NORFOLK

TSSC ORG EVENTS

Contact Local Area for more information

May 2003

FRIDAY/MONDAY 2/5 MAY 2003
ISLE OF WIGHT AREA 14TH CAMPING
WEEKEND APPULDERCOMBE
CONTACT CHRIS 01983 613353

June 2003

FRIDAY TO SUNDAY 13/15 JUNE 2003
BREAD BEACH PARTY
CHRISTMAS SPECIAL BY DEMAND
CONTACT COLIN 01179 691322

FRIDAY TO SUNDAY 13/15 JUNE 2003
LAKES TRIUMPH WEEKEND
KESWICK CUMBRIA
CONTACT SHIRLEY 01946 832080

FRIDAY TO SUNDAY 20/22 JUNE 2003
SOUTHERN AREA PRESENTS
MIDSUMMER MADNESS
CAMPING WEEKEND HAMPSHIRE
CONTACT SUZIE 01672 514241

SATURDAY/SUNDAY 21/22 JUNE 2003
WEST YORKSHIRE AREA
DALES RUN

SATURDAY/SUNDAY 28/29 JUNE 2003
DERWENT VALLEY AREA PEAK RUN
BOLSOVER CASTLE
CONTACT KIRSTY 0115 9217616

SUNDAY 29 JUNE 2003
GATWICK/SURREY AREA STAND
BROMLEY PAGEANT OF MOTORING
CONTACT KAREN 0208 873022
OR TONY 01293 885420

July 2003

SATURDAY/SUNDAY 5/6 JULY 2003
WEST KENT CLUB STAND
KM MOTORING PAGEANT
HOP FARM COUNTRY PARK KENT
CONTACT HARRY 07719 863162

SATURDAY/SUNDAY 12/13 JULY 2003
GATWICK AREA CLUB STAND
ARDINGLY VINTAGE VEHICLE SHOW
CONTACT TONY 01293 885420

August 2003

SUNDAY 10 AUGUST 2003
SUNSHINE RALLY STANFORD HALL
LEICS. CONTACT DAVE 07774 276564

CLASSIC CAR SHOWS

(CLUB INVITED)

May 2003

SATURDAY 24 MAY 2003
STANDARD MOTOR CLUB
RUN TO MUSEUM OF BRITISH
TRANSPORT, COVENTRY

SUNDAY 25 MAY 2003
STANDARD TRIUMPH MARQUE DAY
HERITAGE MOTOR CENTRE, GAYDON

OVERSEAS EVENTS

(CLUB INVITED)

May 2003

SATURDAY/SUNDAY 17/18 MAY 2003
JABBEKE HIGHWAY RUN,
JABBEKE BELGIUM - TR REGISTER
FRIDAY/SUNDAY 23/25 MAY 2003
TSSC NORWAY PRESENTS TRIUMPHS OF
NORWAY 2003
DETAILS: www.tssc-norway.org

June 2003

SATURDAY/SUNDAY 14/15 JUNE 2003
LE MANS. PACKAGES AVAILABLE
CONTINENTAL CAR TOURS 01304 380244

2003 TSSC RACE DATES

APRIL 5TH	SILVERSTONE
APRIL 12TH	DONNINGTON PARK
MAY 10TH	OULTON PARK
MAY 24/25TH	ROCKINGHAM
JUNE 8TH	PEMBREY
JULY 13TH	MALLORY PARK
AUGUST 2ND	DONNINGTON PARK
AUGUST 17TH	SNETTERTON
AUGUST 31ST	CADWELL PARK
OCTOBER 4/5TH	BRANDS HATCH

Comment

by Bill Sunderland

Well Done Stoneleigh

Our first event for Triumph in 2003 went off with a bang. Superb array of trade selling your favourite parts and crowds to match. We on the Club stand enjoyed the show with many Members and new Members joining on the day.

I decided to take the GT6 and the drive over in the morning was excellent with the sun coming up on nearly dry roads. What I did not expect was the car being needed for the Club stand as a last minute problem had arisen with the booked

in TR6. So in we went, a wash and polish and plenty of banter all day. For the drive home I was well fired up but after two miles the heavens opened, the rain hit like a river, minor adjustments to driving style and I was still really enjoying the drive. I must have said this many times before but when at the wheel of a euro box, driving feel is lost with so much being done for you and only once behind the wheel of a Triumph does the driving mean 'driving'. Every little undulation means having to work your arms and feet to get maximum performance with concentration to match. After the 30 mile drive I felt quite tired but satisfied and proud of another successful TSSC day. The GT6 had a thorough wash down and is now ready for Spring, I do

hope many of you, like myself, enjoy your Club Cars.

Fuel - we all need it, well as the UK and European countries phase out lead replacement

as the snow and ice held deliveries from eastern England up for around four days in late January. With this issue you will find the 2003



Stoneleigh 2003

petrol, news is coming through that leaded petrol is also going to be phased out unless sales radically increase. We know that it costs more for leaded petrol but if we don't use a lot more, this will be the last year for any alternative to unleaded fuel. Although this was always going to be the result, you can either uprate your cylinder head or use an additive to go with the green stuff.

Apologies for the Feb Courier getting to you a few days late, it was beyond everyone's control

TSSC Accessories Catalogue and for UK Members a Footman James - Other Services card. The idea of this is reduced insurance costs for TSSC Members achieved by piggy-backing policies, it's worth looking at the possibilities of these reduced premiums, as there are good savings to be made.



TSSC NEWS

Review

Your Monthly round up
of all News of a Triumph Nature

Concours Organisers 2004

The International organising team are looking for new Concours organiser/s to run the 2004 event,

Briefly, we would like you to work with the existing organisers (Angie & Andy McGowan) at the 2003 event to get a feel for what happens etc. You do not have to have been a Concours competitor, an interest in Triumphs is good enough, many previous organisers have never entered a car, good organisational skills would be useful, as is the ability to work to a deadline.

Are you interested? !!!!

For a chat about the position, please contact either Chris Mills or Angela McGowan on the numbers at the back of the Courier

Chris Mills
Event Manager

Events Manual

As usual this year's edition of The Events Manual will be published at the Club AGM. This is essential reading for all Area Organisers and anyone contemplating running a Club Event. This year we have added details about the legal requirements under Health and Safety.

Please also remember that any event that is organised for motor vehicles that has an element of competition (no matter how small)

requires a Royal Automobile Club Motor Sport Association (RACMSA) Permit. This is a legal requirement. In the past these permits have been free for events like Concours, Autogymkhana, etc., but from this year there is a £15 fee for each Permit. Cheques should accompany the application and be made payable to RACMSA Limited.

All Permit applications should be sent to Mike Crewes (address in Cop Shop) at least 28 days before they are required for checking, the Permit will be sent directly to the applicant from the RACMSA. It is also worth remembering that the permit also acts as third party insurance covering non competitors.

If you have any queries about The Events Manual, or event legislation please contact Mike Crewes. E-mail: copshop@tssc.org.uk

Lightweight Flywheel



Moss Europe have just informed us that they can supply from stock a lightweight (9lbs/4kg) steel flywheel for Triumph TR2/4A models. Primarily for competition use but, it can be used on road cars for it takes a standard diaphragm 8.5" clutch. This compliments the lightweight steel flywheels that they hold in stock for Triumph TR5/6 models. When ordering for the TR5/6 model you must identify if you have a 'long' or 'short' back crankshaft, check the Moss TR5/6 (Bible) parts catalogue for full details.

These steel flywheels (for both models) are supplied less the ring gear. If you want to know approx. how much weight you will save, standard cast iron flywheels weigh in from 23 to 34lbs !

Moss Europe offer a full mail-order parts service (& catalogues) for; Triumph TR2/3/4, TR5/250/TR6, TR7, Spitfire MkIV/1500, Triumph 2000/2500, Sprite & Midgets from 1958 to 1966, and from 1967 to 1979, Pre War MG (MMM), MG-T Types, MG-A/B/C/V8, MG-F, Mini, and the modern classic, the Mazda MX-5.

They have 6 branches throughout the UK at Bradford, Bristol, Darlington, Derby, London & Manchester. For your free mail-order parts & accessory catalogue call the Moss Catalogue Line (UK) on 0800 281182, or email catalogues@moss-europe.co.uk with your name, full address (including post code) and Model type/year. (Small charge for overseas postage).

Works Rally Replica

1960 TRIUMPH TR3A WORKS 'RALLY REPLICA'

Reg. No. OSL 174 Ch. No. TS71287 Eng. No. TS31474E

Is up for auction at Christies sale in London - March 24th 2003

Engine: four cylinder inline, overhead valve, 2,138cc giving c120bhp at 5,000rpm; Gearbox: 4-speed manual with overdrive; Suspension: front - unequal length A-arms and coil springs, rear - rigid axle equipped with semi-elliptic leaf springs; Brakes: disc front with drum rears. Right hand drive.

Apple green with cream leather interior

The TR's true worth was most prominently shown in competition and the TR2 featured in international race and rally events, including Le Mans and the Mille Miglia. In 1955 the TR2 was replaced by the TR3, with the only major changes being the adoption of a different grille and a power increase to 95 bhp. Following successful developments carried out by the works rally team, in the winter of 1959 engine capacity was boosted to 2,138 cc and front disc brakes were fitted as standard, production ceased in September 1961.

This particular example has been comprehensively restored to 1958 'Works' rally specification (identifiable by its apple green paintwork) and the result is stunning. Using this 1960

'overdrive' example as a basis made perfect sense due to the fact that by 1958 the rally team had already started using the 2,138 cc engines and front disc brakes. Aside from the colour scheme, other exterior features faithful to the works cars include wire wheels, larger rear reversing lamp and the roof-mounted spot lamp (which in period would have been operated by the co-driver). The interior, beautifully re-trimmed in cream leather, benefits from further rally accessories such as a 'Terratrip' and co-driver's map reading lights.

On a recent test drive, this charming TR3A proved to be rewarding for both the driver and passers-by and the fitment of an additional cooling fan meant that time spent in traffic was trouble-free. Having covered just 800 miles since completion, condition is excellent and either on the concours lawn or for touring events this exciting TR3A rally replica would make a fine entry.

Estimate: £17,500 - £22,500

The sale, to be held on March 24th, will also feature the last 'unbuilt' Ford GT40, which is estimated to sell at between £170,000 - £200,000.

Christie's International Motor Cars.

<http://www.christies.com>



ebay.co.uk

Global Triumph!

In January 2002 a TR7, the 51st from last off of the production line, turned up on eBay. This rare car, made on the final day of Triumph production, follows tens of thousands of vehicles and millions of parts that have sold on eBay.

eBay works because it's a cheap and efficient place for sellers costing from just 15p to start an auction. Buyers can find everything they are looking for in one location 24 hours a day.

Never before has it been easier to locate hard-to-find parts and rare vehicles at the very best prices. Today a search for Triumph returns 4,500 items of Spares, Vehicles and Memorabilia.

To access this treasure trove is not as hard as you might think and the TSSC will benefit too.

You won't be the only Triumph lovers at eBay. Chiswick's TR Shop have been using the site for some time. Loukas Louki, Manager, says "I sell anything that's not moving in the shop and deal with buyers all over the world. eBay's addictive".

eBay.co.uk is helping the TSSC by promoting the Club on its pages.

Any TSSC member who registers with eBay (Which by the way is Free to you) after reading this can also help the club because eBay will pay the TSSC £3 for each new registered user coming from the Club.

To find all the Triumph items on eBay and help the Club, go to www.tssc.org.uk and click on the link to eBay.co.uk on the TSSC home page.

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STAG, GT6, TR7, BOND, ACCLAIM

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SATURDAY 8TH - 9.00 AM TO 1.00 PM

SATURDAY 22ND - 9.00 AM TO 1.00 PM

APRIL - OPEN AS USUAL*

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

OPEN ALL WEEKEND

SATURDAY 12TH - 9.00 AM TO 4.00 PM

SUNDAY 13TH - 10.00 AM TO 3.00 PM

* OFFICE CLOSED FRIDAY 18TH &
MONDAY 21ST FOR EASTER BREAK

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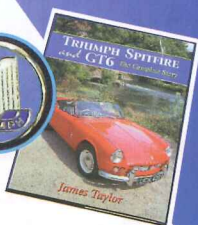
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Cop Shop

by Mike Crewes



GOPEDS!

Since the recent advent of Gopeds I have been regularly asked whether, or not they can be used on a road. Firstly it is important to know what a 'Goped' is. Although this is a trade name for an American import, it is used colloquially to describe all similar vehicles. It looks like a large child's scooter that has been fitted with a petrol chainsaw engine.

There are several legal tests that we have to apply to this vehicle in order to find out what it is and where it can be used in law. The first test is to find out if it's a vehicle.

The Oxford English Dictionary provides a definition of vehicle: as - a conveyance, usually with wheels, for transporting people, goods, etc.; - a car, cart, truck, carriage, sledge, etc.; - any means of carriage or transport; - a receptacle in which something is placed in order to be moved.

So I think we can safely say that it is a vehicle, but is it a motor vehicle, mechanically powered vehicle, or what? Motor vehicle is defined under section 185(1) Road Traffic Act 1988 and is a specific term that has lengthy definitions and depends on the vehicle's use. Quite simply it is a vehicle that is intended, or adapted for use on a road. This means that it must conform to all the necessary road traffic legislation, which Gopeds clearly do not.

The term mechanically propelled vehicle is not defined in the Road Traffic Acts. It is ultimately a matter of fact and degree for the court to decide.

At its most basic level it is a vehicle which can be propelled by mechanical means. It can include both electrically and steam powered vehicles. Many of the more recent traffic offences use the term "mechanically propelled vehicle" in preference to "motor vehicle" which makes certain offences easier to prove; (e.g. a scrambler motor cycle is a mechanically propelled vehicle whether or not it is intended for use on a road), they also use 'public place' in preference to 'road?' which means anywhere that the public have access at the material time.

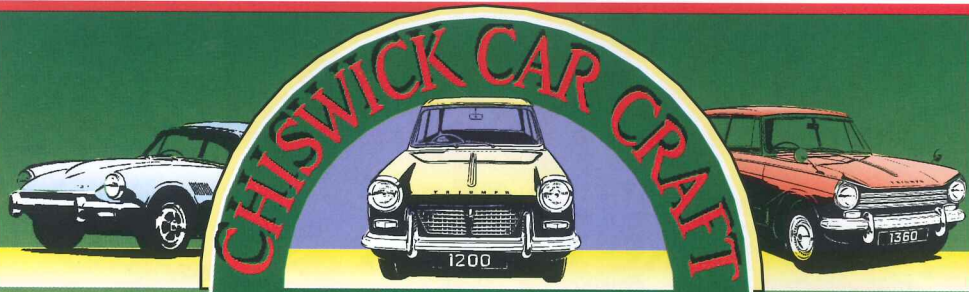
Public place is a difficult concept for some people to understand fully, so I will try and describe it. In the terms of entry into most major events (including TSSC events) you will find a reference that because the public have a right of entry to the event it has become a public place, even if it is just a field and whether payment has been made, or not. If a supermarket is open and it's car park gates are open, then the car park is a public place, but when it closes and the car park gates are closed, it may no longer be a public place and entry may mean trespassing.

So, what have we proved. Well, the final proof is the case of DPP v Saddington - Times 1/11/00. In this case it was held that a Goped was not just a mechanically propelled vehicle, but a motor vehicle, because it could not easily be imagined where else it could be used other than on a road, or other public place. In it's imported state it does not meet the requirements of the legislation, but it must; so if it doesn't there are a large number of offences that a user, or owner commits if the vehicle is used on a road, or other public place.

So the answer to our dilemma is that, unless you heavily modify a Goped, you cannot use it on a road, or other public place. Where you can use it is a matter for your imagination.

If you have a query, or topic on road traffic legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN (enclosing an SAE), or email: copshop@tssc.org.uk

Point your browsers at www.tssc.org.uk and have a look for yourself. To gain full access to the site, you will need to register on-line, make sure you have your membership number ready.



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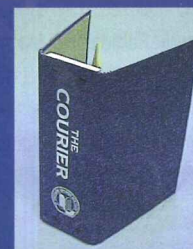
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Internet, 'Inter'GT6?

By Colin Lindsay

Hi all, and New Year Greetings from Northern Ireland

This month sees me GT6-less again, although the word on the street is that the bodywork on SAL is progressing well. Now that I've read all my books again, my solace in the absence of a real GT6 has come from the internet, and I've been trawling through the most common GT6 pages to see what's new in cyber-land. Those of you not on the Net, sorry - you're not going to be able to savour this month's article to the full so talk amongst yourselves 'til I get back to reality later on ... The TSSC, Canley Classics, Rimmer Brothers, TRGB, Spitbitz, Quiller Triumph and many, many more, all have well advertised sites on the Net but man cannot live by parts lists alone

so if it's entertainment you're after, you've come to the right place ... so - how to find it? Don't, if you can help it, just enter a search for "Triumph" ... you'll come up with over 260,000 sites and not all car-related; since Triumph also make underwear you can have some explaining to do to the other half... narrow the search down by going for GT6; this gives you a more manageable figure of a couple or hundred, plus I've never heard of GT6 underwear... (big bulge in front but not much rip on the rear end?). The ultimate title for a GT6 website is www.GT6.com, owned by Todd Wilson and like the majority of GT6 sites, USA based. This site also includes the Adolescent Radioactive Black Belt Hamster Experience ... don't ask me!! There is some excellent GT6 content here: history, buyer's guide and owner's contributions (like the man who didn't



What Lurks beneath that 'Bulge'?



Slightly modified rear bumper!

like the air vents on the rear of his GT6+ so changed them to little stained glass windows instead ...) and most importantly links by the dozen, not only to UK suppliers but also to many obscure GT6 - related pages. Sadly, Americans being what they are, you'll have to bite the bullet and put up with the sort of monstrosity that appears all too often, like this slightly modified GT6 MkII. Note the tastefully added mudguards and subtle rear bumper.... I believe it was for sale, too. You'll also have to put up with American terms like 'front apron'... (and I always thought the MGB was the big girl's car ...)

Steve's GT6 Page comes up in plenty of search engines and can be found at www.gt6man.freemove.co.uk.

There's a guest book (I think I'm in it twice...!!), vehicle histories, vehicle ID numbers which I really must make a note of for future reference, a reader's gallery with some very nice GT6 and most importantly more links! Internet links are like an onion - every layer you visit, you find even more.

Those of you with a bent for lists can visit the on-line International GT6 Register at www.teglerizer.com/InternationalGT6database and list your own car; currently there are 801 GT6 listed worldwide with

some surprising locations (Tandragee? where?) and even more importantly, some very surprising omissions going by the IVRs I've received from TSSC members; KE1 doesn't appear but they do have KE37, the black MkIII of our own James Saunders and one of the earliest MkIII on record. The sheer quantity of GT6 on the road worldwide will astonish you but they also list destroyed or stored cars as well, and have a

separate register for GT6 Convertibles if you're feeling left out!

Speed merchants should visit www.pirace.com, home of Performance Research Industries and browse the list of go-faster parts for the GT6. Roller rocker-arm assemblies, Total Control shock absorbers ... the only thing that will amaze you more than the list of uprated parts available are the prices ... well, they say you get what you pay for, and this looks like a professional company with excellent quality merchandise. They intrigued me with their sets of engine bay valances; not only do they have the same sort of three-piece kit as is available in the UK but also a close fitting fan shroud to channel air through the radiator and air blockers to prevent pressurisation of the engine compartment which prevents adequate air flow! By far the best site I've been to in ages came to me courtesy of a friend on the mainland, who sent me photos of

TRIUMPH GT6 I-II-III Register

a Herald Estate being sold over there through the internet auction site eBay. Not only could I have had it for £50 but the vendor had ticked the wrong box and would have had to have paid carriage to Northern Ireland if I'd won the auction ... I couldn't do it to him, but it was the start of a great relationship bordering on addiction with the auction site itself. Log on to www.ebay.co.uk, search for 'GT6' then cancel the milk and foster the dog because this site is addictive bigstyle! Books, spare parts, tools, brochures, oddities - they're all on auction and having just bought two headlamp surrounds for a Herald 13/60 for the princely sum of £1, I can

confirm that there are bargains to be found. Some real gems do appear - this gold plated



Triumph crested key was apparently a competition prize and went for over £40, sadly just £1 more than I had bid ... my GT6 Parts Manual

cost me £4.99 and the original Workshop Manual £7. I've seen some lovely GT6 sell there too, albeit with a massive variation in prices, and I must say I'm keeping my eyes open for a good Herald Convertible!! The downside is that selling items is totally addictive, with things grinding to an excited halt in my house minutes before the auction ends as I watch the bids rise in the usual flurry of last minute bidding, and so most of the rare or unusual parts hidden in the depths of my garage have now left home via the local Post Office ...

try it, but don't say I didn't warn you!!

Member's car this month is DP0 679L, also known as Gertie, the property of Tony Simpson and his current restoration project.



Registered April 1973 but due to a build date of December 1972 being tax-exempt, the car is original down to the bonnet which 'wasn't really worth saving ...' after standing for 11 years. What a paint finish!! To discover that it was actually sprayed in the car port is incredible!! Not only that but it has the shiniest bellhousing that I have ever seen ... polished and lacquered by Tony then dried



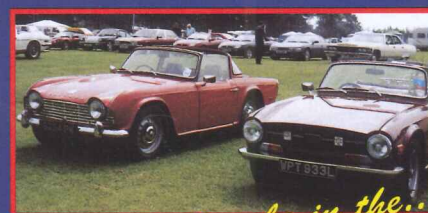
in the cooker... this car will win prizes - watch this space! Tony's promised me an article when it's all finished. That's nearly it for this month - the IVRs are still flooding in both by post and e-mail although I do owe six members a slight apology, having just found six IVR forms dated last November in the middle of a manual I must have been referring to at the time ... so if you're long overdue a reply, expect one soon!! Nobody's perfect, not even MY filing system!! See you next month!



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Burlington to Le Mans

By Trevor Collett

It's that car again, check out last March and July editions to see more pictures of Ray Peet's Burlington.

TRIUMPH Specials Register

I know some people say you can but I say you can't have enough of a good thing. Ray has responded to my plea for material with a short report of his trip last year to the world's most famous car race, in France. Over to Ray:

I heard that the South Wales Area was running a trip to Le Mans. So I contacted Neil Hicks and asked for details. Back came

the reply £159 each, minimum two people per car including camping, a day ticket and ferry - very reasonable.

My son and I set off at five o'clock Thursday morning, down the M1, M25 and on to Newhaven to catch the nine o'clock ferry to Dieppe. We arrived at Newhaven by 7:30 and met the rest of the gang.

On the boat we were split into groups of three cars for ease of convoying. My group was made up of two Burlingtons and a Bond Equipe.

Neil gave out printed directions, courtesy of a friend's computer's route finder software. We read through it and came to the part, "Check ferry times". Is there a ferry cross the Seine? Plan B - find own way to Rouen and then down the good old N138 to our destination.

We arrived at our camp site late in the afternoon only to find that our camping area had shrunk, but we all managed to squeeze in.



Friday morning was hot, very hot. Took a trip into the village to raid the supermarket for supplies then back to watch practice and wander around the pits.

That evening and Saturday morning we

up four-man tents, about a hundred of them. All was revealed at mid day - half a dozen German coaches arrived, they see the start of the race, sleep in the tents, see the end of the race, board the coaches and off home again. That's the easy way to go camping.

The Danes had it really sorted, large beer tent and a large screen TV. Why the TV? The world cup. They invited us over to watch the England



noticed a small group of people putting Denmark game - they took defeat well. Just time to walk to the grand-

stands for the start of the race.

The race, fast and furious, joy for Bentley, disappointment for MG and Morgan. One team came out on the last lap with just three wheels on the track and the other flapping in the breeze.

After the race we managed to walk the track from the Dunlop Bridge to the Porsche curves (after that it's back on public roads) then back to our camp site, get the cars and have a cruise down the Mulsanne Straight and back to the camp for a barbecue.

The trip back was fine except for the usual traffic queues and the heat at 34 degrees. None of the cars boiled over, even if we did. Supermarkets chiller cabinets are very helpful in cooling you down!

We arrived at Dieppe at six pm only to find that we had been bumped back one ferry. This meant that we wouldn't back to Newhaven till after midnight, never mind, more time for duty frees.

Will I go again? Definitely yes, not in 2003, Neil is organising a trip to Holland that looks promising. But 2004, Le Mans Old Timer in September and I believe 40 years since a Spitfire raced there, so I'll be there with the rest of the gang.

Thanks Ray, your piece raises a couple of questions in my mind. Exactly how did you make use of a chiller cabinet to cool you down? Were you towing one or did you have to stop along the way? Did you get something cold out of it or did you put something that was getting too hot, into it? And what about that other Burlington? Ray, get onto the owner and get him to write to me with some details, I need to know.

NINETEEN YEARS AGO

The other day I came across the February 1984 edition of Kit Car magazine, this period was perhaps the zenith of the Herald based kit car. Burlington had a full two page advert featuring two models, this is the text:

BURLINGTON ARROW

The Arrow is a 1930s style 2-seater sports car using Herald/Vitesse components. You start off by removing the original body and modify the chassis slightly.

Next you make up six simple steel frameworks which you bolt to the chassis. Plywood panels are bolted to these and the whole lot is skinned with aluminium (it's

simply glued on with Evo Stick). Briefly, you'll need about three sheets of plywood, two and a half sheets of aluminium and 40 feet of one inch square steel tube. For best results, I advise you to purchase the fibreglass radiator cowl and scuttle top from us, although you could, with a little imagination, make these up yourself. All welding is well within the capabilities of your local MoT garage, but in any case we can supply almost all the parts pre-fabricated if you wish (including a brand new chassis). Full price lists are supplied with the plans, which consist of 80 pages of words and drawings.

One page of the advert was a full colour picture of the other Burlington model:

BURLINGTON CHIEFTAIN

WW2 style vehicle, for Herald/Spitfire mechanicals. Construction is slightly different to that of the Arrow, but still employs plywood and aluminium. In the case of the Chieftain, the entire body tub is built as a series of 'boxes' by joining the flat wood panels with angle iron. Again, we can supply things like steel grilles and wings, although overall dimensions for these items are given in the drawings. The plans consist of 50 pages of words and drawings.

I suppose that some of you won't of heard of the jeep clone Chieftain. It wasn't advertised for very long and I've never seen one in the flesh, hence I haven't a photo to show you. Anyone know of a Burlington Chieftain?

Other Herald/Vitesse kits featured or advertised in this issue: Marlin, Stanbury TT, Tripper Mark 2 (Spitfire/GT6 based - short-lived relaunched), Moss (Roadster, Malvern and Monaco) and Gentry. Those were the days.



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Calling Bond Fans - CBF

By Guy Singleton

The observant of you will have seen that on the back of the address label this month there is an IVR form -

Equipes on it, this is made up of 84 coupes and 97 convertibles.

One of the striking things looking through the list is the 'CBF' cars of which I have 18 listed. Of these only one is a coupe and 17 are convertibles, 3 of them, including the



Bob Buckby's CBF car

Now amended to allow inclusion of the Bond Serial number. Please can all those who have not given me details of their Equipe(s) complete the form and send it back to HQ using the Freepost address. I know it can be a pain finding the car from the bits stored on it over the winter months (or is that just me?) but it's for a good cause!!

On looking through my register there are currently 181 MkII

last registered - that I'm aware of - having been scrapped. I do not have the Serial numbers for all these cars but the build dates I do have vary from October 1968 to June 1969. The registrations I have run from CBF 600H to CBF 742H. The sequence of build dates (ie Serial Numbers) and registration numbers, unsurprisingly, do not correlate. The photo I've include here is of Bob Buckby's CBF car.

I understand that the story behind these cars is that they were unsold cars which were returned to Reliant following their purchase of Bond Cars Ltd, and that in order to dispose of them Reliant registered them all and sold them through an auction - if anyone has more info on this please let me know.

Following my January article which had photos of Cliff

had lasted very well, it was the bulkhead and doors which had suffered badly. Coincidentally I also came



Binnion's 4s he rescued from a scrapyard, Andy Belcher has let me have a couple of photos of the car in 1986 - it was certainly looking very good then. In fact the fibreglass

across a photo of the car while I was trawling through the internet recently in search of Bond related websites - but more of this in a future article.



Last 4s Built is now for Sale

I have heard from Matt Greenly who has the last 4s built, he has done a lot of work on it but, unfortunately he has to sell the car due to work commitments. He is looking for offers around £1200.00. If you are interested please

BONDSQUIPE Register



Matt Greenly's Last 4s Built

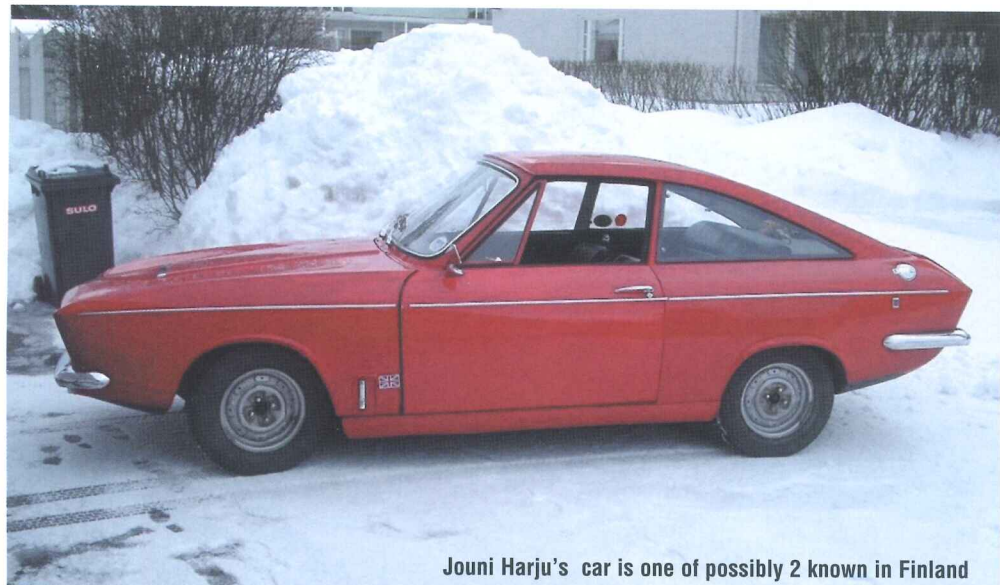
contact him on **029 2040 6264**

After the snow last month I remembered a photo sent to me by Jouni Harju of his 2l coupe in Finland - puts the snow we had in perspective.

Jouni bought the car in July 1997 and drove it back to Finland, one of two he's aware of there. He has converted the car to LHD and made slight modifications, such as fitting a steering lock to comply with Finnish regulations and a D type overdrive.

meeting up with a few other Bond owners in the foyer at lunchtime. It was nice to see David Abbott's 2 litre convertible which he found on eBay!! He had a good day managing to find an overdrive gearbox for the car.

I am still struggling with my 'new' Mk I coupe. Unfortunately (and not surprisingly given the size of the crack in the engine) my repair to the engine block did not work (who said "bodge"??) so I have had to fit a replacement engine which had come from a friend's Vitesse. I was very surprised to



Jouni Harju's car is one of possibly 2 known in Finland

We had a good time at the Triumph Day at Stoneleigh last month, all the nice shiny/rusty/oily bits and

discover this 'new' engine number was only about 130 away from the original. Having swapped the engine I could not get



David Abbott's 'eBay' Convertible

it to go. I have discovered that the carburettors were full of muck and am in the process of cleaning these and hope to refit them very soon, then, fingers crossed!. As I mentioned in my last article this car is for sale so if anyone is interested please get in touch - the 2000 Estate is arriving in a week or so and I need the space!

We have been shopping again, 2 Wheels only this time, so easier to find space for. We have bought a 1961 D1 BSA Bantam. Hopefully Suzie can use this to get her CBT, but will then need to use a modern bike to do the Bike test as the bike used has to be 120 - 125cc and capable of 100 kph - whatever these new-fangled 'k' things are!!! One of the surprises with this is that it came home in running order. Suzie asked me when I last bought a working vehicle home. With a

little thought I remembered that the Series III Land Rover I got last year was running. Then I wondered, 'when did I last bring home a fully legal running car?' and realised that I have never done that since I have lived here (18 Years).

The closest I came was when I bought my 4s home, this came from Jersey so did not have a MOT etc, but I had intended driving straight from the ferry to SEM. However it failed to get there due to a leaking water pump and a broken wire in the distributor and therefore arrived here on a transporter !



A reminder again of the **Bond Camping weekend** to be held at **SEM at Leatherhead on 10th and 11th May**. I'm looking forward to this and to seeing a field full of Equipes!!!

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	* EXCHANGE - SURCHARGE APPLIES	£41.13
TR5-6	POLISHED ALLOY ROCKER COVER	£58.75
01 SPIT	ROCKER COVER POL. ALLOY 1500CC	£54.64
SPIT	ROCKER OIL FEED PIPE 1500CC-6CYL	£21.00
TR3-4	AIR FILTER ASSY. ORIG. STYLE (EACH)	£18.80
SPIT	CLUTCH KIT 1500CC (74 ON)	£59.95
CALL	OIL RADIATOR, 13 ROW (1/2" BSP)	£36.66
SPIT	FAN 1500CC (PLASTIC)	£28.99
CALL	K&N AIR FILTER HS6 (CENT.) 54mm	£39.01
02 TR5-6	K&N REPLACEMENT FILTER (INJ)	£40.00
SPIT	PETROL TANK 1500CC	£117.50
TR5-6	ROCKER SHAFT	£18.80
TR2-4	RADIATOR (WITH STARTER HOLE)	£188.00

TR4-5	FRONT WING - LH	£358.38
TR7	FRONT WING ASSEMBLY - LH	£162.15
TR2-3A	REAR WING - RH	£305.50
TR4-5	REAR WING ALUMINIUM - RH	£376.00
TR4-4A	FRONT LOWER VALANCE	£52.88
TR250-5	FRONT UPPER VALANCE	£111.63
TR7	FIBRE GLASS BONNET ASSEMBLY	£123.38
SPIT	BONNET ASSEMBLY MKIV-1500CC	£621.58
SPIT	BOOT ASSEMBLY, REPRO. MKIV-1500CC	£281.12
TR5-6	FLOOR PANEL - RH	£85.19
TR2-3A	BOOT FLOOR - TO TS6000	£98.70
TR4-4A	REAR DECK REPAIR PANEL	£88.13

05 SPIT	HEADLAMP ASSY. RHD (SEAL. BEAM)	£43.36
CALL	HALOGEN HEADLAMP KIT (RHD) NO PILOT	£34.96
CALL	TRIPOD HEADLAMP ASSEMBLY RHD	£82.25
06 CALL	PERIOD STYLE FOG LAMP ASSEMBLY	£64.99
TR3-5	CHROME NUMBER PLATE LAMP	£16.80
TR6-7	NUMBER PLATE LAMP	£5.76
SPIT	REAR NO. PLATE LAMP & BADGE ASSY.	£103.69
TR6	NUMBER PLATE LAMP (ON BUMPER)	£101.05
TR4-5	SIDE LAMP	£29.38
TR2	REAR LAMP ASSEMBLY (to TS1306)	£59.22
TR4-4A	FRONT FLASHER LAMP ASSEMBLY	£11.69

09 CALL	MOTO-LITA STEERING WHEEL 13" LEATHER	£91.53
SPIT	CARPET SET BLK (MOULDED) MKIV-1500	£205.26
TR4A-6	CARPET SET - WOOL BACK	£198.58
UNIV.	CARPET SET - BLACK	£77.08
SPIT	FOOTWELL MAT	£19.98
TR4-6	ALLOY TREADPLATE SET	£12.87
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10 TR4A-6	CLASSIC SEATS (PAIR) LEATHER FACED BLK	£646.25
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CALL	SEAT WEBBING KIT	£13.57
TR6	SEAT FOAM SET (4 PIECE) - 1973 ON	£88.13
TR6	STEERING LOCK ASSEMBLY	£50.03
TR5-250	INTERIOR TRIM KIT BLK/WHITE PIPING	£210.33

SPIT	SPAX FAST ROAD KIT MKIV/1500	£376.00
TR4A-6	REAR KONI SHOCK ABSORBER	£56.34
TR5-6	REAR SPAX CONVERSION KIT	£167.44
TR4A-6	REAR COIL SPRING STAN. (GREEN/WHITE)	£18.80
TR5	UPRATED FRONT ANTI ROLL BAR (0.875")	£98.11
TR4-6	GIRLING REAR WHEEL CYLINDER - OE	£18.21
TR2-4	GAZ FRONT ADJUSTABLE SHOCKS (PAIR)	£90.00
13 SPIT	GAZ FRONT ADJUSTABLE SHOCKS (PAIR)	£97.00
SPIT-GT6	GAZ ADJ. SOCKS REAR - NOT ROTOFLEX	£88.13
TR2-3A	REAR LEAF SPRING	£46.41
TR7	ROAD SPRING	£19.95
TR7	SHOCK ABSORBER (INSERT) EACH	£29.32
SPIT	1" ANTI-ROLL BAR FR (BAR ONLY)	£68.15
TR2-4	NEW REAR SHOCK ABSORBER - LH	£70.50
SPIT	REAR ANTI-ROLL BAR KIT 5/8 - 1500	£122.79
TR7-8	REAR SHOCK ABSORBER - STANDARD	£25.79

ALL	BRAKE BOOSTER KIT (SINGLELINE SYS.)	£177.50
TR3	BRAKE DISC	£52.88
16 SPIT	BRAKE DISC	£17.57
TR7	BRAKE PAD SET	£11.00
SPIT	BRAKE SHOE (SET4)	£14.63
SPIT	UPRATED BRAKE PAD SET 1500CC	£41.13
CALL	STAINLESS STEEL BRAKE HOSES	from £11.95
TR4A-6	S/S FRONT BRAIDED BRAKE HOSES (PAIR)	£23.99
TR2-4A	COPPER BRAKE PIPE SETS	from £41.13
SPIT	BRAKE MASTER CYLINDER (TANDEM) IV	£181.60
TR2-3	LOCKHEED BRAKE & CLUTCH MASTER CYL.	£240.88
TR6	ALFIN DRUMS (PAIR)	£178.60
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TR6	LOWER GRILLE FINISHER	£14.92
04 TR3A	FRONT GRILLE ASSEMBLY	£109.96
TR2-3	FRONT BUMPER BAR	£162.15
TR3A	FRONT BUMPER	£158.63
TR4A-5	FRONT OVERRIDER - RH	£21.15
TR4-5	REAR OVERRIDER LH	£29.94
SPIT	REAR BUMPER 1500CC	£323.13
TR4	FRONT BUMPER ASSEMBLY	£76.38
TR6	REAR BUMPER CENTRE (LAMP HOLES)	£96.35
TR6	CORNER BUMPER - RH	£59.95

CALL	WINDSCREEN WASHER PUMP (ELECTRIC)	£13.44
CALL	INDICATOR SWITCH	£17.63
SPIT	OVERDRIVE SWITCH GEAR LEVER	£16.39
07 CALL	SPORTS COIL IGNITION (PUSH IN HT LEAD)	£16.45
TR6	IGNITION LEAD SET (LATE)	£18.80
SPIT	NEW ALTERNATOR 18ACR	£58.75
TR5-6	BOSCH FUEL PUMP CONVERSION	£264.38
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TR2-6	OUTDOOR CAR COVER - HEAVY DUTY	£135.13
TR3	APRON MEDALLION RED/BLACK	£59.00
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TR5-6	EXTERIOR DOOR HANDLES	£17.57
TR6	NUTFIX DOOR LOCKS (PAIR)	£19.98

TR6	STEERING RACK GAITER KIT	£8.46
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IVRs Latest Update

By Bill Davies

While I've not yet seen ESL 204 "in the flesh" so to speak, I've been aware of the car for some time.

TRIUMPH Herald
948, 1200 & 1250 Register

I spoke to Bruce Mann when he bought the car last year, but he soon found himself with too many projects and put ESL 204 back on the market. Grant Murrell is the car's new owner and has



sent me the following:

"First I will tell you a little about myself. I have always loved classic cars, firstly in the Mini then after some years away from classics I bought a TR4A basket case to restore, however time, and the severity of the work needed, meant that it and I

parted company. That's when I started looking for something else. Having always liked Triumphs (my parents owned a 1966 2000) I started looking around at various cars. I ended up buying a 1963 Vitesse 6 in May 2002, a nice early car, single clock dash, the 'V' block type of bonnet locators. Enter the 948.

I wasn't particularly looking for another car when I saw the 948 on an internet auction site. What initially caught my eye was that it was exactly the same colour scheme as my Vitesse - Renoir Blue with a white stripe (I can't remember which blue it is). The description then got me interested. It was advertised as a 1961 Herald 948 in tatty condition but with a good engine, some history, original interior with

nothing missing with all the important parts present. So I spoke to the owner and arranged to view the car a.s.a.p. It turned out we were both concerned that the car would end up being stripped for its parts just for someone to make a few quid. So I went along, a the deal was done. The owner had reserved the right to withdraw the car from auction at his discretion, and did so. He let me have the car nice and cheap and in return I promised not to break the car of parts.

'ESL 204' is an age related plate, the original was number was 'OCK 609', it was first registered 25th May 1960. The car does have a nice engine with 56000 on the clock, I think this is probably correct. The interior is dirty but wonderful, it just oozes late 50's. The only thing wrong is that the gear knob is missing and the top of the rear seat has had it. All 4 arches need work, both front wings need repair or replacing, both door skins need repair, but the rest of the doors are fine, the drivers floor has had a nasty repair done at some point and needs to be put right. The chassis has had some repairs as well, some good, some not so good. The front and rear valances are dented, but easily repaired. The rest of the car seems spot on. Its MOT ran out in October 2002 but other than a small repair needed to the chassis I think it will go through. I have bled the brakes and on a test run they worked quite well. My plan for the car is to do a slow rolling restoration, while my mother uses ESL 204 on a regular basis. I will possibly put twin SU carbs, I understand that this will make the car a lot more useable on today's roads. "

Grant actually got in touch with me before he bought ESL 204 - he wanted my views on a few matters before he made a decision on whether or not to buy the car. I am always happy to provide an opinion or to help clear up any queries with a prospective purchase. While I hadn't actually seen this car myself, I knew enough of it's

history to know that it was a substantially original car. I also knew that Bruce was concerned to see the car being restored/used rather than becoming a source of parts.

On the subject of fitting twin carbs, Grant needs to bear in mind that there is a little more to the job than simply bolting on a set of carbs. The original twin carb kit includes a different front downpipe to mate to the longer exhaust manifold. The engine is also different in several aspects - a higher compression ratio and a different cam spring to mind. Factory fitted cars were also provided with a higher ratio final drive, so the engine specification was not the only factor which affected the car's performance.

IVRs

I surprised myself somewhat when I found that my last IVR update was published back in October 2000 - I guess an update is long overdue!



The earliest Saloon on the Register - G11

The chart below gives us a total of 312 Heralds, a substantial increase over the 190 on record in 2000, but still just a fraction I'm sure of the Heralds still in existence. The most notable increases have been in Saloons - the figures for the 948, 1200 and 12/50 Saloon models have all more than doubled in the last couple of years. A 200% increase in the number of Mk2 Estates sounds impressive, but that still leaves us with just 12 examples on the register.

Numbers of Coupes have increased modestly, but there is still an alarmingly small number of Courier vans on the register. The Herald 'S' remains close to the point of extinction - are there any left on the road..... anywhere???

right, I'm pleased to say that there are now 15 cars from the first year of production registered.

These include 8 Coupes, 6 Saloons and a single Twin-



	Number Recorded	Earliest Recorded	Latest Recorded
948 Coupe	19	Y 128	Y 166610
948 Saloon	28	G 11	G 59706
948 Twin-Carb Saloon	4	GY 906	GY 8106
948 Convertible	3	Y 16170 CV	Y 21771 CV
948 S	1	G 61211 SP	
1200 Mk1 Coupe	15	GA 2957 CP	GA 78437 CP
1200 Mk1 Saloon	19	GA 13461 DL	GA 78686 DL
1200 Mk1 Convertible	5	GA 661 CV	GA 78012 CV
1200 Mk1 Estate	3	GA 16387 SC	GA 66215 SC
Mk1 Courier Van	4	GA 48965 V	GA 68898 V
1200 Mk2 Coupe	7	GA 83324 CP	GA 157201 CP
1200 Mk2 Saloon	106	GA 81642 DL	GA 249869 DL
1200 Mk2 Convertible	46	GA 111964 CV	GA 232867 CV
1200 Mk2 Estate	12	GA 84280 SC	GA 228283 SC
Mk2 Courier Van	2	GA 148589 V	GA 207737 V
12/50	41	GD 1688 RS	GD 55269 RS
1200 Export	7	GB 48134 CV	GB 60475 LDL

Most satisfying amongst the statistics are the changes to earliest and latest recorded examples of several models. The earliest known Herald remains my own Coupe with commission number Y128, however the earliest Saloon G11 has also surfaced after being considered a "lost" car for some years - this car was covered in some detail in my register report of August 2001.

At that time G11 was for sale - did someone buy it? While the 1959 Heralds are regarded as rare vehicles in their own

Carb Saloon. Also changed is the latest known car on a Mk1 chassis.

The Mk2 chassis was introduced on the 1200 at commission number GA 80001, so theoretically the highest commission number for a Mk1 1200 would be GA 80000.

The highest commission number recorded for a Mk1 1200 is GA 78686, a DL Saloon registered in December 1962.



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Spitfire IVRs

By Suzie Singleton

It's taken a while but this month 'Heralds' the International Vehicle Register scheme being extended to include our Spitfires.

TRIUMPH Spitfire I-II-III Register

Although from the early days of the club there has been a form of registration it wasn't until 1996 that the scheme really got started with Dick Plumridge comprehensively registering the MkII Vitesses. The IVR scheme was expanded in 1998 to include some of the other models - the rest of the Vitesses, Heralds and GT6. Now it's the turn of the Spitfires to be incorporated in this way.

There are various reasons why it's taken this long to bring them into the fold including the fact that there are so many Spitfires among the membership of the TSSC that this was always going to be a rather daunting idea - asking all Spitfire owners to send in the details of their cars and then bracing for the bagfuls of mail this could bring. After giving me a few months to get accus-

tomed to the post of Early Spitfire Secretary Dick Plumridge approached me last month wondering if I were brave/foolhardy/demented* (*insert appropriate adjective!) enough to take this on. Well, it seemed a good idea at the time! I thought it a shame that the Spitfires had been left out till now so I decided if I were to do justice to this job it would be a shame to let the Spitfire IVR scheme lapse for lack of enthusiasm so here we go.

So, to introduce the scheme I thought I'd include a few FAQs (Frequently Asked Questions - for those who aren't familiar with the term)

Q: What do I do?

A: I'm hoping those of you reading this who have a Spitfire (or 2 or 3.) haven't been in such a rush to read your Courier this month that you've thrown away the paper in the package with your address details on it. For those who can still retrieve it from the 'circular file' or recycling bin if you turn it over you'll find an IVR form. So, here's my plea for you to fill those empty spaces with the appropriate details of your car and send them to the TSSC using the Freepost address on the form, it will then be passed onto me to incorporate in the new Spitfire Register.

Q: What do you want me to send?

A: The IVR form lists all the specific numbers and details we would like to know so please include as much detail as possible. It would be great if you can send photos of your cars and some background information, its history etc. If you have further information, eg BMIHT certificates or bills of sale I would be very interested in copies of such documents to help build up a fuller picture of all these cars. Please would you include an SAE if you would like these returned. I am perfectly happy to receive all this information by email including scans of photos and/or documents though I would ask you to ensure that any IVR numbers are clearly legible in a scan or carefully copied into an email specifying what each number is with reference to the IVR form to ensure we have accurate infor-

mation. This is also the ideal time to send me any questions you may have regarding your particular car or Spitfires in general and I'll do my best to give you answers.

Q: What do I get out of this?

A: The appreciation of your esteemed Register Secretary for one! And if that isn't enough then we can help with advice on how to discover more about your car's history if you enclose an SAE. Also, if you send me a photo and some further information about your car you may even see it gracing these very pages in a future article!!

Q: I've already sent one, so why do you want another?

A: Some of you who have been a member of the club for some time may have already sent your car details but please do still send me a new IVR. Although there could be a few old Spitfire ones lurking in HQs archives it might not be possible to collect up all of those which have been received in the past and anyway I'm sure there may well be changes - new owners, engine swaps, resprays - which have happened since you sent in the information.

Q: Is it safe to send in all this information?

A: There will be those of you reading this who may have worries about trusting the vital statistics of your cars to us but please be

or other less scrupulous characters looking out for these details, (not that there would be any such amongst the august membership of the TSSC!) rather we look out for trends, peculiarities and comparisons and other such items of interest.

Q: Which cars are covered?

A: We're happy to receive IVRs on all Spitfires, including those that may have been modified so long as they owe part of their heritage to the Spitfire. I will be dealing with all those for the earlier 'roundtail' cars, Spitfire4, MkII and MkII - 1962 to 1970. IVRs for the later cars will be passed to John Thomason for him to deal with himself as I believe he will be recording those too.

It seems an appropriate time now to include a photo of Diane Lovegrove's Laurel Green 1967 MkIII Spitfire as her IVR has already been forwarded on to me by HQ. Thanks, Diane. Once I've got all the IVR stuff organised I'll be writing

back to you.

And here's a question from Andrew Spicer which it would be nice to get an answer to.

"I wonder if you can help me with a mark 3 Spit. Reg no. PKE 769 G, c1969. This car was owned by my family from c1971 for some 20 yrs, I know her next two owners but then lost touch. If she is on your register I can pass this info on to the present owner and maybe see how she is now. Last year I bought a wreck of the same to restore, which will be on your records, when I get time."



assured that I and the other Register secretaries will be very careful not to publish information as a whole on any particular car. It may be minimal but we do understand the risk factor of 'ringers'

It may be that in time I receive an IVR about this car and can let him know it still exists. If you're

the current owner then please do send in your IVR and I can put you in touch with Andrew. I'm looking forward now to hearing about his own project car.

Who supplies these Models?



that says "Originalities" and it has a British flag. I presume that this would have been made in England, as the car is right hand drive and has British style tags on it.

Detail is fair and I'm not sure what it is made of, presumably some sort of resin, as it is fairly heavy, but it is certainly not a metal."

Guy tells me he thinks he's seen this type of Herald model too but doesn't have one himself so I guess that gives us both something to look out for at this

I seem to have struck a chord in December with my articles on miniature Spitfires as I received an email from Cecil Wise with a photo of yet another type of model

"I just got the Dec 2002 Courier the other day and

year's events. If anyone does have information on the manufacturers or suppliers of these please do let me know.

Last month we made the pilgrimage to Stoneleigh and are

Albert's Mk III at Stoneleigh



thought I would send you a picture of a model I "picked up at a autojumble a couple of years ago. I've never seen another one like it. It has a label on the underside

very glad we did, finding two new Spitfire boot lids at a very good price so - one of these days - we can replace both Baby Blue's & Sybil's. I thought I was getting so



Can the owner of HAX send me an IVR please?

much better at recognising Triumph parts at autojumbles but at an event like Stoneleigh - Triumphs as far as you can see - I had to work that much harder. There it's not enough to just recognise the make the parts were but I also had to get the right model (or just get very good at reading the labels put onto parts!)

As we were leaving I did manage to spot two roundtail Spitfires amongst all the other Triumphs there - see, I can at least recognise the cars themselves! Inside the sheds we found the MkIII belonging to Albert Bishop who I met at Lands End during the Round Britain Run

Then out in the main car park I persuaded Guy to do a U turn to check out what was attached to the grille I could see between other parked cars and we found this rather nice car - poor thing, surrounded by non-Triumphs. If this is your car please do contact me to tell me more about it (with an IVR please?).

And finally . Already being aware of Shepherd Neame's Spitfire Ale I couldn't resist picking up a case of this 'Baby' Spitfire Ale I found just before Christmas

- just a shame the packaging wasn't pale blue to match 'Baby Blue', it would be a fun 'accessory' for shows this summer.



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Front lower valance WKC86	£65.00
Sills L/H and R/H KXC 112/3	£64.50
Windscreen aperture panel F.H.C.	£105.00
Doors FHC WKC5286/7	£260.00
Door skins YC74/75	£47.50
Body shell FHC with sunroof	£2,950.00
Body shell convertible	£4,450.00
Late type boot lid KXC3854	£175.00
Rear deck assembly convertible WKC4255	£87.50
Window regulators KXC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£120.00
Radiator grille R/H convertible WKC3674	£25.00
Petrol tank	£105.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£75.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set	£8.00
TR8 electronic distributor	£260.00
Gearbox 4 speed exchange	£160.00
Gearbox 5 speed exchange	£350.00
Recon steering rack	£40.00
Front strut assembly recon/exchange	£65.00
Front lower ball joint GSJ154	£12.50
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£29.00
Lower steering shaft TKC1084	£30.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RK0509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake master cylinder GMC217 (exchange)	£115.00
Brake servo recon exchange	£75.00
Uprated brake master cylinder servo assy (exch)	£200.00
Brake pressure valve TKC 3667	£32.50
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GB5813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
Wheel cylinders 4.5 speed	£15.00
New 4 speed differential TKC2619 (exch)	£195.00
Jackshaft 215207	£120.00
Recon starter motor	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£18.50
Fan idler pulley bearing	£9.50
Recon w/wiper motor	£40.00
Clutch kit Q/H	£65.00
Clutch kit O.E. Unipart	£105.00
Clutch kit TR8 Q/H	£105.00

STAG

Front lower valance 907103	£40.00
Inertia seat belts non sensor original	£115.00
Seatbelts, non sensor	£85.00
Front suspension leg insert	£27.50
Recon steering rack	£115.00
Steering column shaft 151032	£55.00
Track rod end GSJ157	£11.50
Steering lock 160337	£70.00
Gearbox exchange	£250.00
Rear shock absorbers	£19.50
Rear sub frame mounting 150382	£21.00
Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£115.00
Recon rear hub assy	£90.00
Caliper seal kit inc pistons	£22.50
Set brake pads	£12.50 set
Set brake pads including pins and clips	£18.00 set
Rear wheel cylinder GWC1211	£17.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£65.00
Window regulator and motor assy 309024/5	£76.00

TR6

Front and rear wings	£175.00 each
New complete hard top glazed/trimmed	£980.00
Front wing 'D' plate 706311/2	£11.00 each
Front L/H fitch panel 907097/576477	£125.00
Late type rear centre bumper	£75.00
Rear quarter bumper	£60.00
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon exchange	£60.00
Recon exchange water pump GWP201	£29.50
Recon steering rack	£55.00
Front trunnion 142377/8	£17.50
Top ball joint GSJ131	£19.50
Brake servo exchange	£95.00
Brake disc 209327	£17.50
Recon exchange caliper type 16P/16PB	£55.00
Brake pads early/late type	£10.00
Gearbox exchange	£250.00
Recon drive shaft assy	£125.00
Recon rear hub assy	£90.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£8.00
Spare wheel cover 812236	£60.00

SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£560.00
Nearside/offside front wing	£65.00 each
Front wing 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£37.50
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£27.50 each
Side light mounting panel 907157/8	£45.00
Door skins	£32.00
Battery box 806707	£12.50
Rear valance lamp panel 569900	£45.00
Boot lid 575787	£195.00
Dash top cover 714482	£30.00
Vinyl hood Mk III inc zip window	£90.00
Hood Mk III original material/zip window	£140.00
Chrome bonnet catch 607663	£21.00
Rear lamp assembly 208532/217025	£37.50
Track rod ends	£7.00
Gearbox 3 Synco exchange	£135.00
Gearbox 4 Synco exchange	£160.00
Rear leaf spring 305894	£67.50

Recon exchange brake caliper type 12	£45.00
Recon exchange brake caliper type 14	£40.00
Original head gasket GEG314	£6.50
Distributor cap	£3.50
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£10.00 pair
Front wings 909663/4	£35.00
Front wheel arch outer 909351/2	£30.00
Front wheel arch inner 909797/8	£34.00
Headlamp support panel assembly 818871/2	£22.00
Front quarter valance 815391/2	£45.00
Door skins	£32.00
Sills non O.E. 903097/8	£24.00
Sills O.E. 903097/8	£42.00
Sill reinforcement panel 806634/5	£5.50
Inner sill 806638/9	£13.50
Front sill end plate 706422/3	£4.75
Half floor (deep pressing)	£64.50
'A' post lower filler panel 706288/9	£10.50
Bonnet hinge pivot box RKC362/3	£32.50
Chassis front gusset 218526/7	£16.00
Bonnet hinge tube L/H-R/H 811107/8	£40.00
Rear wing non O.E.	£87.50
Rear wing front repair panel	£11.50
Rear wing rear repair panel	£14.50
Rear lamp panel 716182	£12.00
Rear valance 908970	£32.50
Boot floor	£67.50
Boot lid 911327	£240.00
Rear inner wheel arch 725563/4	£67.50
Rear outer wheel arch 909661/2	£42.50
Windscreen aperture drip channels	£11.50 pair
Stainless steel overspill kit	£65.00 kit
Hard top rear screen seal 911040	£30.00
H/T top seal roof/dog glass 716183/4	£8.00
Front windscreen chrome insert kit	£30.00
Door hinges 607824	£14.00
Exterior door handle (black) YKC2837/8	£47.50
Window regulator 911271/2	£40.00
Window regulator glazing channel	£45.00
Front outriggers 208398/9	£17.50
S/steel tread plate finishers	£17.50 pair
Water pump TKC 1974 (exchange)	£29.50
Oil pump 216939/GWP128 (exchange)	£29.50
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£3.50
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£13.00
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£22.00
Front suspension vertical link/trunnion assy	£65.00
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£20.00
Recon steering rack	£40.00
Track rod end GSJ158	£7.00
Steering joint 142140/FAM1718	£17.50
Steering lock 216449/UKC2719	£37.50
Gearbox exchange	£150.00
Rear wheel bearing kit GHK1029	£14.00
Early/late rear drive shaft	£57.50
Recon exchange drive shaft assembly	£147.50
Rear shock absorber GSA385	£17.50
Rear leaf spring 159640	£67.50
Recon exchange brake caliper type 14	£40.00
Brake disc 208715	£14.00
Caliper repair kit inc pistons type 14	£20.00
Grilling brake master cylinder	£55.00
Handbrake front cable 121766	£3.50

Handbrake cable end fork 104749	£1.50
Rear wheel brake cylinder - 7 dia	£7.50
Rear brake lever 123135	£5.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160 Q/H	£60.00
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£3.50
HT lead set	£7.00
Recon starter motor	£22.50
Recon w/wiper motor	£40.00
Universal joint with grease nipple	£7.00
Dash top cover 815281	£27.50
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	95p
Wheel arch to bulkhead seal 613666	£2.50
Hoods original I.C.I. material inc zip window	£140.00
Hoods vinyl inc zip window	£90.00
Inertia seat belts less warning light wire	£40.00 pair
Inertia seat belt sensor type OE	£55.00 pair
Inertia seat belts less sensor OE	£50.00 pair

GT6

Bonnet assembly Mk II	£595.00
Bonnet assembly Mk III 913766	£600.00
Front wings Mk II 908113/4	£85.00
Front wings Mk I 907154/5	£65.00
R/H front overrider Mk I 710717	£27.50
Petrol tank cover board Mk I/II 710703	£20.00
Boot floor carpet Mk I/II 810841	£30.00
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£95.00
Steering lock 216449/UKC2719	£37.50
Seat belts	£40.00 pair
New crankshaft 308034 (exchange)	£95.00
Recon exchange water pump GWP201	£29.50
Gearbox exchange	£170.00
Clutch kit Q/H	£70.00
Front suspension vertical link	£52.50
Front shock absorbers	£20.00
Track rod ends	£7.00
Rotoflex coupling 152273	£20.50
Rotoflex bush kit inc tubes	£15.00
Brake shoe Mk III/IIII rotolux GBS750	£13.50
Brake shoe non rotolux GBS746	£13.50
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£6.50
HT lead set	£8.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£120.00
Mk I front panel (nose cone) 903258	£60.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£120.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£50.00
Mk II lower front valance 910333	£55.00
Bonnet seal 613694	£10.00
Rear centre bumper (saloon) plain 911606	£90.00
Rear centre bumper (estate) plain 576530	£80.00
Rear centre bumper (saloon) for insert 917820	£76.50
Rear centre bumper (estate) for insert 917813	£76.50
Rear quarter bumper (saloon) plain 910158/9	£60.00
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£20.00
Interior door knob 615888	£1.00

Dash veneer set 2000TC/2500TC - ZKC1552	£52.75
Dash veneer set 2000TC/2500TC - 730397	£52.75
Dash veneer set 2500S 726421	£52.75
Interior grab handle ZKC 701711	£15.00
Draught excluder grey 614628	£5.00
Boot carpet 728551	£15.00
Late Mk I 2000 steering wheel 307493	£20.00
Recon power steering rack	£110.00
Recon manual steering rack	£40.00
Gearbox exchange	£175.00
Mk II front side/flasher lamp 216149/216150	£35.00
HT lead set	£8.00
Clutch kit Q/H	£70.00
Recon exchange water pump GWP201	£29.50
Rear wheel bearing kit	£18.00
Rear shock absorber	£19.50
Recon exchange brake caliper	£45.00
Brake disc Mk I 209348 - O.E.	£40.00
Brake shoes Mk I (axle set)	£20.00
Brake shoes Mk II (axle set) GB5803	£15.00
Rear wheel cylinder GWC1205	£15.00

DOLomite RANGE

Dolomite h/lamp mount panel 724263/4	£27.50
Front overrider KXC 83/84	£17.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£25.00
Dolomite Rear lamp assembly R/H TKC938	£44.00
Head lamp assembly 1300/1500 Dolo	£50.00
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£30.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Inertia seat belts seat sensor type	£55.00 pair
Recon windscreen wiper motor	£40.00
Early Sprint recon exchange distributor	£62.50
Late Sprint recon exchange distributor	£62.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£35.00
Sprint Lucas distributor cap GDC134	£22.50
Set of HT leads 18.50	£8.00
Distributor cap 1300/1500 GDC136	£3.50
Oil filter 1300/1500 GFE119/150	£3.50
Service exch oil pump 18/50 - Sprint 215573	£22.50
Sprint gearbox exchange	£175.00
Sprint clutch kit Q/H	£70.00
Gearbox exchange 1300/1500/18/50	£150.00
Gearbox exchange 18/50 3 rail	£170.00
18/50 original clutch kit Borg/Beck	£115.00
Input shaft 1300 F.W.D. 137617	£23.50
C/V joint 1500 F.W.D. 518093/UJKC 1160	£30.00
Rear subframe mounting cup washer 138626	£6.50
Recon steering rack	£40.00
Track rod end	£7.00
Upper steering column joint 157659	£28.50
Lower steering column joint FAW1718	£17.50
Rear/Front shock absorber (Dolo)	£18.00
Toledo front shock/spring assembly	£45.00
Front lower ball joint GSJ135/6	£31.50
Dolo top ball joint GSJ133	£31.50
Anti-roll bar mount bracket 154888	£6.50
Anti-roll bar mount bracket 153669	£10.00
Dolo recon exchange caliper	£40.00
Brake pads Dolo/Toledo	£9.50
Brake pads Sprint	£12.00
New Sprint brake servo exchange	£135.00
Sprint brake shoes O.E. GB8780	£14.50 set
Dolo 1500/18-50 brake shoes GB8746	£13.50
Dolo 1500/18-50 wheel cylinder GWC1502	£12.50
Sprint wheel cylinder GWC1121	£12.50
Tank sender 1500H/L1850H/L Sprint 215652	£22.50



All Change!

By Dick Plumridge

A big turning-point for IVRs this month:

Just as Vitesse IVRs seem finally to have "eased gently up to the buffers" (ground to a halt), the Bond and both Spitfire Registers are joining the scheme this month - see Suzie's Register for more details of her plans! Guy already has a lot of background information filed on Bonds and is now looking for new IVRs from his Owners. John, for the late Spitfires, plans to defer his Reply-letters until he's built-up a mass of data from your IVRs; but knowing John, that'll be worth waiting for. It's excellent news for Spitfire and Bond Owners but good for the rest of us too. We all of us gain from the pool of knowledge that builds up, thanks(!) to our Register Secretaries with their few enlisted helpers.

VITESSE IVRs

The Vitesse scheme's been running nearly 7 years now for the Mk2, and exactly 5 years this month for all the earlier Vitesesses. It seems to me the service may perhaps need to change. Due to a lack of Forms recently - either blank ones published, or filled-in ones returned (yes, there could be a link) - the demand for Vitesse IVRs is unclear.

But, it is noticeably less than Derek's 13/60 returns, for instance, in the same circumstances. The thing is, there's now more pressure than ever on space in the magazine, so I want to be very clear what you'd prefer.

SHOULD IVR FEATURES GO?

This is novel but very simple: It may be that everyone open to persuasion to do their IVR has now done it. If the need really has now been filled (except for newly-joining Members, and I'm not forgetting them) then I'm content, and I'll scale-down the service. I'll still wish I'd succeeded with those I haven't persuaded (because we've all lost-out there), but if I haven't been able to by now, I've certainly tried some different ways! But look, if you've been "meaning to do" an IVR, then may I ask you to help by doing it (**BUT NOW**), using your address-label Form in this month's Courier package? If a wodge of IVRs come in (that's, **NOW**), I'll take it there's a wish to keep the features, at least for a while. And I'll have the raw material to do it - your IVR! And if they don't, I'm completely happy to fit in with that: I'll keep just a skeleton service running to help new Members, but drop the Courier features so this space can be given over to other cars. Please "vote" by doing your IVR Form **NOW - OR NOT** - I'll go with either!

So in case this is to be the last Vitesse IVR feature, guess what? Yep, a round-up! Of just some of the stuff we've learned by following up pointers off your IVRs; and a selection of more of your Vitesesses themselves. I have enjoyed researching other stuff such as the Vitesse Estates, "odd" Engines, Dealerships, Tax Refunds, Hardtops, etc but I'll start off with something so new I've not even had time to tell the Owner about it yet:

"FAME!"

A few cars have come onto the Register with well-known past Owners. Sometimes today's Owner already knows about this, sometimes they find out as a result of the Traces I suggest in my Reply-letter to an IVR, and sometimes ...

well in this case I've only just found out why this car, recently IVR'd, looked familiar to me: FHV41D was once owned by Shaw Taylor, very evening. Well, this same day 100 miles up the country, Ron Solomons' prized Vitesse 6



(Below) ran off the Canley Production Line! And this is our earliest-known surviving Vitesse. Surviving well, too, understood to have all its original bodywork still, just a respray in the original colours to restore a deep shine. Wow.

The Latest? Well not just "the" latest but all four "Final Vitesesses" here, which their Owners got together at the

famous deadpan presenter of "Police Five" - the 1970s trailblazer 2001 South of England Meet.

for "Crimewatch". I already had a contemporary magazine feature on the man and the car, so I'll get a copy to FHV's Owner, Humphrey Lewis - thanks for your IVR. (Also on this subject - Derek Jacobi's Vitesse, I know about. Richard Whiteley's I know "of" but without all the detail from "The Sun" - anyone kept a copy? But also I've an idea a member of Pink Floyd had a Vitesse. Does anyone happen to know?)

EARLIEST / LATEST-KNOWN CARS

OK, first (as ever!), a bit of context: 8th May 1962 (a Tuesday if you remember). The Shadows, "Wonderful Land" is at No.1. London's last trolleybus ran this





Last of the line Reunion

That weekend happened to be scheduled spot-on 30 years since the end of Vitesse Production - mid-May 1971. Couldn't just let the day pass, could we? Amazing that the cars all survived so well, and all four Owners made the "Reunion"! Well Done Them - a fantastic day for the Vitesse and for these Owners to achieve this.

Here's one more "Earliest" of great interest: the earliest-known Mk2 surviving! This shot is an original



Triumph Vitesse 2 Litre Mk II Saloon

not for publication before 11th October 1968 (copyright 1968)

NEG. No. 164673
For further information -
Public Relations Office
Triumph International
Coventry

b&w Company Publicity photo from Summer 1968, one of those circulated to the Press for free publication. The car though, still survives! Not sure it's in this immaculate shape, but vitally, it's saved, so - one day! A very special car.

BODY NUMBERING

Back now to those late Mk2 Saloon bodies with the odd

numbering that I queried in January. Their meaning is still a puzzle, but we now know what the explanation **ISN'T**! Thank-you, to Colin Wake, David Harding, and Andy Clark, who each own one of these Saloons and were good enough to contact me with the number off the Rear-Body, altogether

showing these were NOT Herald rear-ends, which had seemed possible. I've got a Factory contact who may still be able to explain what was going on with these, back in early 1971!

But quite apart from my curiosity about anything and everything that went on in the Factory, there's another reason I wanted to know more about the two Body Nos:

Some years back, one of our Owners ran into some flak from a DVLA Vehicle Examiner, which I was sure was misguided, though I couldn't prove the point. The Owner was battling to get the car's original Registration reinstated. The Examiner saw the two different Body Nos on the Front and Rear Body-sections, and concluded this must be a "bitsa" car - which created a big obstruction to getting the Registration back! It's well-known that Triumph got the two Body-sections from different suppliers, but this wasn't enough. But I'd now be able to fix

such a problem thanks to new info from another Mk2 Owner, Richard Teasdale, who answered my appeal for ANY Rear-Body Nos, late Saloon or not! Richard's is a One-Owner car! So there's no question that some hypothetical, unknown, past Owner might have swapped its Body-sections or Numbers. Its history is known. It's proof positive that a "mis-match" in these Numbers is right and correct. Thanks, Richard, and thank you for your kind

letter. Any more Front vs Rear-Body numbers that anyone gets the chance to check? - the more the better, on this!

HOODS AND COLOURS

Shown here is that Valencia Convertible Richard has owned from new. It comes with a puzzle of its own - why the Factory



gave it its White Hood? There were no "coloured" Hoods done by the Factory then, just Black or Sebring White. I've got definite info on over 50 Hoods as fitted by the Factory, and this is the only White one from this period that didn't go with a Shadow Blue interior Trim. (It'd be interesting to see if 13/60 and late 1200 records bear that out?)

Hood-fitting at the Factory was done in a specialist area of the main Production Track and it's difficult to find people who remember this operation.

We've also got just one "exception" in the other direction, but no puzzle here: Peter Hudson's lovely Royal Blue convertible had the Shadow Blue trim, but based on previous experience, Peter deliberately turned-down the standard White Hood for it, and specified Black!

These two also, are two of the mere dozen or so known **ONE-OWNER VITESSES**: a very special category of its own! Only very occasionally now does a new one come to light; but at the same time, others do get sold-on (after 30-40 years!!), so this "known total" figure has stayed almost constant. Peter's also illustrates another aspect:

PERSONAL EXPORT

Vitesse hopeful of finding a home somewhere a bit sunnier than the UK had two ways out of Coventry.

First was as a CKD - "Completely Knocked-Down" kit, where the vehicle was Exported crated-up in kit

form, to a Triumph Factory abroad (most often Belgium), assembled and finished there for that Market. These Belgium-built cars have since turned up in many corners of the World.

The other way was Personal Export, and Peter Hudson's was one of these. This scheme was quite widely used especially in the Services or other work involving postings abroad. These cars were built more or less normally at Canley, but sold with special Tax provisions for the Owner to take the car abroad within the following 6 months. The very natty yellow-edged

Registration Plate was an integral part of the scheme, to assist H.M. Customs I think. Special "blocks" of Registrations were issued dedicated to this scheme, and UDU-G was one of these. Lovely



bit of history for this car.

Here's a variation on that: pictured overleaf is MRD444J on a perfect Spring day in Kensington. This began life as a Personal Export car, but in this case was built as a L.H. Steering version for use in Switzerland and Italy! Many years later, and minus



its original Personal Export Registration, but still with its LHS set-up, the car returned to the UK, where I later met it on a petrol forecourt on the A3! It's now revelling in a third lease of life, in Berlin; a gorgeous car!

CKD KITS ASSEMBLED ABROAD

To complete the set, a CKD car: Johan Rousseuw's NYU946, a Belgian-registered Convertible assembled in the Mechelen Factory. These cars used many locally-sourced components such as batteries and tyres, and the Paint and Trim finishes were done to



suit the local Market, not decided at Canley. CKD cars show interesting differences from Canley's standard version. I'd really like to have had more details of cars from Mechelen or other Factories. I'm sure many more survivors must be "out there", because our cars often seem to be extremely well cared-for in mainland Europe. Is no-one reading this, across that strip of water, who can help me get more details on European Vitesse's? **30 Canons Lane, Tadworth, Surrey KT20 6DP** if you can!

Or dick.plumridge@btopenworld.com

Despite the deadly quiet that's descended on my IVR post lately, I got a fascinating email from Ken Nolan who turns out to have a Dublin-built Mk2. This is a first - the first CKD Vitesse I've known from anywhere other than Mechelen, and very intriguing for that. Keep in touch Ken!

RARITIES AND THE TOP-SELLERS

The widest-selling Vitesse was simply White Paint, Black Trim, on a basic Saloon. Saloon sales out-did Convertibles by nearly 2-to-1 in the late 60s, though this ratio is now roughly reversed when you count up "survivors". Options like Overdrive weren't an automatic choice (no pun intended), and sliding Sunroofs, still less - very unusual on Vitesse's!

The Rarest? Rarest **ORIGINAL** option would therefore be an Overdrive Sunroof Saloon (maybe a half-dozen known out of the 1000 or so cars I've got details on, and probably not all still surviving!), and rarest colour I suppose has to go to Sapphire Blue, the "successor" to Royal Blue. Rarest, because I've never managed to trace a single Vitesse in this colour! On the Herald and Vitesse, it was only (supposedly) used late 1970-onwards. But then, there's a lot of late Vitesse's on the IVR records, so I'd have hoped to see one by now! And at the last count anyway, I couldn't see one on Derek's late 13/60 records either. Paint Code 96, are you out there?

Given that Saloons are now so much rarer than Convertibles, and Slate Grey a colour many of us have possibly never even seen, it was a great



Richard Trusscott's Slate Saloon

surprise to get Richard Trusscott's picture of his newly-acquired Slate Saloon - with original Factory-fitted Overdrive too! Richard reports the car has had a careless "blow-over" paint job, but

"researched the market", and I'll pass this on. Club Offers don't seem to list anything, so we can perhaps help there too.

All these cars may seem to have been exceptions, or special this, special that! But that's the point: Vitesse's, later ones at least, were



See 'Grey' doesn't mean Dull!

really quite a modest-volume production car. So it's not so surprising if every Vitesse survivor now, from Concours-winners to ones in boxes of bits, seems to reveal some new feature from Production or Sales back in the 60s. More of that "context" stuff: About 8000 Mk2s were built in nearly three years. Dagenham even

importantly, it is still all to original spec. - with its original Matador Red trim giving just the right, quite subtle, lift to an understated Body colour like this. Something special this, that we won't see too often - a definite Rarity, that could end up a very classy and well-documented car, being so original. (By the way, anyone needing convincing that "Grey" **DOES NOT** equal "Dull" should just cast their eyes on the stunning "Hugh Roberts" Phantom Grey Vitesse, now

at that time would have produced that many cars in approximately **A WEEK**. Your Vitesse is special!

So every IVR I 'ave 'elps every uvver Owner! Owners made this scheme work - it's your contribution and involvement that keeps most of us two-finger-typing-types going! For me, the IVR scheme was just what a Club should be all about. Hopefully at the same time, the IVRs have helped establish histories on the cars still out there, that'll tip the balance in favour of tip-top restoration for them one day, when their fate's being decided!



IVR & Jasmine

By Derek Giles

Over the winter months is the best time to get that IVR done as most of us are not using the car that often.

TRIUMPH Herald 13/60 Register

If at all and if you are lucky enough to have it garaged then a quick squint under the bonnet will be easy!

And to this end another 15 of you did just that during November/December bringing the total very close to 500 cars. Even now there is always one or two cars that have been owned for a long time **BUT** never put on the register by their long time Club member owner. May I just remind you the more cars I have as a reference point the easier it is in most cases to give you some insight into any history that may exist on your particular car! Or if not yours then someone else's. As I have often said before no matter how rough or what state, please let me have an IVR, even if it is scrap they **ALL** count. A missing plate is **NO** Problem as the detail off the V5 are all relevant. **WITH THIS IN MIND YOU WILL FIND IN WITH THE ADDRESS SLIP AN IVR FORM! SO WHY NOT FILL ONE IN AND**

HELP ADD TO THE EVER GROWING LIST OF OUR CARS AND SAVE YOUR OWN LITTLE BIT OF THE HISTORY OF TRIUMPH CARS. THIS WILL BE OF HELP NOT ONLY TO YOU BUT TO ANY NEW OWNERS OF THE CARS AS THEY MOVE ON TO A NEW KEEPER. EVENTUALLY PERHAPS EVEN THE CLUB WILL BENEFIT FROM BEING THE LEADING HISTORIAN OF ALL CARS THAT COME, SPRANG THE HERALD CONCEPT!!!!!! Why not make it a Spring task to fill in and send your IVR freepost to HQ - You Know It Makes Sense! At the same time if you have any other information about your car, i.e. bill of sale, service history or items fitted or things you are not sure of, **ASK** me and I will try come up with a solution.

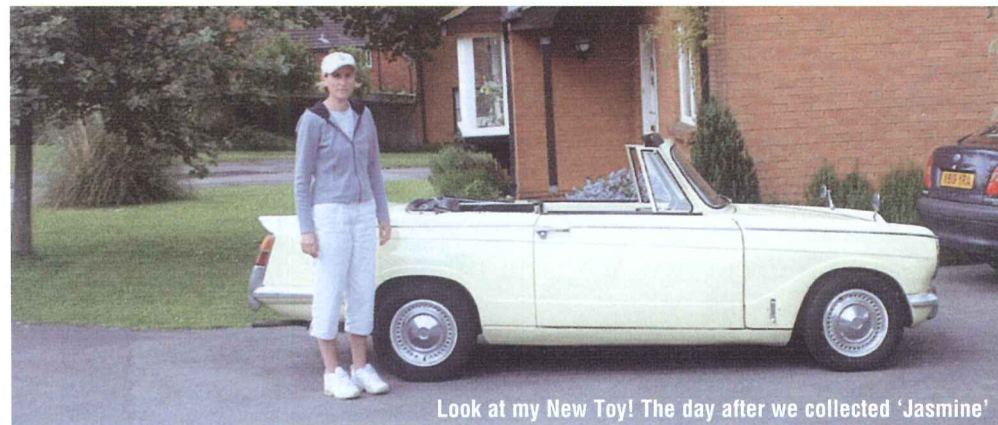
Perhaps one item that may puzzle some of you is the extra set of numbers at the bottom of the commission plate, namely BS AU48 1965 these are on most of the Herald plates and refer to the Seat Belt Mountings, which were relevant at the time and just confirm they are **UP TO** standard. So once again it's up to you to help me keep the register up to date and informative, I can only get it right with 13/60 members/owners help, plus of course you wouldn't want me to sit around doing nothing would you?

One such family who hit the nail on the head were Claudia and Jason Chinn of Reading Berks, who sent in their IVR back in October just after Jason and the heavy mob, attended the Triumph World picnic. I am not certain if it was because I was also on the Newbury stand that made them do it (my influence may be that good) or just coincidence but thanks anyway C&J the result was just right. SO without further ado its over to their report!!!!

BYW 600H aka -'JASMINE'

Please find enclosed an IVR and some photos of Jasmine, our 13/60 Convertible recently acquired and now much loved.

Here's a little background just to set the scene. Every year my wife, Claudia and I discuss the possibility of buying a



Look at my New Toy! The day after we collected 'Jasmine'

cheap convertible for some summer fun. Although I have always had a Triumph Vitesse, for the past 14 years I have only had a non-



Start 'em young. Poppy aged 6 gets in on the act running wreck but that, as they say, is another story. Claudia never showed much interest until she saw how cheaply we could get a good Herald so in 2002 a cunning plan was hatched to dispose of her along Metro GTI and buy a 13/60.

After a little research and a lot of travel to look at a few we started to think we were setting our sights too high or needed to re-think the budget to get what we wanted. Claudia wanted a white one as she wasn't keen on some of the "old man" colours available. I have always said that when my Vitesse is on the road again it will be in some form of yellow but Claudia had always frowned on this. Anyway, after I

stumbled across Jasmine and going to take a look, Claudia was convinced and fell in love with the car and the colour straight away. I must remember not to take her again when buying a car, it's hard to appear nonchalant whilst making the deal when your wife is saying 'I love it' in the background - Joe, the seller, was a great bloke who agreed to a little negotiation and a deal was done.

Joe had explained that Jasmine had no MOT but would be given one as part of the deal and also serviced for me, he really was sad to see her go but he assured me the sale would



Enjoying Stafford Sun

finance his Spitfire rebuild. He was reluctant



Four Big lads into one Herald WILL go!

to take a deposit, we'd shook hands and that was enough for him, this was car buying at it's best!

A week later we returned to collect Jasmine and I drove the 100 miles home with a huge smile on my face. Claudia followed in my company Euro box. I had intended to have the top down all the way but rain stopped play. Jasmine behaved impeccably and we got home with ease. I emailed Joe, and the kids did pictures to send to him, as "he must be missing her?". The pictures had captions saying "We'll take care of Jasmine" and we have.

So far we've rebuilt the internals of both front seats but need new covers, Claudia wants the Club's recliners but £400+ is a bit much having spent a lot on her already. Being the old romantic, I got her a set of Club Minilites for her birthday. We've also added a nice Club steering wheel and gear knob plus some inertia reel belts (she already had static rears fitted). To improve lighting we've fitted Club Halogen headlights, as one of the previous headlights received terminal stone chip damage, we also added a set of stone guards. A Microscan alarm (not from the Club but at £90 a bargain), which has a microwave sensor, was fitted as Claudia was concerned for Jasmine's security.

The best bargain has to be the Club insurance: I work for a major insurer and I am very impressed with the level of cover and ease of purchase. Which reminds me, I should really get all these additions fully documented and see

how/if it affects the agreed value.

A trip to Gaydon in the pouring rain revealed a leak or two. A header rail seal was bought at Gaydon and fitted that day as was a bonnet seal to help cut down some of the rattles.

The boot leak still needs finding but hasn't caused problems since; it was a very wet day!

Having done over 1,000 miles in Jasmine since May, we've got to know her habits, temperature tantrums and her excessive oil consumption which I think I've traced to badly worn valve guides. I've just bought an unleaded head from Canley Classics (took the opportunity to see their stretched Herald limo in the making - outstanding madness!). I'm taking some time off work to fit the head and will also renew all the water hoses and give her a cooling system flush. I've bought some Forlife and will see if that cures the slight overheating. I have a theory that most of the overheating is due to the excessive oil consumption - it must be about 100 miles per litre!

Plans for the future are to keep enjoying Jasmine and keep using her, the winter may be cold but the heater works and she's quite cosy inside. She has also been the inspiration to get on with my Vitesse and breath some life into that again. I've been a bit of an armchair enthusiast for the last 18 years In the TSSC so I think it's time to get a little more active in both the Club and the cars!

Jason Chinn

Once again, thanks to the Chinns.

CHEERS for now and let's HERALD the March to SPRING.

Derek

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Hi! ... Well ... what a day!!



By Mac Reynolds

TRIUMPH Vitesse Register

I started putting this register together somewhere around 1100hrs this morning (A damp misty Sunday here in Boscastle...too wet for a nice stroll to the pub across the cliffs !!) ...and here it is 2030hrs (some nine hours later..!! ...so much paperwork to sort and correlate !) so weary ...but I do so love Vitesse !! (I know it's dark and it's late ...but maybe a quick trip to the garage to check that mine is ok ...and to stroke her soft smooth paintwork ...ok ...enough of that!)..

So ...this register is going to be a bit of an onslaught ...for IVR's ...you will find on the rear of your address label an IVR form ...Please take the time to fill it in and return it to Dick (address at rear of Courier) ...there are so many of you out there who always

say ...I have been meaning to fill one out, ...I will fill one out soon , or I will get around to it one day ...So please ...stop all this ...I'll getaroundtuit ...DO IT NOW !! ...ok lecture over for now ...onto our first featured Vitesse ...From Mr J Davies ...Shropshire...

"I have finally got round to submitting the IVR details of my Vitesse six, which I hope will be of some use to you. I have supplied a photograph of my car, which was taken shortly after a new coat of paint, hence the missing trim, which is now fitted. There seems to be an aura of mystery surrounding my car,



which seems to have originally been a saloon car which has been converted to a convertible using a Tristan kit, I certainly didn't know this when I purchased the car around five years ago. I have put this down to being young (23) and naive at the time and the car was a "got to have it" type purchase. There seems to be an abundance of green paint under the red colour in which I bought the car in. Its 1985 registration date also leads to question marks about its origin. The chassis number supplied in the V5 is also identical to the comm. no stamped on the commission plate, I have done a considerable amount of work to the car over the

Register your Vitesse!

past five years both mechanically as well as replacing a large number of rotten body panels which were present at the time of purchase. The chassis on this vehicle passes the MOT easily but it has seen better days and would take more than a new set of rails and outriggers to put right. I would like to replace the chassis and fit the correct rear tub off a convertible vehicle, which would allow me to end up with what I thought I had in the first place. My partner, who enjoys our summer antics in the car has said to me "why don't you buy another car and save yourself the hassle" but having owned my vitesse over the past five years I have become rather attached to it. I feel this is the easy way out option, and would be a shame to send her to the graveyard. Living in Shropshire, I have no local Triumph Sports Six area club to meet fellow enthusiasts so it is difficult to get advice on such a mammoth task along with the much needed moral support. If you know of anyone who could give me some advice on this topic or any information which would answer some of the mysteries involving this car, I would greatly appreciate it."

...Now thereby hangs a tale ...this IVR was sent to Dick ...who in his dedicated and efficient way replied ...but you will have to wait until next

month to see what you can expect ! ...and it's worth the wait !!

We all have to make a concentrated effort to try to complete this IVR register ...otherwise it could just go on and on and on ...each year many Vitesse's changing ownership ...or being scrapped without knowing !! Susie (Singleton) our brave and intrepid Spitfire sec is undergoing ...to take on the Spitfire IVR's ... (being around 45% of our membership ...I think that is quite amazing ...or maybe foolish !!) but whatever it may be ... Good Luck!...

As we are on an IVR theme ...here is a recently spotted Herald 1200 (Bill Davies ...for you...) Now registered VSL 818 it was originally 6940 VB but as many of our cars ...subject to the profit /money making of the reg number sellers! (cherished or what ?) ...she is a 1963 ...still Mot'd with chassis



number GA104803DL ...with a strange convertible conversion (just the roof unbolted) but if you look closely all the chassis is new ...in red primer ...so she will live!!



Reading Bills register in the January courier ...I have to say that I most jealous of the 1969 Standard Herald Companion Mk111 ...(a Herald 4 door estate) ...what a brilliant find ...and what a unique Triumph to own! ...

Also in the January courier was the report from Philip Willcocks ...again what a find ...a Vitesse in the Bahamas ...what more could a man ask for? superb stuff... On a negative note ...I was somewhat saddened to read that a stalwart Vitesse owner Colin Murell (I don't resemble a Traction engine do I ?) has purchased a Honda Acclaim (Oh sorry ...that should read Triumph) ...Colin ...I will have to give you a slap when I next see you! ...I can only get interested in "Triumphs " on a sports six chassis!! ...so there we are !

Oh ...and I forgot to watch Blue Peter to see the "Triumph section" ...most annoyed with myself...

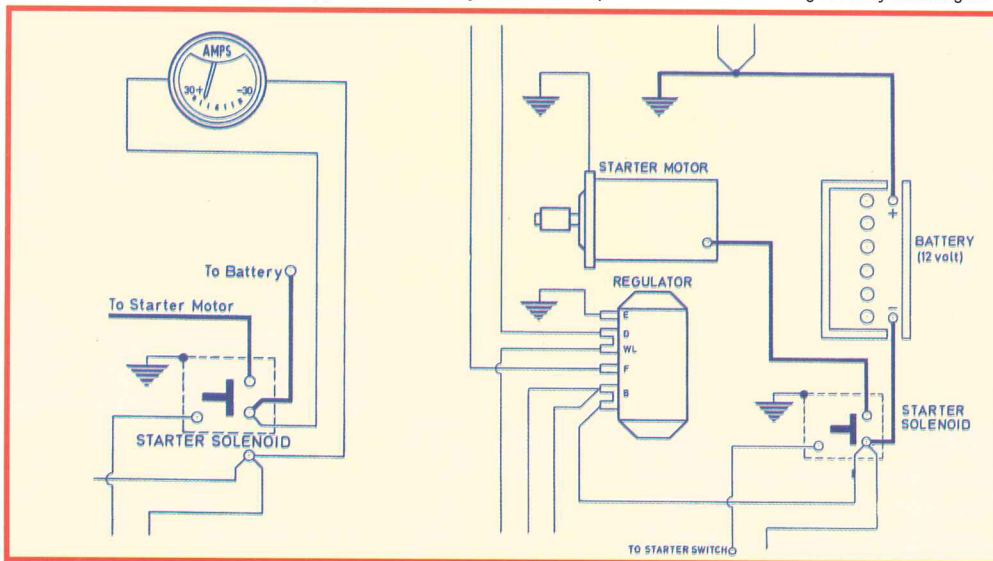
Changing the subject ...only momentarily ...back to the wheels of December ? ...Never have I had such a response ...also coming to our aid were ... Garry Flinn : who was 99% sure there were Marina wheels... Tony Locker-Lampson ...he found a copy of the January

pcd as Triumph ...but obviously I have been doing Triumph too long ! and Finally ...(I Hope...) ...Richard Barthorpe, ...Mid 70's Marina 1.8 TC ...(Richard owns a 1971 Wedgewood Blue Vitesse ...with only one previous owner ...Richard admits that he is guilty of not filling in an IVR ...thanks for being honest Richard ...BUT please fill one in ASAP !!

A couple of tidying bits now ...thanks to Ian Perry ...for responding to the sort of competition in the October register ...when I asked ...**"can you spot anything unusual with the bonnet ?** ...you were the only one to reply (and correctly) ...it is in fact a fibreglass bonnet so has no air vents/heater intakes ...and also no "Triumph " badge on the bonnet!!(Ian I need your snail mail address)...

And Thanks to George Walker ...the only reply to our ...Sue photo caption ...(what is the matter with you all out there? ...question too difficult??) ...anyway George wins with the caption **"The Red eye on your camera is getting worse Mac!"** ...nice one George ...I have had it seen to now!!

I had a request from Steve Downing recently ...asking how

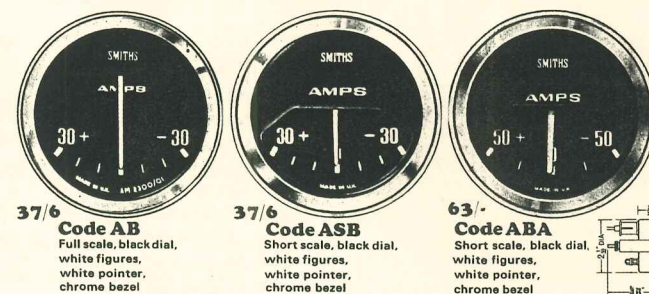


issue (2002)of Practical Classics ...One of the Marinas featured was a 1.8 TC Marina Coupe ... Michael Kinger ...I do believe the wheels to be from a Marina 1800 TC Mick Corbett, ...could be from a Morris Marina ... Matt Hollingsworth, Marina 1.8 TC Wheels ...I thought it was common knowledge that Marina wheels are the same

On the right is a section of a typical car wiring diagram and left is the method of connecting an ammeter to the circuit. It will be observed that both the current from the dynamo regulator flowing into the battery and the current flowing out of the battery must pass through the ammeter so that charge and discharge are indicated

The extra drain on the battery of all the modern electrical equipment and accessories, makes recharging a vital factor. An Ammeter will show you whether the dynamo or alternator is charging when it should be, and also the rate of charge or discharge. If the ammeter indicates that, even though the engine is running above idling speed, there is still a discharge from the battery, then there is a fault of some kind. You will have time to check and correct the fault before a breakdown leaves you stranded. A frequent cause of failure in the battery charging system is a broken fan belt, which results in a rapid and total discharge of the battery. An ammeter will indicate this situation immediately giving you time to reach a garage before your engine dies altogether.

Ammeter Code ABA is designed for cars fitted with alternators instead of Dynamos. Alternators have an increased charging rate and this reflected in the extended scale which is calibrated from +50 to -50 amps.



Ammeters Indicate:

**Broken Fan Belt.
Faulty generator.
Short in electrical system.
Defective Battery.
Battery not Charging.**

to fit an amp meter to a Vitesse ...I did this in the register back in 1996 ...but thought it may be of use to some of you now

I have to admit that I didn't realise that there were different gauges for dynamo/alternator ...bit obvious I suppose ...but there you are, sometimes it's the obvious we miss ...wood for the trees syndrome !

...Onto another installment of our 1906 Art of Driving the Motor Car ... **"How to Start " !! ...**

The first essential in motor-car driving is to know how to start and stop. These operations would at first sight appear to be perfectly simple, but there are many motorists, some of them who have been driving for quite a long time, who habitually neglect the proper practice. They often know how, but are careless.

Starting - In starting, the commonest fault observable is that the clutch is allowed to go in too quickly, instead of as gradually as possible. Some drivers also seem to think that it impressed the bystanders to see a groove cut in the road by the driving wheels slipping. When the power applied to them is too great for the adhesion of the tyres to the road, the tyres are consequently damaged, the treads being worn away or badly scratched or cut. In the case of engines of high power, the throttle should be used in starting so as to diminish their force, while, in small power engines, especially if the flywheel is light, it may, on the contrary, be

necessary to momentarily increase the number of revolutions by opening the throttle in order that the car may be started without running the risk of stopping the engine. In both cases, however, the sparking should be kept retarded till the car is well under way. It is common enough to see careless motor men, both professionals and amateurs, start their cars with a jerk, and, to tell the truth, few drivers are really careful enough as to this.

Of course, a bad or rough clutch is always difficult to manipulate. But the clutch leather should be properly oiled from time to time (castor oil or linseed oil are the best to use), and thus a wise motorist will prevent it getting into that hard state in which it makes a too violent and sudden contact causing strain on the gear, wheels and tyres. Providing that the cone and the leather fit accurately, it should, therefore, be only a matter of care to possess a "kind" clutch. The same rule holds good in regard to metal to metal clutches; in most cases where oil is necessary, oil them properly and there will be no trouble. To repeat, the more gradually the car is started the better it is for the life of the care and tyres in every sense!....." Next month we will cover Stopping !!

and another competition ...can I generate enthusiasm? ...what is it sad? seasonal affected disorder (I get Sue affected disorder !) ...Bernard did say that he wrote in his diary on Feb 19th (last year) ...Went home in Daylight !! ...but we are in the month of **"Clocks go forward "!!!** make



and a large group of professionals built the Titanic...!!

Also ...if you are Stressed ...have a pudding ...as stressed spelt backwards is "Desserts" ...

Thanks ..Take care ...Cheers..... Mac PS... This months cover should be of the Rev Leslie Edge's Stag ...photo taken by me at Stafford ...as said before ...Leslie had a

the effort ...someone has to ! ...So where was this photo taken? Who drove and navigated it? ...easy or what? ...answers to Macfreedom@hotmail.com ...

So to end this register ...An IVR Poster I used in 1993 ...please do fill one out ...so we can all work towards completing this information jigsaw !!

So a saying to leave you with ... "Never be afraid to try something new, remember that one amateur built the Ark,

superb Vitesse ...until it was outgrown by his growing family...

and finally ...when up at Sue's Mums at Christmas ...we spotted a Damson Vitesse Convertible, reg MVL 517J ...on Christmas eve ...parked in a back road at CRAVEN ARMS SHROPSHIRE ...have you filled out an IVR ??

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Twisted!

By John Thomason



This month's photo is sent in by Ex-Triumph Test Driver Fred Nicklin, of Le Mans Spitfire fame. Fred bought his Spitfire in the UK and drove it back to Spain where he currently resides. Its fantastic how, after all these years, Fred still has a passion for the Spitfire, and looking at the standard of his current car, he hasn't lost his touch in looking after them as well as he did those Le Mans cars!

TWISTED!

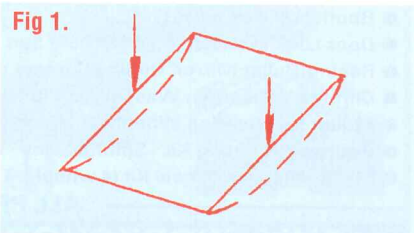
A couple of months ago I had reason to renew an old acquaintance, Ian Horsfall. We had first met many years ago through our mutual interest in Spitfires – what else! At the time he mentioned that he was supervising a university student's project that was looking into measuring the torsional stiffness of the Triumph Spitfire

chassis. Well 10 years on, I finally got a copy of the project and the following is a very brief summary of the work.

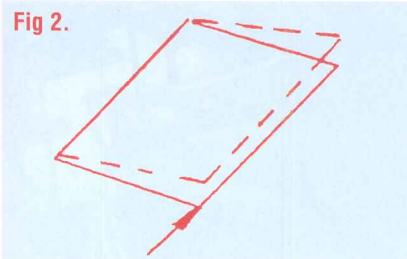
But first things first. What is this torsional stiffness that we occasionally hear about from road testers that appear to be in the know?

Very simplistically, the structure of a vehicle is subject to 3 different types of loading:-

1. The overall weight of the passengers and components of the car, produce a bending effect that tends to cause the structure to sag. **Fig 1.**

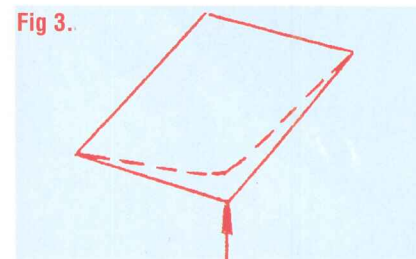


2. A horizontal force from road shocks and the rearward thrust generated through braking will



tend to distort the squareness of the structure.

Fig 2.



3. An upward force on a wheel, again caused by road shocks, will tend to twist the structure. **Fig 3.**

It is case 3 that we are concerned with here. Generally it is caused as a wheel rides over a

the structure. Naturally if the structure does deflect, then is going to be very difficult for the suspension to control the movement of the wheel with a consequent adverse effect upon the handling of the vehicle. Taken to the extreme, if the structure is very weak, with a lot of deflection, then the structure becomes part of the suspension !! – you can forget about all your stiffened springs and Spax dampers then !!! There will be other effects too, such as stress cracks, door fit and rattles etc. Torsional stiffness is used to quantify by how much a structure twists when subjected to loads as in case 3.

Back to the Spitfire, a design derived from the Herald which caused quite a stir when it was launched in 1959, a time when separate chassis' on cars were becoming obsolete and being replaced by stiffer monocoque body structures. There were a number of reasons for the decision which basically boiled down to cost.

The Spitfire chassis, **Fig 4**, is essentially what is often referred to as a backbone chassis, which acts as the main structural member for the vehicle to which the suspension, engine and indeed body, is bolted.

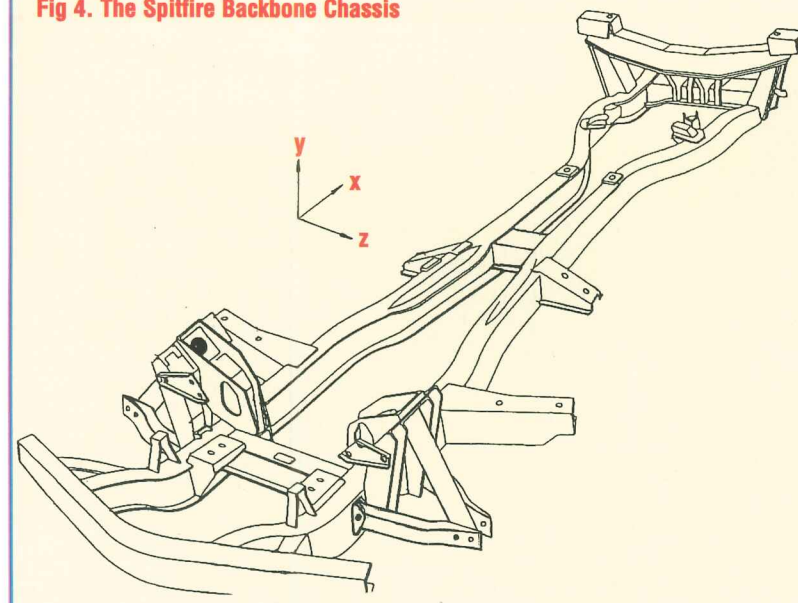
Since the chassis has to be accommodated under the floor, the sectional height of the chassis is therefore low, which has a

detrimental effect upon torsional stiffness.

The Project

The purpose of the project was to measure the torsional stiffness of a Spitfire chassis and identify areas of high twist. A Finite Element Analysis (FEA) programme would then be used to correlate the results and then be used to quickly investigate different methods of

Fig 4. The Spitfire Backbone Chassis



bump/dip, or in cornering, and the suspension spring is compressed, transmitting a deflection to

improving the torsional stiffness. The best method identified would then be tried out on the chassis.

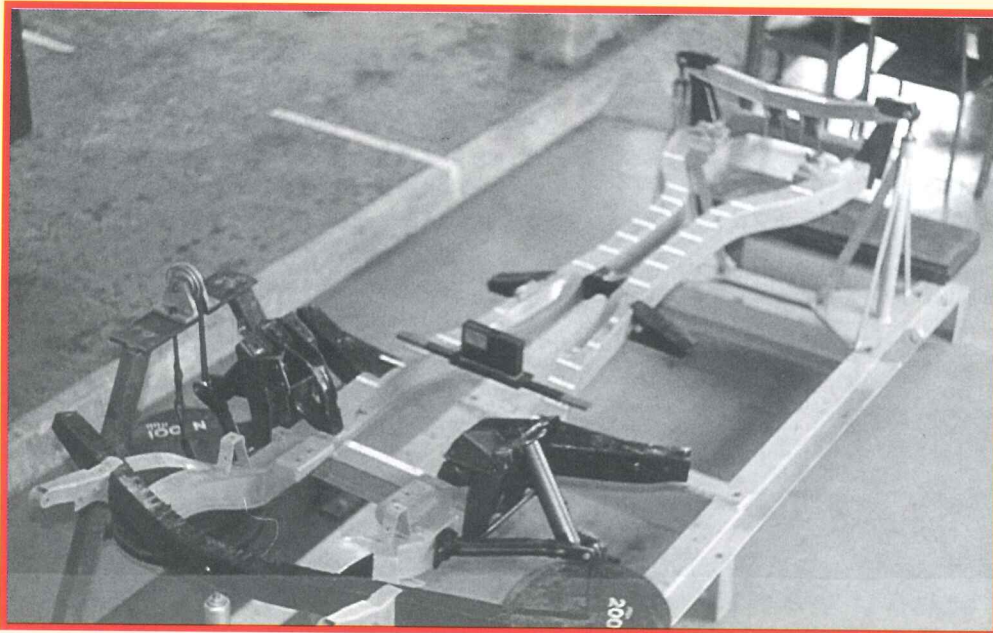


Fig 5. The test rig

For the testing, a standard Spitfire chassis was mounted onto a rigid steel structure Fig 5, that rigidly held down the rear of the chassis at the rear damper mounts Fig 6, whilst at the front, the chassis was supported by a central pivot point Fig 7. that would allow the chassis to twist. Loading was then applied to the front of the chassis

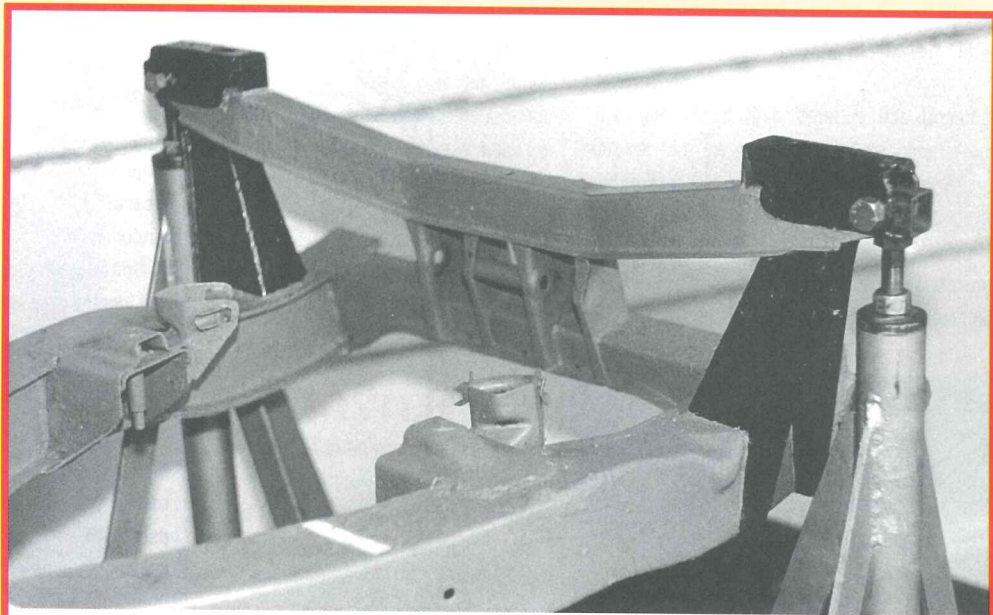


Fig 6. Suppression at rear Suspension Towers

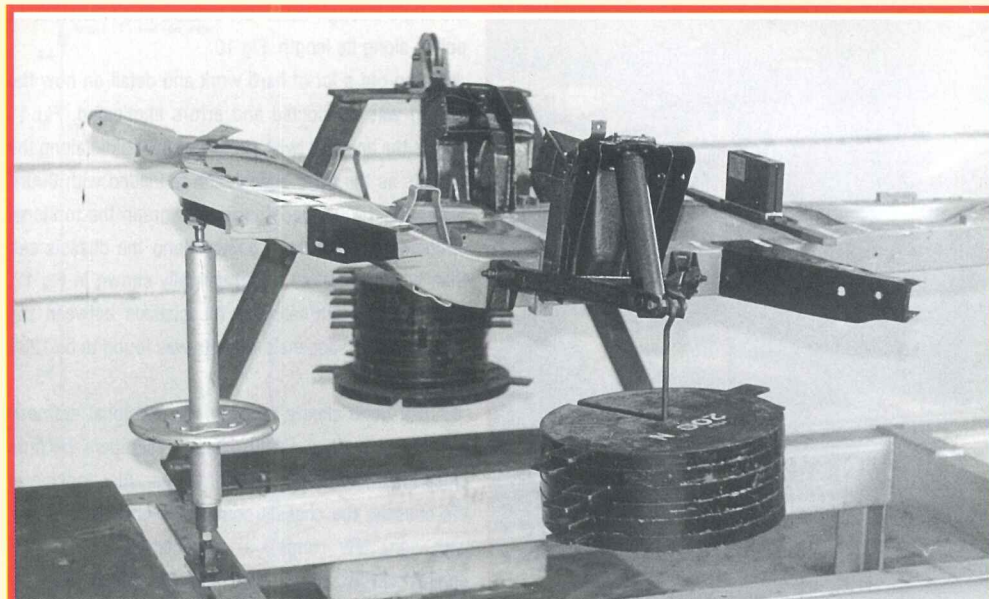


Fig 7. The Front of the chassis was supported at a Single Pivot point

via the lower wishbones fitted with solid bushes and be subjected to an upward load Fig 8, whilst on the other side a downward load was applied Fig 9, thereby

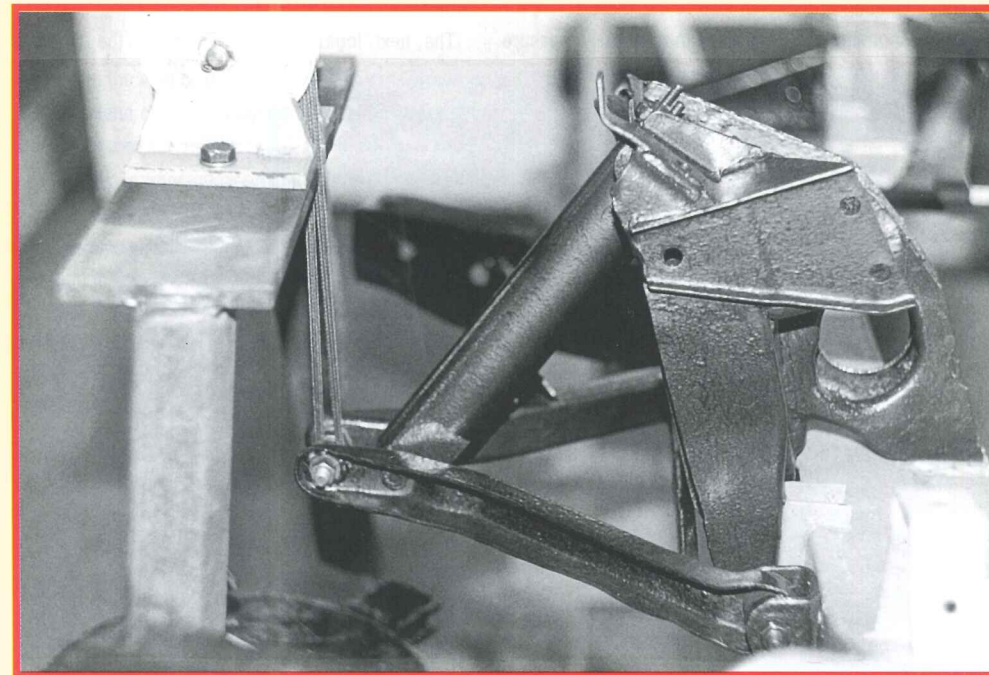


Fig 8. Righthand Upward loading arrangement



Fig 9. Lefthand Downward loading arrangement

applying a twisting or torsional load to the chassis.

A digital clinometer was then used to accurately measure

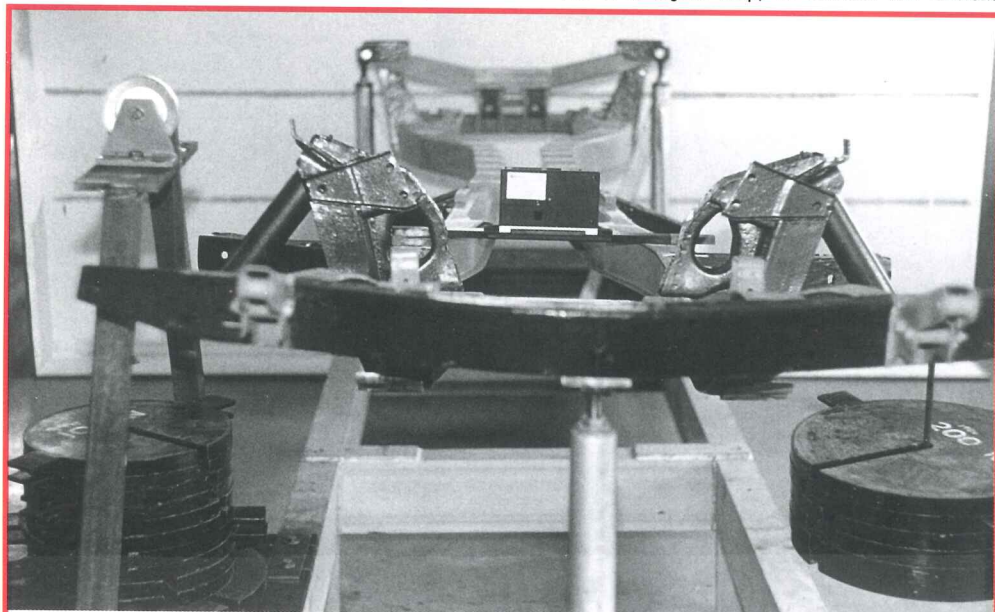


Fig 10. Twisting of the chassis measured using a digital clinometer

the angle through which the chassis had twisted at 14 points along its length. **Fig 10.**

Missing out a lot of hard work and detail on how the testing was conducted and errors eliminated, **Fig 11** shows the angle of twist at the various points along the chassis as the front suspension is loaded with 600N, 800N and 1000N loads. From this graph the torsional stiffness at the various points along the chassis can then be found which are graphically shown in **Fig 12**. The torsional stiffness for the chassis between the front and rear suspension points was found to be 1230 Nm/deg.

As can quite clearly be seen, the torsional stiffness becomes very low as the chassis members became close together in the middle of the car. Also looking at the chassis, the chassis could be likened to a ladder with very few rungs!! – a necessity due to the engine/gearbox at the front, and the diff at the rear. However a single cross member could be added as shown in **Fig 13**, which misses the prop shaft.

For this relatively simple modification the torsional stiffness of the chassis was increased by 21% to 1476 Nm/deg.

The next logical step, to increase the torsional

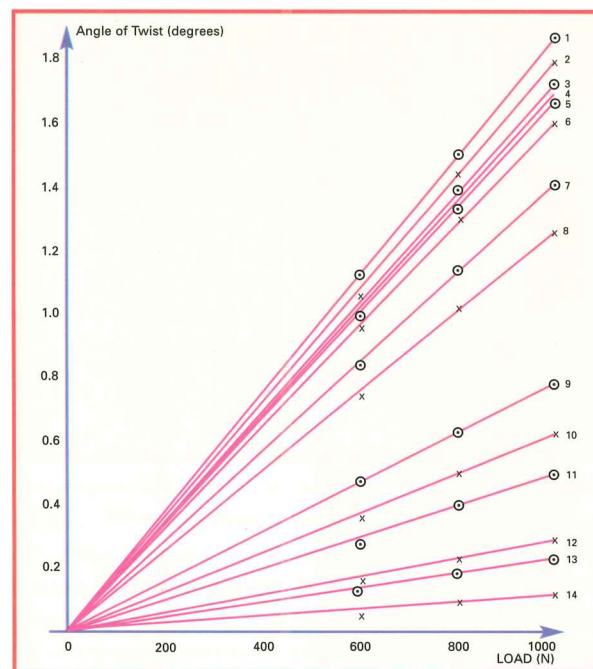


Fig 11. The angle of Twist of the Chassis at various points along the Chassis for 600N, 800N and 1000N Loading

stiffness in the area of the narrow chassis rails would have been to extend cross members out to the sills, in a similar fashion to the out riggers used on the Herald chassis. However this is impractical on the Spitfire as the floors are below the level of the chassis.

The next consideration was to improve the chassis for competition use (an ulterior motive on Ian's part for doing the project!). Obviously in competition, with stiffer springs etc and larger braking/cornering loads, chassis twist is likely to be greater. However for racing, twist must be minimised to achieve better suspension control of the wheels for improved handling. The effect of adding a simple roll cage to the chassis was therefore investigated. The fact that a passenger is not usually carried during racing(!), removed a number of constraints upon the design of the roll cage.

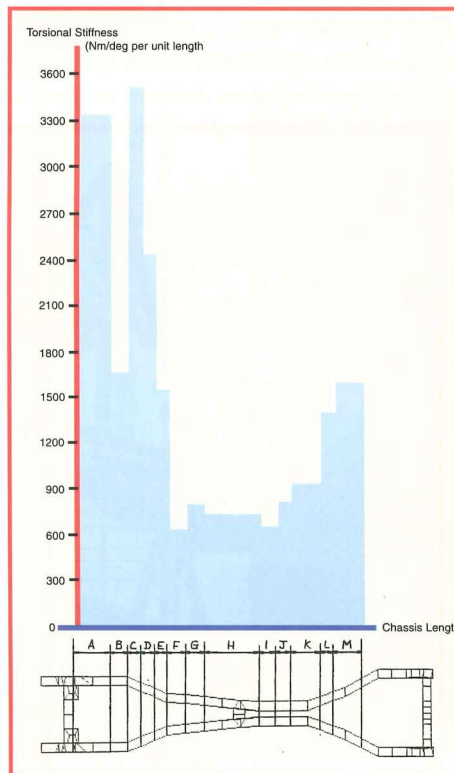
The FEA programme was used to look at a number of options, that resulted in the optimised design that was then fitted to the chassis as shown in **Fig 14**. Based on a tetrahedron shape and bolted to existing body mounting points,

the simple frame work increased the torsional stiffness by as much as 200% in the middle of the car **Fig15**, and increased the overall torsional stiffness by 62% to 1990 Nm/deg.

A very interesting report, and my thanks to Ian for passing it onto me for our benefit.

I guess the logical question is how much the body adds to the torsional stiffness when it is bolted down to the chassis, and on from there, how much a steel hard top further adds? The sills are always commented upon as being structural (and an MOT failure) but whether or not they add torsional stiffness or just locally add stiffness in the region of the doors to prevent door sag etc is difficult to say. Similarly if you look carefully at the

Fig 12. Chart of the variation of Torsional Stiffness at each section of the chassis



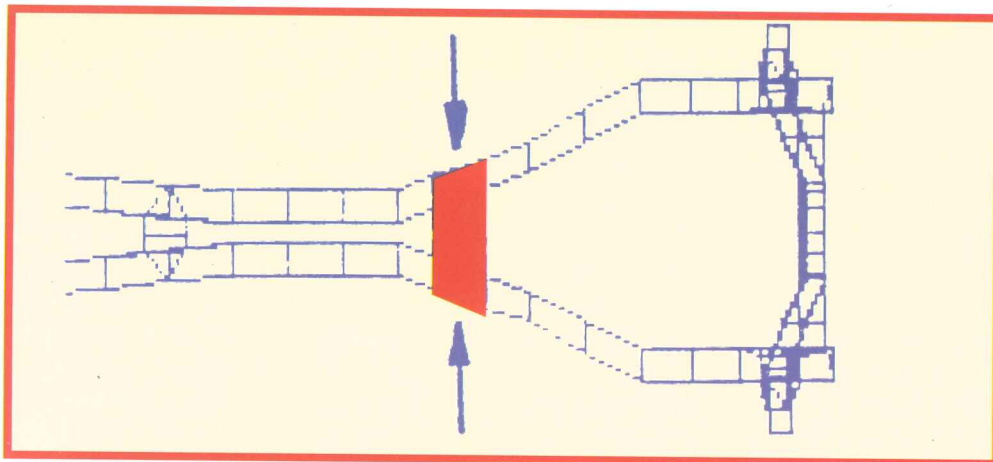


Fig 13. Showing position of new cross member

structure of the body shell, there are actually 2 open section outriggers extending out to the sills at the back of the front foot wells. Then at the base of the heel board there is also a cross member in a similar position to that added to the chassis in the above experiment. However their effectiveness is severely limited by the fact they are only bolted to the chassis, sometimes with spacers etc, which do not provide very stiff joint conditions.

Another interesting element is the aluminium casting of the centre console used to house the radio and links the dash to the chassis. It is well known that if not fitted there is substantial dash vibration and rattles. However if you look

at the chassis it is certainly well placed (around point "G" in Fig 12) to link the 2 narrow chassis rails together to provide some increase in torsional stiffness. Alas, I suspect that in its standard form, it is not sufficiently stiff enough to provide any benefit. What can be done for competition use though is a different matter.....

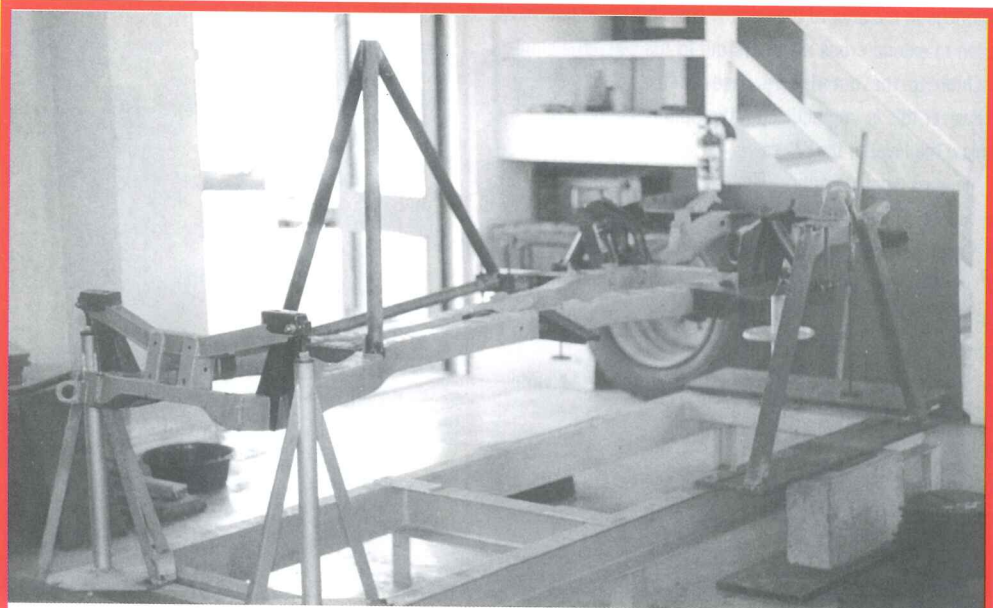


Fig 14. The simple structure that could be built into a Roll cage to greatly improve stiffness

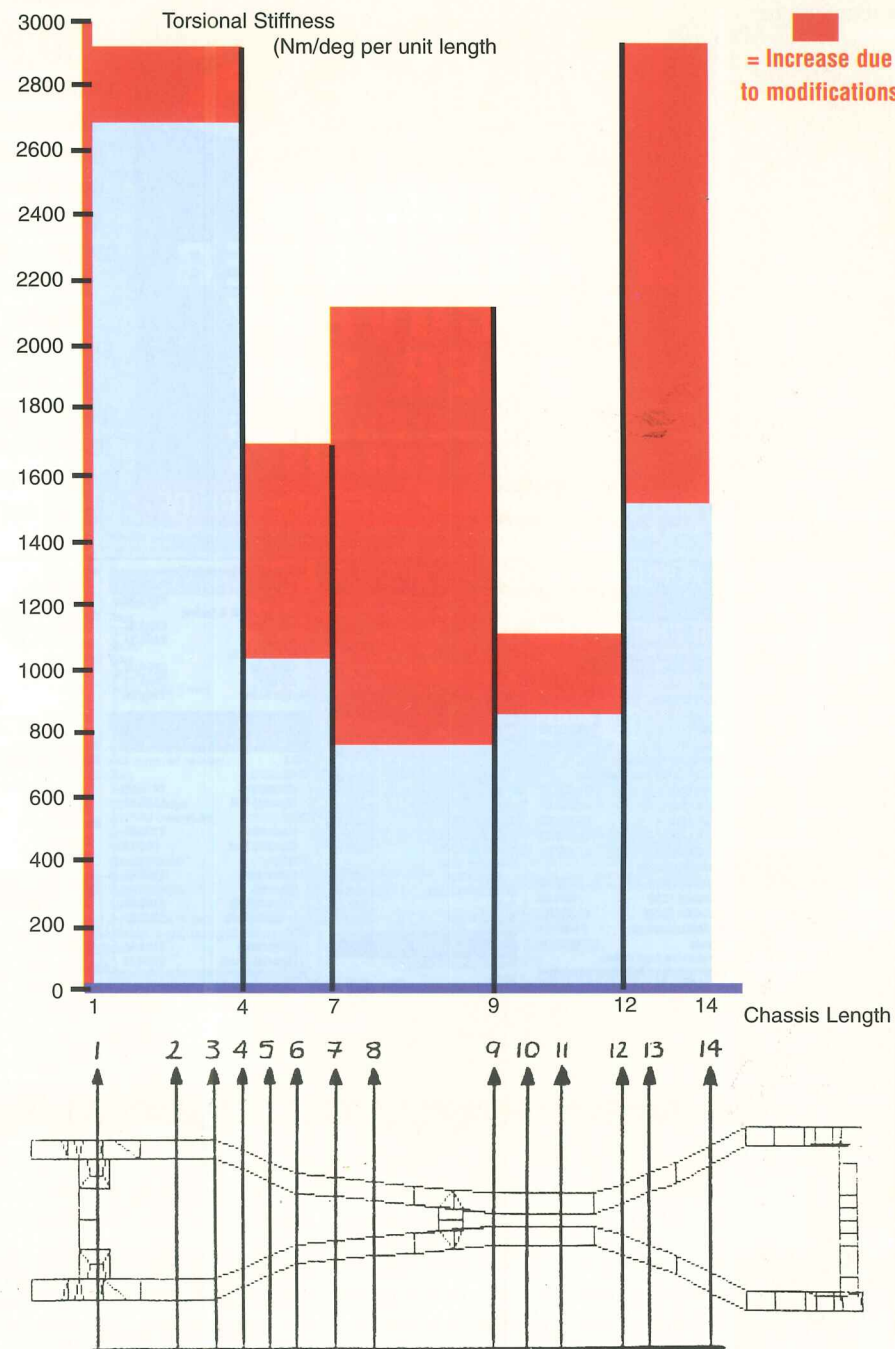


Fig 15. Shows the variation in Torsional stiffness at specific sections along the Modified chassis compared to the original

Arctic Vitesse Challenge

ARCTIC WINTER TRIAL
3 - 17
MARCH 2003
HERO - THE HISTORIC ENDURANCE
RALLYING ORGANISATION

Classic Cars magazine writer Malcolm McKay is preparing his Vitesse Mk2 for the big freeze: a winter rally through Sweden and Norway to the North Cape, and back via Finland

By Malcolm McKay



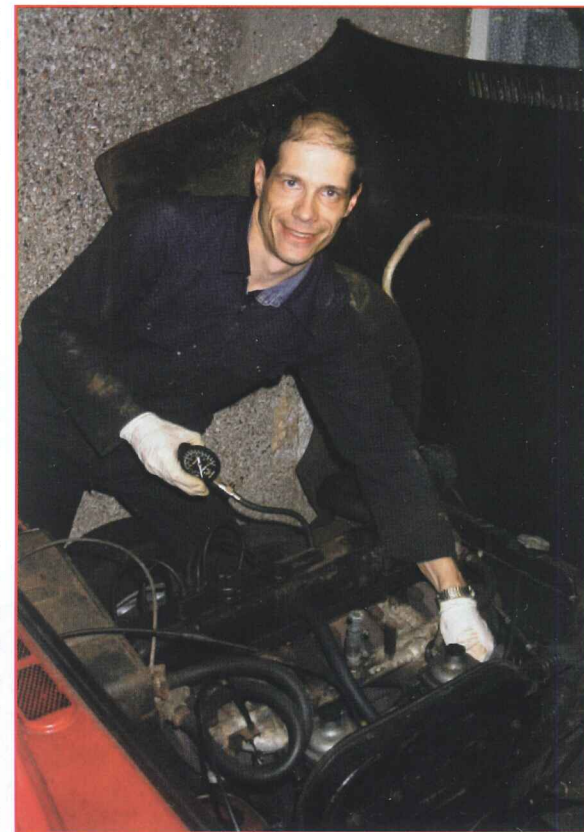
The ultimate winter rally...



For years I've treated my trusty Vitesse as everyday transport; mine since 1986, it's added over 60,000 miles to its already substantial total and done everything from the daily school run with my two and two other small boys, to trailering a 1950s Ford Special all the way to Geneva and Edinburgh for historic rallies. In that time, I've changed the engine, clutch (twice), gearbox (twice), propshaft, diff (twice), bonnet, roof, driver's door, bootlid, seats, dashboard... You get the picture! The car had had a hard life with 18 owners in 17 years before I bought it and, though it started life as a Mk2 with overdrive, had acquired a 1600 engine, non-overdrive gearbox, 3.27:1 diff and Mk1 bonnet and bootlid in the intervening years; for a few years, it had even been registered as a convertible and it had changed colour several times from Laurel Green through orange to red. Its original tan interior was long gone, but was gradually reinstated as it is my favourite interior colour, though I elected to stick with the red exterior.

When **HERO** – the Historic Endurance Rallying Organisation, with which I have enjoyed competing in such diverse events as the Classic Malts Scottish rally, **LE JOG** (Land's End to John O'Groats) and the 17,000-mile Inca Trail around South America (in my 1955 TR2) – announced a new event to the North Cape in winter, I just had to go; but I also had to think hard about which car to take. The TR2 would be just too draughty, likewise the Ford Specials – so which was my warmest car? Easy – the Vitesse. A rear-wheel drive car with a big heavy engine up front and huge torque isn't necessarily the best choice for driving on ice – the rally promises temperatures

between -10 and -30°C throughout, driving on packed snow with treats including tests on frozen lakes – but independent suspension helps with traction on such surfaces, slightly offsetting its disadvantages; and anyway, it should be bags of fun! Co-driver Tony Caldwell, a fellow Triumph nut who once owned a 1600 Vitesse and has run a TR3A for some 25 years, was delighted with the choice.



Malcolm checks the compressions and finds zero compression on number two

Having chosen the car, I then had to take a dispassionate look at my daily runabout – and face the fact that it was getting distinctly tired. Too much towing had reduced the secondhand 2-litre Mk1 engine I fitted in 1988 to just 20psi oil pressure at speed and, to cap that, it had lost all compression on no2 cylinder (burnt valve due to



**MKII Block
Ready for Machining**

over-lean mixture on front carb, I suspect). The gearbox and overdrive, rebuilt by Classic Triumph Gearboxes 25,000 miles earlier, were beginning to behave a little oddly; the recon 3.63:1 diff fitted only 10,000

Delivery to Canley Classics behind Malcolm's 1967 Jaguar 420: a serious towcar... The Vitesse normally tows this trailer itself!



Testing the Vitesse on an unusually deep fall of snow by Surrey standards: it performed well

miles earlier was noisy and leaking. I managed to acquire a secondhand Mk2 engine for £50 via ebay (thanks, Haydn) and trailered it home; but it was clear I wouldn't have time to rebuild the whole car myself. Enter those knights on white chargers (well, a huge white Herald anyway), Canley Classics. Rebuilding engines, gearboxes and diffs is staple fodder for Dave, Mick and Karl – I trailered the spare engine up to them first, then dropped the car off a few weeks later. With astonishing speed, it was stripped of virtually the entire drivetrain.



Dave recommended abandoning the Marina-derived 3.63:1 diff in favour of a standard 3.89:1 Mk2 Vitesse unit; the high gearing I'd be losing would to some extent be recovered by replacing the Mk1 D-type overdrive gearbox with a Mk2 J-type overdrive, slightly higher ratio and also considerably stronger, better able to survive both rally use and towing to which I will no doubt still subject it from time to time.

The secondhand engine turned out to be a reasonable buy; it appeared never to have been rebuilt before, though a long period of disuse had caused just too much surface rust on the bores for them to survive just honing (Herald/Vitesse cylinders will normally do 200,000 miles without reboring, Dave tells me) so a full rebuild with new oversize pistons is well under way. Before handing the car over to Canley, I did have the chance to try it out on some unexpectedly good snow here in Surrey, with some Dunlop snow tyres I've had for years: it was impressive on fresh snow, though hopeless on ice. There's no substitute for studded tyres when it

comes to driving on ice, so I will be getting a set fitted before the start.

By the time you read this, the car will be fully reassembled, tested and on its way to Gothenburg for the rally start on March 3 – Scandinavian members please look out for us and give us a wave as we trek north, crossing the Arctic Circle on March 7, entering Norway on March 9, reaching the North Cape on March 11, entering Finland on March 12 and finishing at Helsinki on March 17.

Our progress can be tracked on
www.hero.org.uk



Spare set of correct 4.5J Vitesse wheels being prepared to receive studded snow tyres



Triumphs of India

By Philip Willcocks

Continuing the insights in a fascinating article on Triumph's connection to India.

Indian cousins of the Herald

Part 2 by

Shyam Krishnamachari

However, it was made slightly different to the UK built prototype, fitted with the Vitesse type bonnet and recess-less bootlid carried on from the Mk II, except that it didn't have any air vents on the bonnet for the

heater. Nor did it even have the opening for the heater air ducts in the bulkhead. Like the Mk II, the Mk III also didn't have any Herald badges on the body, but instead had a new, broader, pressed aluminium bonnet badge with a bold 'Standard' lettering on it, plus smaller 'Standard' and 'Mark III' badges on the bootlid, at the same positions as the Mk II bootlid badges. Although it did have the same kind of Headlamp surrounds as the Mk II, the rectangular single bulb front indicators that were originally used on the Mk I, were re-introduced on it. Another major change in the Mk III model was the lack of a spare tyre well in the rear tub floor. The spare tyre instead sat on a unique but somewhat crude Y-shaped carrier with a small tray at the centre, fitted beneath the rear tub with one end attached to the rear section of the chassis, resembling more or less the spare tyre carriers found on commercial vans and trucks. One other end of the carrier was attached to the rear tub floor with an Archimedes screw. On turning this screw anti-clockwise with a wheel spanner, the carrier would lower itself down to give access to the spare tyre, and would go back up to its position behind the rear valence upon turning the screw clockwise. This system, however, did



Herald Mk III on the road in 2002

seem rather cumbersome compared to the spare tyre well. The interior also underwent a few cosmetic changes, notably the steering wheel, which was now locally made and of the same diameter but with restyled spokes. The fascia more or less remained the same, except for the ashtray, which was a tiny rectangular one with a hinging concave chrome lid and was fitted at the centre of

far more prominence in the Indian market after 1969 when a completely indigenous four door estate, complementing the Mk III saloon, was introduced- named the Mk III 'Companion', inspired from its 'Ten' predecessor. The Mk III Companion had basically the same body and styling as the saloon, except for the roof, which was made entirely of fibreglass. As was the tailgate, which also had a notably smaller rear windscreen, but otherwise pretty much similar in appearance to the UK Herald

STANDARD HERALD

Mark III
four-door saloon
- the car of the year



the top panel above the dashboard. All the electrical items were also indigenous. By this time, Stampro was turning into an autonomous company, with the four-door version being produced only in India. Hence the entire chassis, although still in the 'Mk1' pattern, and mechanicals were locally manufactured. With the Mk III offered in a choice of five single colours, Stampro gained

estate tailgates. Incidentally, the Mk III Companion happened to be the very first Indian-made car to have used fibreglass in its construction. However, it unfortunately wasn't made in as many numbers as its saloon brother was, produced only for a year (1970), following which the Herald production in India ceased, just a year before it did in the UK. However, this did not mean that the Herald had entirely died out in India. The chassis tooling and production jigs for the model were sold and

licensed to Stampro, who used them to develop an exclusive Indian car called the Standard Gazel. The Gazel happened to be the very first car that was designed by an Indian, Nasir Hussein. Since it was built with the 948cc Herald chassis as the base, the Gazel used the same front suspension, which was also common to all Herald based Triumphs. But by this time, the Herald's 'swing' rear axle was found to be unsuitable for the average road conditions in India and was known for occasional breakdowns on long distance journeys. Hence Stampro decided to find an improvement and the remedy was the live rear axle and suspension from the Toledo. However, the Indian factory had to redesign the new car's chassis to adapt it. The Herald's chassis was underslung, so when it was remade for the Gazel, it was redesigned to kick up over the rear axle and squeeze in under the original floorpan, with mountings for the coil-over-shock units. The rest of the frame then dropped back down, following the Herald's normal pattern. This new set-up raised the ground clearance of the car by some 15cm (nearly 6 inches), owing to which the height of the body was also increased by 1.5 inches, promising more headroom inside. With the exception of the rear suspension, all the running gear from the Herald continued on the Gazel, the same 948cc engine, albeit with a different air filter, and the original gearbox.

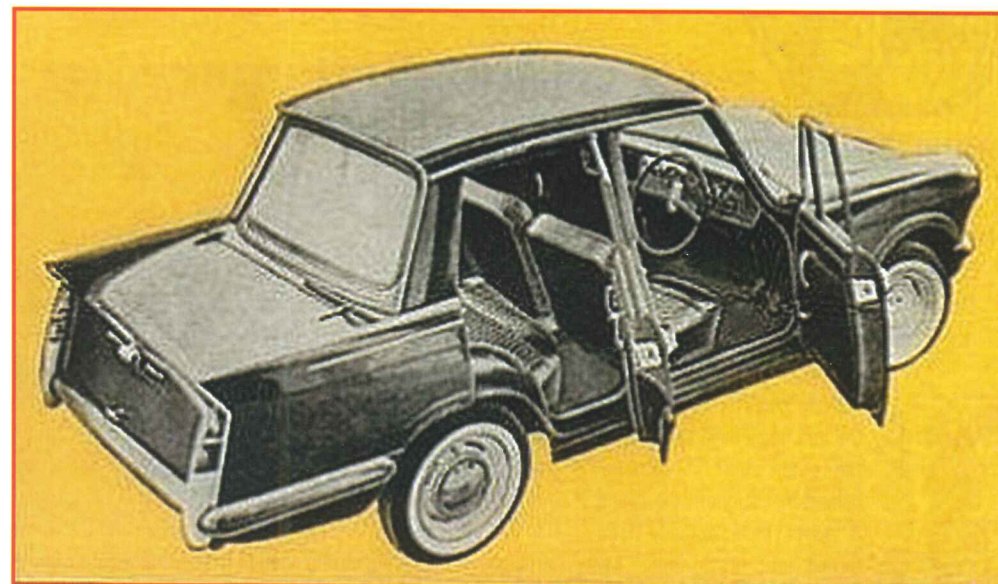
Although based on the Mk III Herald, the Gazel's bodywork was substantially different, notably the roof, which retained the appearance of the MkIII Herald but was integrated with the body, thereby making it a one-piece bodysheet with only the bonnet separate. The front grille was a full-width stainless steel pressing with a thick one-piece chrome trim outlining the front end. Similar to the Herald 13/60 front end, the Headlamps were set far apart, but with arc-shaped 2 inch 'mock' grille trims fitted at either extreme ends, beyond the Headlamps. It all did look stylish, if a little too flamboyant for the '70s. The Standard' bonnet badge from the MkIII Herald continued at the same position on the bonnet. But the front indicators were now locally designed round single bulb clear lenses, squeezed into the gaps 'above' the Headlamps, at extreme top corners of the front end. And for the first time, there were round amber turn indicators (which happened to be common to local versions of the '60s Fiat 1100s) fitted on either front wing. The mid-body section was more or less unaltered, except for the front quarterlight frames that were shaped like right-angled triangles and fitted with slanted gutters (also found on the very early UK 948 quarterlights). However, the most notable change was in the

rear bodywork. Nasir Hussein eliminated Michelotti's distinctive sharp fins with the stylish taillamps and overriders, replacing it all with a simple 'blunted' rear end. The bootlid, nearly identical to that of the MkIII Herald, carried the 'Gazel' badge at the centre and finished just above a visible rear panel carrying a unique rear number plate recess and somewhat austere, flat rectangular taillamp units with stainless steel trim around them. The rear bumper, which looked relatively stylish, was a one-piece chrome plated one, unlike the Herald's three-part rear valance that was joined to the rear body tub, and had the rear number plate light fitted inside it at the centre. The interior, despite maintaining simplicity, was made more appealing in contrast to the exterior design. The dashboard was a stylish one-piece painted fibreglass panel, featuring an oval instrument recess that faced the driver and contained the speedo in the centre flanked by the familiar warning light cluster on the left and the fuel gauge on the right, all instruments continuing from the MkIII Herald. In the centre was the ignition key, choke knob and four fashionable 'piano key' switches for the wipers and headlamps, in place of the pull-type switches on the Herald dash. The glove box now had a hinged lid that flushed with the fascia and had a little chrome-plated push knob shaped like the Standard-Triumph emblem. The separate, forward tilting front seats of the Herald were replaced by an adjustable bench seat that promised room for up to three abreast, making the car a five to six seater, but the handbrake was displaced to a position between the seat and driver's door. However, the bench seat got in the way of the remote gearchange, so the long cranked gear lever of the old Standard Ten was fitted instead. Many of these alterations were, by comparison to the Herald, retrograde steps, but Stampro's idea was basically to produce a cheap, easily serviceable car that was better suited to the less than ideal Indian road conditions than the Herald was.

Upto at least 1974, the Gazel retained the familiar one-piece forward hinging bonnet, but thereafter underwent further restyling that resulted in the front wings fixed down in a conventional manner and the bonnet was cut out at the top, hinged rearwards, as on most cars of other makes. The bumpers were also restyled, the front valance reverting to the original plain bumper with overriders as on the MkIII Herald, while the rear chrome bumper, although retained, was fitted with two

overriders identical to those on the front. The door handles, originally made like the Herald's, were replaced by entirely different ones that were also used on the '60s Fiat 1100 remake. Available only as a four-door saloon, the Gazel was advertised as 'the small big car.' However,

by the local dealer at Delhi, where the demonstration was held. While driving one of the cars fitted with the Denovo tyres, Stirling Moss triggered a special device that blew out the front tyre. The car continued on in a straight line, much to everyone's amazement, thereby proving the tyre's



despite Stampro's attempts, the Gazel unfortunately didn't pick up in its overall sales as well as had been expected, and despite the fact that by this time, Stampro had established a far wider network all over the country as well as dealership in neighbouring countries like Nepal and Bhutan. One of the possible reasons could have been that the Herald's little 948cc engine proved insufficient for a car like the Gazel, especially the MkII, which was reasonably heavier than the Herald, despite the solid rear axle that dramatically improved the car's handling. By the 1970s, buyers were apparently expecting smaller and lighter cars, and the Gazel unfortunately appeared to them as technically outdated for its time, proving to be just the wrong car at the wrong time, despite looking promising as an ideal family car for the masses. Perhaps the Gazel's finest hour was in 1975, when it was chosen for a 'test-drive' by Stirling Moss, during a promotional tour of Dunlop's Denovo fail-safe tyre (which would run safely when punctured) in India. Dunlop India Ltd. had to find one of the three models that were made in India at the time, and the Gazel was chosen because its wheels were the right diameter to take the Denovo tyres. Three MkI Gazels were supplied

safe roadholding when deflated. Standard Motor Products finally ceased production of the Gazel around 1977, just a few years before the Spitfire and Dolomite production ended in the UK. However, the company was not out of business. They had simultaneously been making a local version of the late '50s Leyland 20 truck, badged as the Standard 20, which was highly successful for its time. Available in various body forms, from a delivery van to a minibus to a pick-up truck, it was advertised with the delightful slogan "Standard 20 can do plenty"! In a last attempt to regain their foothold in car manufacturing in 1981, Stampro bought the body tooling and production jigs for the Rover SD1 and remade it as the Standard 2000, fitted with a much-modified 4-cyl. 1991cc Vanguard engine, in place of the original 3500 V8 unit, which proved to be entirely troublesome and inefficient, thereby causing the car to be a failure in the Indian market and driving the company bankrupt.

A few disputes between the management and factory workers brought about an incredible five year long strike at Stampro, subsequently causing the company to close down forever, although it is believed that they still owned the SD1 tooling kits.



Door Gap Adjusting

By Clint Grimmer

Modification to the Clubs door gap adjusting tool

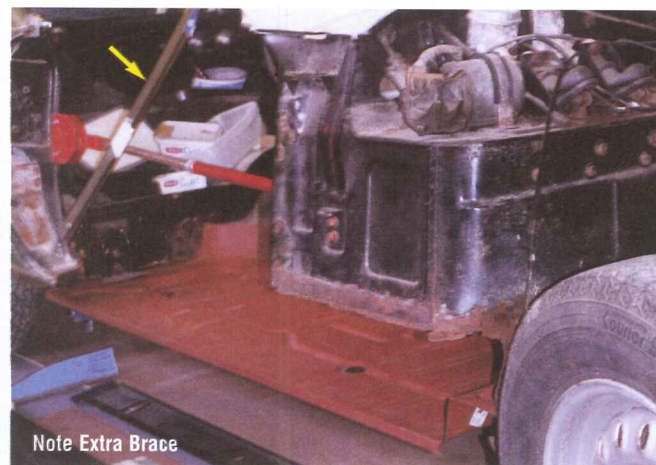
A sure sign that your Spitfires sills have exceeded their best before date is when the gaps around your doors start to close up. By the time the first holes have appeared in the outer sills the footings behind that support, the A and B posts have actually long turned into brown dust. My own 1500 Spit, long since sold, was so corroded that the A post seemed to jump back to

greet the B post every time I opened the door. Uninitiated passengers usually had trouble getting the door closed, taking three or four attempts with me patiently explaining, No you've got to really SLAM the door, yes of course its supposed to be like that. Passengers then had no hesitation in putting their seat belt on. Then the doors started popping open. At first this was a novelty as for months I had had to break out of the car using my shoulder. Things came to a head when I pulled away from a girlfriends house and my dog fell out of the car.

No doubt you have seen the club door gap-adjusting tool advertised in the club magazine. This tool is really easy to use and does a great job in adjusting the door gap what it should be, locating it in that position until the sills have been renewed and the whole structure is once more strong enough to bear the weight without flexing. I certainly wouldn't contemplate doing spitfire sill work without one. If you don't fancy buying one, many areas seem to have one for their members to hire.



Component parts and Door Brace in Place prior to Trial fitting of Sill



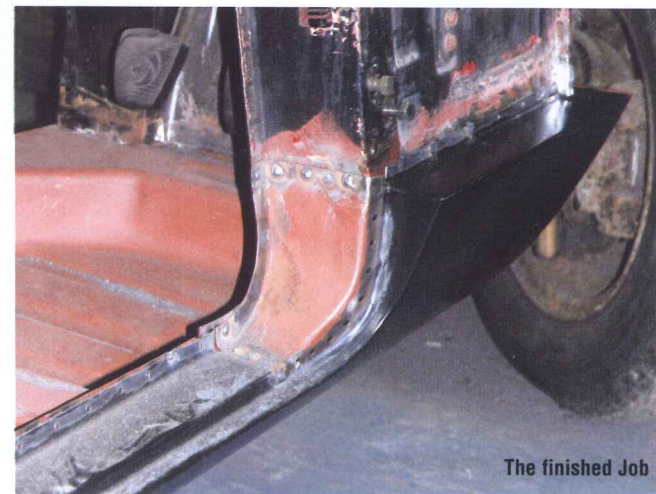
Note Extra Brace

The problem is although that whilst most Spitfires tend to collapse inwards, many, particularly rough one like mine, can collapse outwards and in standard form, the club tool is unable to deal with this.

I recently received a call from a fellow club member Harry Abrahams who is into his first restoration project, a Spitfire IV, and making an excellent job of it too. However he was experiencing the same problem as described above, with new floors, A posts and sills tacked into position, the door gaps were still just too wide. The car appeared to be half inch too long. Luckily for us my colleague, Norman Holloway had encountered the same problem in a Spitfire body shell that had been picked up, off the chassis, with an engine and gearbox in the boot, by the windscreen frame. (Im not so keen on my local scrap yard.) The car was visibly distorted but removing the sills and modifying the Club tool coaxed the shell coaxed back into shape. The modified tool differs from the standard one in that Norman has fitted a longer

threaded bar, sourced from a local supplier and of the right diameter. One end is permanently welded to one of the clamps, so that it can't move. The other end is slid in place as normal. A nut and washer are placed either side of the tube and these are wound in and slackened off to either pull or push depending on which way the car has collapsed. Armed with this new tool, and giving the instructions (ok standing by scoffing tea and sandwiches.) Harry soon had recovered the correct door gap (with the assistance of a well positioned scissor jack

to support the door posts) and was ready to trial fit the outer sill. If all this makes the operation seem simple, then be assured it is. Like most things patience is the key. Harry took a good three hours trial and error to get the ideal panel fit. We used various jacks and at one point even his own gap adjuster was pressed into service. As a reward he now has the satisfaction of a job well done, not to mention doors that open and close when he wants them to.



The finished Job

Blue Peter Triumphs

By Frances Locker-Lampson



A Days filming for Blue Peter
Monday 27th January 2003

We woke to lovely sunshine with just a slight coldness in the air....but the weather was dry! We were off up to BBC TV Centre, Wood Lane to film a live edition of Blue Peter and the stars of the show were our Triumphs!

Neil Bateman of V & C Events had been contacted by the BBC Blue Peter programme, requesting a number of Standard Triumphs, so he in turn, got in touch with a number of Triumph clubs including TSSC.

Tony, my husband was unfortunately unable to go along for the filming due to family commitments so had given me the opportunity to go along myself; so I grabbed the chance along with a friend and off we went in his prize winning Spitfire (the Beast!). Driving through central London was a bit hairy with a motorbike driving out in front of

us, swerving and then doing a U-turn, in order to catch a glimpse of our shiny, polished classic. We nipped through the traffic, with others staring at us from the bus queues....surely they must have seen one of these before?!!

We arrived at TV Centre in good time to be shown around the studio and met up with the presenters busy rehearsing over coffee and biscuits!

We said hello to fellow Standard/Triumph owners who were; David and Harry Groom with their 1921 Standard, Colin and Enid Oliver with their 1949 Roadster, Peter and Susan Wigglesworth with their 1953 TR2, Roger with his 1970's Stag, Carl Swanson with his GT6 and Rex Holford with the 1980's TR8.

One of the requirements that the BBC had stipulated on arrival was to have practically empty petrol tanks, before we could then drive our cars onto the set. However, none of us really wanted to run out of fuel just down the road from the BBC studios, so it was amazing how many of us had faulty fuel gauges that day....!

Several of us were asked to run our engines for a while to reduce

the fuel level, and the Spitfire proceeded to chuck its fumes all over Carl's GT6 who was parked right behind me! Only the best led 4 star fumes, Carl!

So then we're off, driving our cars onto the Blue Peter set to form a semi-circle so the presenters could chat about each car in turn. Because our Spitfire MKIII is modified they wanted original details on the car, but then changed their minds



to report on the interesting modified changes, then changed their minds back to the original specifications. So I made a quick call to TSSC (thanks John M!) for some exact details on an original MKIII which I gave to one of the presenters. However, come the live filming, she opted to just explain how wonderful the leather interior actually was....!

The live show began at 5.00pm with the Triumph Roadster being driven in by one of the presenters with the other two at her side. Colin who owns the car thought she drove it well, even though he had to take the hand brake off for her and put it into first gear!

Some of the owners had been taken up to watch the show from the Producers room, where the vision mixing took place and they could watch the show complete, but we stayed on the studio



as wonderful memories of this unusual day.

Just as we were leaving a smartly dressed lady came up to us and chatted away, thanking us for our time and hoping we enjoyed the day. My friend, Jamie, had loved the whole experience and was intrigued by so many involved with so many different jobs to do. He asked the lady what her job was....only to be told that she was the Producer!!

So we sadly left the bright lights

floor and watched from behind the cameras. I had no idea how much the Blue Peter dog barks and runs round the studio as if it were herding up a whole lot of invisible sheep.

At 5.20pm when the show ended, the men moved in to rip the set apart and clear it as quickly as they could for the next days filming.

The quicker they got it cleared the quicker they got down the pub!

We were all issued with our Blue Peter badges and signed photos and we'd all taken our cameras along to snap a few photos to keep

and the days filming behind and disappeared into the dark of the slow moving London traffic.

I have to give a thank you to John Muggleton at TSSC and Neil and Julia Bateman at V & C Events for organising the day for us and a very big thank you to my husband Tony for letting me drive his car up to the studios and back and then hogging all the limelight when the show aired!



On set the Triumphs are arranged in a semi-circle to allow the presenter to talk about each in turn

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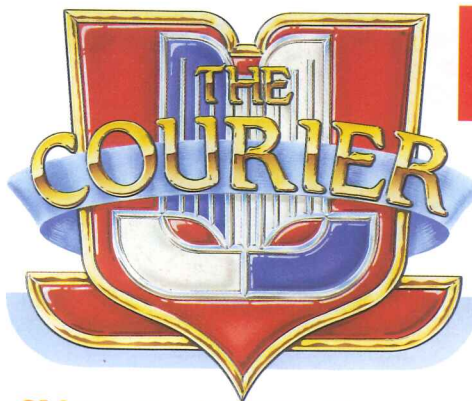
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READERS

Write . . .

Obituary - Andrew Stone

It is with great sadness that I have to inform you of the death of Andrew Stone, due to Cancer. Andrew was proprietor of Pegasus Garage in Newington, Kent. He started the company to supply restoration and garage services to Triumph enthusiasts in the Kent area, though often had customers from further afield, including many European ones.

Andrew was a keen member of the Canterbury area, when I was Area organiser, in the early/ mid 90's. He was always willing to help people no matter what the problem might be, he would get their car running smoothly again. He also produced some very fine examples of concours cars for some of his customers.

He was a very approachable and friendly person with a happy go lucky out look on life. He often attended shows when business permitted but one could never be sure what car he might bring, be it a Herald or a Rover V8 powered Spitfire! - with 5 speed box!

As the economic climate of the late 90's began to bit us all he decided to branch out and switched his business more towards 4 wheel-drives in particular Land rovers and Range rovers which has help him to keep his company running successfully since.

He leaves his wife, Mary who has helped run the company, particularly over the last 6 months while he had been under going treatment, and his 3 children. Regards,

Mike Strafford- 91/35621

John Thomason's gearbox Article

Thanks for a good article about gearboxes, but the useful Marina ratios weren't fitted to all Marinas. The 1.3, or at least the early ones, had ratios very similar to Spitfires, so it's not that exciting to come across one of those 'boxes in a scrap yard. The ratios you mention were in the 1.8. I don't know about the later O-series Marinas but I would guess the 1.7 has the same ratios as the 1.8 and I think the 2.0 Marinas might have been all auto. Perhaps someone else knows about these? I was surprised to read that many Spitfires had a steel bellhousing, since GT6s had an ally one (or at least mine has!). I got round the problem of fitting a single rail box to a 3-rail bellhousing by drilling a big hole to clear the selector rod. This was when I put an 1850 box in my GT6. Drilling this hole does not seem to have caused any problems, of course I don't know if there is a problem with doing this in a Spitfire that doesn't apply to GT6s. I hope this is interesting

Kind regards

Van Hamlin

Cherished Ownership award

While at Stoneleigh Show at the weekend, we were fortunate enough to win a 'Cherished Ownership Award' - not sure of the terminology here. This was a very pleasant surprise as we have only recently bought the car for everyday use.

We are casting off the 'Eurobox' in favour of everyday classic pleasure. I also own a 1976 Spitfire, which I race with the TSSC in Class C so you may have heard of me before.

Nigel Whale was with us when we received the award and took some pictures and I promised to send up a picture of the car, so here it is.

This picture was taken on Monday 3rd February after completing the 250 mile round trip to Stoneleigh and back without a hitch. As you can see, we haven't even had time to wash the car yet! This



was the first long trip we have done with the GT6 and she was perfect - still getting used to the pushrod throttle though!

Thank you from myself and Angela to Ben, who has looked after the car for the past three years and credit is due where credit is due.

Nigel Gibbins & Angela Francis
Hampton, Middx.

J

Round Britain Run

I have read Colin Murrell's articles on Club Triumph's Round Britain Run with great interest.

I too am a member of both clubs (since 1994 with the TSSC) and have completed the run twice. On this year's (2002) run I entered my Vitesse and TR7 with a crew of 5, alternating between the 2 cars - both cars made it too!

Colin has made reference to some Club Triumph members not being happy with his Acclaim having a TSSC sunstrip. Given that Club Triumph have a proud history, having been originally set up by Triumph for all models and that the Round Britain Run is a unique part of their heritage, he may just have been a little insensitive!

He also says that they have been accused of cheating on two counts - racing and some of the routes used. Well, the run is not a competition and would be jeopardised by anything hinting of racing, so this is where some concerns may have come from. To happily put in print an admitted 75 mph probably doesn't help.

On the route Colin used, Colin is quite right in that the route in the road book is only advisory and doesn't have to be kept to. I would say though, that it's a shame he missed

out the more challenging sections, as he will not have had the full Round Britain experience! What's the point anyway if you end up being early at a checkpoint and having to wait for those who chose to do the full route?

I hope to see Colin and the Acclaim on the next run - it just gets better every time I do it!

Martin Randle
Barnoldswick, Lancs

"Dear Enthusiast"

It is clear that the Triumph part of the clubs within **STANDARD TRIUMPH FORUM** are swinging in behind **The Standard Motor Club** to support this year's Centenary with a full schedule of events. I am delighted (though belatedly) to offer a further distraction for enthusiasts taking place on **FRIDAY 23rd MAY, 2003**. As many of you know, I was responsible for organising the BMIHT Road Runs programme in 2001 & 2002 from Gaydon - and The Standard Centenary Run follows a similar theme to those earlier events.

The event I am proposing has nothing to do with Gaydon and is being organised entirely by me as a private individual. It will start at 11.00 from **THE CHARLECOTE PHEASANT HOTEL** at Charlecote, near Wellesbourne. The entry fee is £20.00 per car and will include morning coffee before the start, a road book and rallyboard. There is an option of a Carvery Supper at £12.00 per adult served strictly from 18.00 at the event finish. Diners must vacate their tables by 19.00 at the latest. The Carvery cost is not included in the entry fee and must be met by individuals before departure directly with the hotel. It must however be booked at the same time as the vehicle/crew entry form and payment is sent to me.

The proposed route is my **"TEST HILLS"** circuit of south Warwickshire and the North Cotswolds. It is almost 100 miles in length and features many of the test hills used by Standard and the motoring press in the 1920's and 1930's. My own late father drove these

roads as a road tester for Standard in that same period - so this is truly authentic!. Having already driven it myself, I am confident it can be covered in the time available. Participants are recommended to bring their own picnic lunch or select a suitable pub. Details of pubs will appear in the road books given to entrants at the start. The field is restricted by the police to 50 vehicles, though if there are indications and firm bookings of more vehicles wishing to participate, I will do what I can with Warwickshire Police to increase that number.

Bookings are strictly FIRST COME, FIRST SERVED.

I can be contacted by email at jonmac@ndirect.co.uk or by telephone between 20.00 and 22.30 every evening on 01608 662970.. Further information and an entry form can be obtained by sending an SAE to

John Macartney

OIL LEAK Classic Car Activities
2 Town Farm Stretton on Fosse GL56 9SB

Central Queensland, a city which has the unusual feature of straddling the line marking the tropic of Capricorn.

With temperatures regularly into the 30's in the areas we visited I guess keeping things from overheating (car and occupants!) is as much of a challenge as keeping the tinworm at bay. It may be hot, but one area we visited had an average rainfall over over 3 metres (9ft) a year with over 7m not unheard of! Maybe an amphicar would be a sensible buy here? It would be great to hear stories in the Courier from overseas members on the challenges of running our cars in conditions most of us are not used to.

James Dennison

Wolverhampton

Triumph Down Under

Just got back from a holiday in Australia - fantastic scenery, fabulous climate and friendly people already planning the next trip over. While over there I couldn't help but keep a "Triumph Tally" (as I'm sure most of us would). They have a real mixed bag of "common" motors over there that look almost like ours but generally a bit bigger. At 30p a litre for petrol and virtually no traffic outside the cities, why not!

I have no idea how many of our cars made it down under but I spotted 2 Dollys, 2 Stags and this Herald which was parked in Rockhampton,



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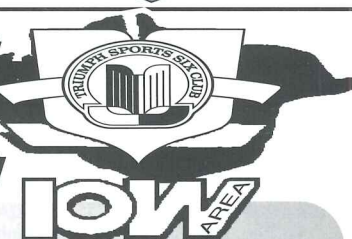
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Isle of Wight PO32 6HG. Tel 01983 281 427





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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.

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E-MAIL:
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CULTS
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65 LOTHIAN
Ian Robertson:
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BOLLINGTON CROSS
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75 CUMBRIA
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20 NORTH EAST
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andrew.dunning@email.net

26 LANCASHIRE
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Eves.

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DEIGHTON
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triumph.hul@aol.com

45 SUFFOLK
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The Old Smithy, Church Lawford
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derwentvalley@tssc.org.uk

16 LEICESTER & RUTLAND
David Smith:
01664 850253
The Brant Inn
THE BRANTINGS GROBY
1st Tuesday

79 LINCOLN
Garth Jupp:
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47 NORTHANTS
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The Bell Inn
FINEDON
2nd Weds. 8pm.

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The Black Horse
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Nr ABINGDON 3rd MON
andy.cathy@btopenworld.com

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

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Adrian Palphreyman
Telephone:
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Lakeside Tavern
BARLASTON
1st Wed. Eves.

40 WEST MIDLANDS
Chris Allen:
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Moxhull Hall Hotel
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1st Tues.
Eves.

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HOOK
1st Tues Eves.

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or 07939 760505
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Chris Dean
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15 WEST KENT
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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.
spitfires.tssc@virgin.net

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
Contact
AO
For details

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
Steve Golab
01935 474590
Rose & Crown
BRADFORD ABBAS
Last Tues. Eves.

84 GLOUCESTER
J. Rowley/I. Lee
01452 790126
The Kings Head
NORTON (A38)
3rd Monday. Eves.

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

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

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

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

81 FOREST of DEAN
David Royle:
01594 563411
The Eaterside Inn
LWR LYDBROOK
3RD Tues. Eves.



AVON

HAPPY NEW YEAR, I hope you all had a great Christmas, and New Year! Was Santa good to you?? As you can see, we're all mixed up! We've just had Christmas all over again, in Feb., down at Shepton Mallet the Bristol Classic Car Show being the ideal place to start our Brean Christmas Special promo! So we did!! We even had snow falling outside in the process, as well as some lookalike snow on the Club stand! It was a real festive display, what with lots of pressies, in a sleigh (Tim's MkII Spitfire) being pulled by reindeer (Les and June's 1600 Vitesse), complete with Xmas trees, numerous Santas (I lost count but there were three fancy dress Santa's, and inflatable ones as well), and at least two large Snowmen! This was only possible, by a lot of hard work, behind the scenes by Les and June, Tim bringing his Spitfire down; Les and June not only bringing the Vitesse down, but also spent most of the weekend, with me, on the stand! So, anyone else who went, maybe you can tell us what it was like?? My thanks go to June, Les and Tim! Got down there Friday, met Les and June, we then set up best we could, as Tim was unable to get there until Saturday! The snow came down, shelter was provided by Les and June's classic camper van. Not only was this a source of warmth and dry, but also FOOD! The cards came out to play, as did Stella, and the red wine! The Acclaim then became my tent!! Saturday was a good day, lots of interest! Then up the pub for warmth and food! Not wanting to get thrown-out for gambling, the cards were left behind, in favour of the dominoes! What a tastefest food dilemma! The pub has changed hands - no more Hangman Big Plate Specials! Instead English, Italian, or Mexican! Having absolutely no Mexican experience, I gave it a wide berth! Wrong!! Much to Les and June's amusement I didn't have a clue what it was, but food was ordered! The two side dishes weren't as expected, but the main dish certainly made up for it! A kind of squat Pasty, with added chillies, raisins, and almonds, with cheese on top, lightly grilled! A kind of Cornish country bumpkin meets Mexico head on!

Sunday, again a great day! Fancy dress was required, and so we delivered! Looks on peoples' faces - Priceless!! Well worth the effort! Seeing is believing, I have been given a photo (thanks June!) but I really don't think that black and white in the Area News, would do it justice! You'll have to wait for the Brean Xmas Special 2003 report, due to hit The Courier early 2004!!!!

Brean Christmas Special booking forms, and cards, got sent out only just before

AVON . . . SOUTH BUCKS

Christmas! Let's just say that the Xmas Menu was the back marker! I wonder who will be the first to respond? I have already had Essex and Stafford on the phone, to find out when it is!! Though it looks as if our Mick and Jude could beat you all to it! And they did!! Annie and Keith were hot on their heels, with Paul and Jane not far off the mark either! Many thanks for your booking form, and kind notes! As soon as sponsorship is sorted, I'll sort Booking Confirmations out and post them to you ASAP!

January's meet! Considering the snow, and freezing conditions, we had a good turnout!! The pub must of remembered my smoke/fire performance, as it wasn't lit this time! A cosy gathering all the same though!!

Back by much popular demand: BREAN CHRISTMAS SPECIAL **June 13-15th!** You know where to come, what to bring (Xmas trees lights etc.), and what a great time we will all have. So put the dates in the Diary, and give me a call for a booking form (if you haven't already received one by now).

Events Coming Up:

Easter Monday - Coleford!!

June 13-15th Brean Christmas Special - back by popular demand

Sept. - last weekend of - Mega Mega party (Hen's Birthday!) at Unity Farm, Brean!

New monthly raffle is taking off. This is where you bring donated raffle prizes, but max. spend £1. A smoked Ham remains to be the best prize so far!

Party On People! Summer is a comin'!

Col

SOUTH BUCKS

www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

January has seen the South Bucks 'famous' member competition reach new heights! More about that later!

The monthly meet was held at The Squirrel on the 15th January, and there was a good turnout. Firstly, thank you to Roy who has been a member of the TSSC for some ten years, but hasn't attended a Club meet, but came along! I popped round to meet Roy and had a look at his MkII Vitesse Convertible. Roy has owned this car for some time (it didn't need an MOT when he brought it!) he has spent a lot of time in bringing his car up to a very impressive standard, and I think is 85-90% complete. I hope you find the time and energy to finish it off Roy and thanks again for the old copies of The Courier. I look forward to seeing your Vitesse back on the road soon. As Roy lives a good five minutes drive away, I offered to collect him in my 13/60 Saloon. Roy is a long established local; therefore, off we set on some roads I had never seen before! At The Squirrel, Daniel was already there. Paul and Liz came along, Paul now being able to drive again after his hand injury. Rob came along saying he has sold his V6 Omega and was looking for something run by that rather nasty stuff that Trucks run on! Robin came along in his MkII Spitfire, roof down as always! Fair play to you Robin! Robin

as the new Treasurer also brought along the new 'Signing in book', which was used for the first time in order to develop our history for our Area. He also brought along the raffle book so we can start selling the tickets to win the vouchers to use at JY Classics (01494 866087). Not that I want to appear to be advertising JY all the time, but if you are looking for a concours condition GT6 MkIII, then give him a call. It is basically a new car! It is finished in Magenta and I believe is a one-owner car. Marcus came along in the Prodrive Scooby. You can now actually hear him before you can see him, as the exhaust is so big, you could keep small animals in it! Nick also came along, but without his very nice GT6 (see our website for a picture of his car on the homepage!) as he had been working late. The Landlord of The Squirrel was feeling in a very generous mood! We received several packets of crisps admittedly slightly out of date, but the a little later; he gave us a Pizza to share! This is the sort of service you receive when your meeting place is the favourite Restaurant of the MD of the Schwepes Company!

All had a good evening, and everyone received a copy of the annual planner that looks superb, thanks to Daniel. Some of the race dates have been changed so check with me before you set out to any of the events, just in case!

Thursday 24th saw Robin and I head down to visit the Thames Area for the first time this year. (Thank you Rob for playing taxi!!) This was also the first time the raffle ticket book was used! It was a little worrying as we arrived as we didn't see a single Triumph, and the car park looked pretty empty too! Anyway, Rob and my worries were unfounded as Mike and Tracy were there! Another enjoyable evening, so thank you to all for making us feel very welcome. We had a discussion with Mike and Tracy ref the Isle of Wight Weekend as Robin is the South Bucks organiser for the trip. (07909547514) It will probably be elsewhere, but details can now be found via iowdiy@hotmail.com. You can also look at the site by visiting www.appuldurcombe-gardens.co.uk and I believe you can book on line too. Robin has details of ferry crossing etc, so give him a call to find out more. As my wife is expecting, delivery date is hopefully (!) around the end of April, so I'm rather doubtful I will be attending the IOW w/end this year! Anyway, back to the famous member section! A message came through that Blue Peter wanted several cars to appear on its programme on Monday 27th at the Wood Lane Studios. I rang and found they could use my Herald or another club car. On closer inspection, I thought the Herald was not quite up to the TV appearance as when I took out for a 'shakedown' (yes, I'm always watching the shakedown for the WRCl) it produced lots of smoke and a rumbling from the engine as I went along the road. Robin's Mk2 Spit was needed elsewhere (!) so Nicks GT6 Mk3 seemed to be the best choice. I rang Nick and he very kindly offered me to take the car to the BBC for him! A very enjoyable day was spent there and to see the huge Triumph logo on the floor with a 1920's Standard, a TR2, Stag, TR8 and the famous Spitfire with the stripes was great! If you didn't see it live, I have videoed it,

CANTERBURY . . . CHESHIRE COTSWOLD . . . COVENTRY

and will bring it to the next Club meet. So national coverage for Nick's car! I still haven't ascertained what the general viewing age of Blue Peter would find interesting about Triumph, but who cares?! The name is on TV! On the same day as the BBC, John M from HQ asked if I knew anyone with a nice MkII Spit. I said I did and without asking, volunteered Robin to take his for along to Bruntingthorpe for a photo shoot with Classic Car Magazine no less! As I had dropped him in it, I felt sorry for him and said I would valet it for him. I must admit, it looked superb when it left here! My drive looked a little like a Triumph car sales plot with my two Heralds, Nick's GT6 and Rob's Spit! I must admit, it was a little depressing after cleaning and polishing the Spit and GT6 to look at the condition of my Heralds!

The 'icky' convertible went in for its MOT at the end of January. Fortunately, just a few things to replace, so a good opportunity to find a bargain at the Triumph Show at the NAC on Sunday 2nd February. Robin kindly played taxi again (thanks again!) taking Dan and I to the show. (Rob has been travelling too many times with Marcus, judging by the speed we were doing!) On the way up the M40, we spotted a yellow TR8 on the hard shoulder. We stopped to offer our assistance. We turned out to be great help, as Ian, the driver of the TR didn't have the phone number of the Footman James breakdown service. As I had it my phone for safe keeping (!) all was sorted quickly. As we arrived at the NAC, we joined the queue to park! Some rather bizarre car parking attendants had pushed some cars around a large circuit while we joined a short queue. Organisation or what! Anyway, we had a look around the masses of Triumphs in the Triumph car park area. A version of every Triumph, including the not so famous Jensen-Healey! The show itself was incredibly busy and most of the traders looked busy too. A good selection of cars to buy, all the parts big and small too, although I had to ask at three different 'big' Triumph specialists before I could buy that rare item of a Truncheon, being told it was just a service item, so it didn't warrant bringing to the show?! On the way round, it was good to see Mark from East Berks, Craig 'website' Gingell and John from the TSSC HQ. We also ran into Robin's uncle too! So overall, it was a great day out, and the parts needed to get the icky car through its MOT were found. Another three tickets for the raffle too! After some long discussions about internet access, Dan came round and performed the necessary computer wizardry in order I could retrieve emails ref the IOW after I managed to smash up my Nokia 7650! Thanks again Dan.

Items for your diary. The TSSC AGM is **Sunday 9th March**. I should be attending, (plans are subject to change with baby due!) so if you want to come along to the Club HQ, please contact me. The next monthly meet is **Wednesday 19th March**. The weekend before is the Classic Car Show at Alley Palley (**15th**). It clashes with some of my own plans, but give me a call if you want to go in case someone else is. What do you think about taking a trip to the infamous Ace Cafe? They

have a classic car night on the **2nd Tuesday** of the month, and the **2nd Wednesday** of the month is the Triumph night (bikes and cars) It's not that far so maybe worth a visit. Let me know your thoughts. IOW wend is **May 2nd-5th** and SEM at Leatherhead is **May 10th/11th**. No doubt, we will be invading another Area's meet during March and April, and remember, you can buy a ticket for the raffle when we go to events or other regions. We are planning a tri Area visit to the HQ in June. East Berks, Thames and ourselves will descend on the HQ on mass, as it makes more sense and should be more fun than going as individual Areas. (I hope!) So keep watching this space! Hope to see you soon!

Carl

CANTERBURY

tim@canterbury-triumphs.com

A very brief Area news this month as we still seem to be getting into the swing of 2003. Derek has created a calendar of events for 2003, those who attended the meet in Feb should have received a copy, if not have a word with him at the next meet. New events are being added all the time and we can only add them if we know about them so, if you receive any details of local shows do pass them over and we can add them to the list, I can't guarantee that we will attend as a Club but if a few of you decide to go, I can supply banners and bunting if you would like it.

I will be attending the AGM in both my position as AO and COM so if there's anything you would like raised for discussion at the AOs seminar please let me know. That's it for now guys and gals, see you all in **March**.

Tim

CHESHIRE

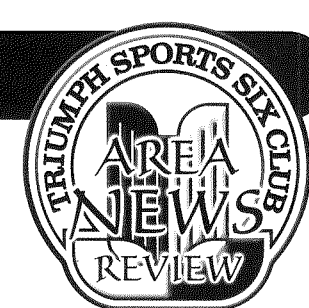
cheshire@tssc.org.uk

One of the new things this year is that you can send email to me at cheshire@tssc.org.uk As I write, this is forwarding to a non-existent email address, but should be sorted by the time this report is in print. A quick check at the meeting indicates that I was the only person present who regularly works with e-mail, Adrian having occasional encounters.

We discussed what we might do later in the year. This included a re-run of the trip out to Hope for a pub lunch (and we also noted that the estimate of distance was 35 miles and the actual distance was more or less 60 miles). Several folk expressed interest in the Peak Run which seems to be based at Bolsover Castle in 2003, which is a reasonable 42 miles from Macclesfield. Lindsay and I did the Peak Run in 1995 (I think) and I remember having to buy chocolate and put the hood up because it was so cold in the region of Buxton. Dave has done it in more recent times. Highly recommended.

A pleasure to see Ken Spooner, in good health again after a long absence from the meetings.

We talked about engine oil - the Mondo



diet is 5W/30, which is well removed from the 20W/50 'our' cars used to (and should still) get. And about ignition systems. Adrian presented me with a Sparkrite unit a while ago and this says 'reactive discharge' which implies it just has a transistor sitting where the points should be but electrical measurements imply otherwise. Anyone out there know the truth on these units?

There has been a little progress on our rebuilds. I hope to report next month that Adrian's engine has been started. That would mean a gap of somewhere between 10 and 15 years for an engine in that particular car.

There also seemed to be some horse-trading going on in the car park, a 3 hp electric motor and a stainless exhaust manifold changing hands if I was not mistaken.

Our next meeting is on **Thursday 6th March** at the Cock and Pheasant in Bollington.

Henny

COTSWOLD

This was a first! First time not been to Triumph Show at Stoneleigh, for many years!! The silly fools changed the date, so it clashed with the Bristol Classic Car Show. To add insult to injury, they put the MG show, on when the Triumph show should be!! Why oh, why oh, why?

Due to popular demand, or lack of?? Anyone in the Cotswold Area wishing to attend an Area meeting? If so, I suggest you come along to either Avon, where we will make you extremely welcome (as Pete does, and Ian and Jane did in November!), or, Gloucester (where Barry will make you welcome!). If enough interest develops, then, who knows, maybe it will warrant a Cotswold Area meet all over again? The normal "at the end of a phone" service, that all Area Organisers provide, I will still provide for the Cotswold Area.

For what's happening, see Avon! Cheers,

Col!

COVENTRY

tssc_coventry@hotmail.com

Spring has sprung! It's March already, time to blow the cobwebs from those care-burettors and get that Triumph ready and running for the new season. Stoneleigh proved to be a great success again. The show was well supported by the major Standard/Triumph clubs, along with the leading traders with shed loads of auto-jumble new and old. I bought new seatbelts, number plates and a Workshop



COVENTRY Contd

Manual for my Stag. Didn't that Delft Blue GT6 look stunning on the TSSC stand! If you missed this event, make sure you put it in your diary for next year. The next notable event in the Midlands area is the Standard Triumph Marquee Day at Gaydon, **Sunday 25th May**. Let's hope for better weather this year, as it has been wet and windy in recent years. However, the Motor Museum is superb and provides shelter during the showers!

The regular crew attended the February meeting at the Weavers Arms thanks for your continued support. Dave Walker is planning various events for the new season. The first of which is the Midlands Festival of Transport Weston Park, Weston under Lizard, Shropshire, on **Sunday 20th April**. This is now in its 16th year, has over 1500 exhibits, arena displays, large autojumble, trade stands and traditional funfair. The cost is only 2 pounds per vehicle. Please let Dave Walker or myself know if you are interested in this one we will get a list together at next meeting at Weavers in March. Karl Dandridge appears to be busy with a racy GT6 in his garage, as featured in The Courier. Let's hope it's all worth it, and he has more Triumphs than Michael Shumacher! Dave Barlow (landlord) was in Spain on holiday that week, so I was unable to get an update on the carpark extension plans. We need an update on situation for next meeting.

Dave Williams has circulated details for the Derwent Valley Peak Run in Derbyshire. This is over the weekend **Saturday 28th and 29th June**. This is one which has been highly recommended by those who have attended in recent years; it is well organised, in beautiful surroundings, with a host of attractions/activities for all the family. I have missed out on this event over the past two years due to family commitments, but intend to make it this year. We will discuss this at future meetings, and hope for the sunshine that was provided last year!

I hope the (third Sunday of the month) meeting at the Old Smithy, Church Lawford proves to be as successful as the Weavers event during the spring/summer months. Please try and attend as and when you can, especially if you are local to the area. This pub has excellent real ale on tap, supplied by a microbrewery next door.

See you at Weavers Arms Fillongley on **Tuesday 4th March**, and/or on **Sunday 16th March** at the Old Smithy, Church Lawford. Regards,

Kevin

COVENTRY . . . CUMBRIA DERWENT VALLEY

CUMBRIA

Hello and welcome. January has come and gone, we have had the first serious snow of the winter, the snow drops are out and a few of us have been to the first event of the year - The Triumph Spares Day at Stoneleigh - more on this later. Sounds like January's meeting went well; thanks to Helen for the information that follows. Most regulars were there; Alan/Jan, John/Marie, George/Kitty, Helen, Shirley, Roger + guests Ray [K of Northampton] with Gordon and a special welcome to Lynne with four legged friend [did not catch a name!] from Carlisle. Well done to Alan/Jan and Lynne for travelling Club Car Class! The highlights:

1) Marie won the raffle with John and Ray taking second and third prizes 2) There will be a 50p fine/toll for not coming in a Club car from the March meeting. Sounds like a good fund raising ploy to me and may even provide the final incentive I need to finish my Spartan! 3) Events calendar for 2003 handed out [and in colour!] 4) The April meeting will now be a Treasure Hunt in the south of the county, courtesy of Alan/Jan. Provisional arrangements are to meet at "The Punch Bowl" [whichever and wherever that is!!] at 11:00 hrs for coffee and briefing, hunt the treasure then back to The P.B. for a meal, natter and prizegiving. Look out for more details/confirmation in April. 5) Viewing Lynne's MK IV Spitfire with Ray applying his expertise to her flaps: hood above door window variety! Not sure he was much help though? After all he is retired from active service now! Lynne, I hope you received a warm welcome from the Cumbria Crew, enjoyed your first meeting and will come again for future meetings/events [and I spelt your name correctly!] It is always good to see new faces joining us and getting more from their membership!

Three of us; Bob, Andrew and I travelled South to Stoneleigh last Sunday for the Triumph Spares Day. Andrew had a big shopping list for his Spitfire rebuild with Bob acting as sherpa and financial advisor. They had a successful day picking up a few bargains. I had a good look around and met up with Ray and Albert. The Club Stand was better this year with four A1/concours cars on display - GT6 MKIII, 6 Pot Spitfire [on triple Webbers], Courier van and GT6 MKII [Bill Sunderland's car]. A brief chat with Bill revealed some interesting facts - the Club now owns 30 cars, an extension to Headquarters is on the cards to house/display more of them and the move to broaden marque coverage by the Club is receiving support from some major traders ["watch this space" on that one]. There were no good Club cars for sale, I had a look at a very nice, but cheap, TR7 convertible and Bernie [Lancs Area] had his Yellow Peril V6 Turbo Stag on sale. A good day was had by all albeit with a very early start 05:00!

By the time you read this we may have retained the Sammy Trophy in the quiz with the TR's. I hope to have a first version of the Area website up and running by the March meeting. STOP PRESS - I hear Tony is actually trying to get the overdrive working on his/Helens' Spitfire at long last.

Helen will not disclose what she has threatened him with but it seems to have done the trick! Cheers,

Phil

DERWENT VALLEY derwentvalley@tssc.org.uk



Firstly let me say CONGRATULATIONS from all of us to Pete and Lubi as they have finally had a baby girl Eleanor (Ellie) Sophie Rose on 27th January at a healthy 8lb 5oz.

Next let me say big APOLOGIES, our club meeting venue has forcibly been moved. Our beloved Ambergate was shut with no prior announcement so unfortunately I was unable to inform any of you of moves afoot. Fortunately I managed to get hold of most of you by post but if anyone did get missed, really sorry, but please update me with your contact details for the future.

Well the new meeting venue is the **HORSLEY LODGE GOLF CLUB**. We met there for February's meet and what a first meet we had!! Fairly good turn out for a very dodgy quiz! As an act of desperation we had grabbed a quiz book created from the television series shooting stars and as you can imagine some of the questions were a bit questionable - 'who is more beautiful, beauty or the beast?' The book is law! No arguments please. After a bit of bantering, and then some we finally realised the winners were Colin, Owen and Rich - the box of chocs was just too big for them and we all had to help them out! Fabulous! There are no losers in this game. Don't thought the meeting was so bad he did a runner, the men with the white jackets soon picked him though and all is well after a few big pricks! I got to drive his new Golf home, which was great, but if I were a beggar I'd have wished he'd have been in the GT6.

Quite a night really, we also got a little scolded for smoking in a no smoking zone - Oops sorry. Let's hope we are still welcome back next month????

Also making a debut was the new polo shirts embroidered with club logo, sizes S-5XL available for £11, half zip fleeces £26 and full zip fleeces £28. Any colour just let me know and I'll get them ordered for you.

By the time we meet next month the very few of us who have stuck to our guns will have been go karting to try and defend our title against Staffs. I have little hope to be honest unless the immigrants I'm subscribing to are any good, watch this space! Hopefully we shall have a bit more support from you all for the bowling on **April 11th** at Ilkeston, an evenings entertainment including food for £10.49 kids wel-

come, come on let's have a party. £5 deposits for **March** meeting please.

I'm trying to keep the social side going for you all if there is something else you'd prefer let me know otherwise I feel I'm wasting my time!

Not much else to report as I didn't get time to talk to anyone, where does the time go eh, please let me know anything interesting either by phone 01159217616 or email derwentvalley@tssc.org.uk

Directions to our new venue: From the A38 take the exit signed Kilburn, Denby and Denby Pottery. Follow signs for Coxbench and Horsley Lodge. At the crossroads in Coxbench turn left signed Horsley and Horsley Lodge. At the T-Junction turn right and follow the road. Horsley Lodge is approximately 0.5 mile on the left.

The Guys!

DEVON

//www.northcotts.clara.net/tsscdevon
tsscdevon@northcotts.claranet.co.uk

Pretty short of news this month, and we've almost missed the deadline, so just a brief one...

January's Wednesday evening meeting had quite a good turnout, with a few of the old members (in length of membership, not necessarily age...) who we don't see so often these days - nice to see you all again.

The February Sunday meeting in Fenny Bridges was rather a waste of petrol, with a grand total of nobody. Perhaps it's time to rethink whether anybody actually wants Sunday meetings any more - if you have any comments on this (either for or against, or just suggestions) please get in touch.

We have a new member in the Pennycomequick area of Plymouth who is keen to get in touch with any local Spitfire owners for a chat.

If you fit the bill please contact us and we'll pass on Andrew's details.

The next two Sunday meetings are **March 2nd** in the Moorland Park Hotel in Wotter, and **April 6th** in the Plume of Feathers, Princetown. Please note that the **April** meeting is a change from previously planned, as no suggestions for a suitable pub in the Lifton area were forthcoming. The Plume is very popular on Sunday lunchtimes, so please try to let us know a few days in advance if you're planning on coming to this one (certainly if you want food) so we can book a table.

One other thing is a reminder that the Crash Box Club are now very strict on the closing date for entries to the Powderham show in **July**. The closing date is the end of **May**, so if you want to put your car on the club stand, please let us know as early as possible. There is nothing we can do about this closing date, and some people were disappointed last year, so please plan well ahead.

Rob and Helen

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 10th Month please

DEVON . . . DORSET ESSEX . . . GATWICK

DORSET

Greetings from Dorset (well Somerset actually, but I'm close to the county border!). My name is Steve, and I volunteered to do the AO's job for the coming year. I've been a member of the TSSC for over 6 years, since I bought my first (and so far, only) Triumph, a 1975 Spitfire 1500. Many thanks to Jasper Bacon for his stint as AO. Last year's Christmas meal was up to its usual standard, though numbers were down on previous years, probably due to being on a Tuesday rather than a Saturday. Congratulations to Martin Cameron, winner of the ever entertaining feely bag competition and to Nick Vass for winning the annual quiz (no excuses for a dull car with a bottle of T-cut as the prize). Nick also has the privilege of setting next year's quiz. If you're reading this, live in the Dorset area and haven't been to our meetings ever/inrequently/so long since you've forgotten when, why not drop in to the Rose and Crown at Bradford Abbas on the **last Tuesday** of the month (ring me if you need directions). The beer's good, the food's good and the company ain't bad either! Hope to see a few new faces this year - as well as the old ones. Cheers

Steve

ESSEX

Welcome all to this Months Area news. The meeting was well attended. Hello to the new comers - John, Tony, Paul and another John. Nice to see a few turn up in their cars!! As promised last month here goes the run down on our fantastic Christmas bash up on 18th Jan. It all kicked off at 2.00 pm in "NAMCO" with lots of beer and some good old fashioned competitiveness on the inter-galactic star ships, best bums jockey races and Grand prix extravaganzas, not to mention Mo and my attempt of Saturday night fever on the dance machine. "Careful Mo you'll have someone's eye out with them!"

It was great to see some extras who just came to "NAMCO" even though they weren't participating in the evening meal. Good to have you along. By the time we left at 5ish lots of beer had been consumed and we slowly made our way over to "THE PORTERHOUSE" (Hic) in Covent Garden, where the 30 of us were treated to an excellent Crimbo dinner, Fab entertainment, OH! and lots more beer(HIC!!). Cheers to Eli and Garth for coming all the way from Lincolnshire, you win the long distance Beer award. Also thanks to Chris and Heather from Brighton, you were picked at the post (you win a days shopping with Keith!) We never knew Essex was so big. Eeeeyyyyy!!!! A big thank you goes out to Paul and Liz for all their hard work to make it such a great day out. Well Done!!

Anyway on to a few notices. Happy Birthdays to Julia, Paddy and Colin. Happy anniversary to Matt and Mandy. Congratulations to Garth and Ellie on your forthcoming marriage. Here's to a wonderful life together from all of us. Just to

remind you of a few forthcoming events:
The Isle of Wight - **2nd to 5th May**
S.E.M. - **10th to 11th May**
Brean - **13th to 15th June**
Stafford - **12th to 13th July**
Duxford - **14th September**

Hope to see everyone at them as we will be attending in force and to all new comers everyone is welcome.
Love

Lizzy x

GATWICK

The January Sunday lunch started off fine and dry after the heavy downpour the previous night. The convoy to the pub, led by Dave and Lyn, our organisers for the day in their GT6, consisted of Maria and Peter in his Spitfire and Frances, the kids and myself in our new Japo box. It was a good route with the sun out all the way. As we neared the Anchor pub in Barcombe it was obvious they had had a little more rain than us, as the fields were flooded and the river by the pub was WELL FULL.

We met up with Chris in his Herald Estate and John and his wife in their Volvo.

The Sussex Area were there in full force with Clive and his family coming in their Vitesse.

As has become the tradition, we had a good meal and a number of us wandered out into the sunshine to look at the flooded river and to play Pooh sticks on the bridge nearby. This proved quite interesting considering the amount of sticks, branches, logs flowing down the river! We finally all departed saying our farewells only to discover that the narrow road leading to the pub was now completely flooded. We gingerly drove through the water and waited on the other side to see whether Dave and Lyn in their GT6, who were following us, would make it to the other side. Thankfully, they did.

John Muggleton phoned me to ask if I was able to help find some cars for the BBC children's TV show, namely Blue Peter who were looking for 6 Standard Triumphs to celebrate 100 years of Standard. So I phoned as many of you as I could think of with good working Triumphs, but sadly some of you were busy, but Dave and Lyn were willing and so was Dominic Goodliffe, who was very keen and asked whether I was taking my Spitfire. When I phoned John with some names I gave him Dominic's GT6, Dave and Lynn's GT6, together with my Spitfire. John said he would pass all this information on and would let us know if any of our cars were to be chosen.

In the end it turned out that mine was the only one to be used from the Gatwick Area, but there was a snag! I now could-



GATWICK . . . GLOUCESTER HANTS & BERKS . . . HERTS & BEDS

GATWICK Cont

n't go, due to the funeral of my uncle in Glasgow, so Frances, very kindly offered to take the Beast along with our good friend, Jamie. You can read the rest of this story earlier in The Courier.

I travelled up to Stoneleigh to sort out some parts for the Vitesse, as it is in need of a serious tidy up. I met a number of you up there, also on the hunt for parts, I hope you were successful.

Our meeting on 2nd February, found a small group of us who ventured out on this cold winter's evening and we were joined again by Julian Cox who brought along an example of how a spark plug should not spark, i.e. causing the internals of the plug to explode upwards. Thankfully there appears to have been no damage to the Dolomite engine.

News of Vic's current purchase, a Spitfire MKIV, are looking good. He has now managed to get the car home after freeing the seized brakes and is slowly working through the car to get everything freed off. Events coming up:

9th March: Epsom Autojumble.

Saturday 15th/Sunday 16th March: The London Classic Car Show/Alexandra Palace. A number of us will be going along.

16th March: Sunday Lunch. This is going to be incorporated with the Ally Pally show.

5th April: TSSC Race Meet at Silverstone. How many of you fancy a good day out? Give us a call.

Gatwick Area meetings are on **Monday 3rd March** (evening meet at 8.30 pm) and **Sunday 16th March** (lunchtime meet at Alexandra Palace. Give me a ring if you are coming along).

See you there!

Tony

GLOUCESTER

www.tssc.org.uk/glooucester

Firstly we apologise for not being able to deliver a speaker at the meeting in January. Both the guests were, unfortunately, unable to attend due to ill health, we wish them a speedy and full recovery and hope to re-schedule for some time in the future. The up side was that the meeting attendance was huge (28 in total) not necessarily all due to the promise of a speaker we hope. We welcome to our meeting for the first time Mark and Emma. Nice to see you both we hope you enjoyed the chit chat that was on offer. Sunday 26th January was the Bits and pieces auto jumble at Malvern. I bumped into Barry jumping through the goodies too, it is always nice to take time to chat to people like Dave

Gleed and Bill Davis, we need them as much as they need us. Nick Spain took a run to the Bristol classic car show on Saturday February 1st for a look around. As usual Colin and Derek were hosting the Avon area Club stand. Sunday Feb the 2nd saw us out at the Cotswold clouds hill trial. Nick Spain had volunteered a write up on this event and the following is his account of the day.

Cotswold Clouds Trial 2nd February 2003 Sunday 2nd February dawned reasonably bright and not too cold for this year's Cotswold Clouds trial held on various hills and special sections in the Stroud and Dursley area of Gloucestershire. Ian (new joint AO), Andy plus two of his lads Andrew and Martin, Mike, Chris Mills and Nick had volunteered to marshal a hill by Winstone's ice-cream factory on Rodborough Common. Despite a shower of rain overnight the course was quite dry and not very muddy.

The first cars arrived about 10.15 am although the hill was not scheduled to start until 10.30 am. Nevertheless, all of us were ready and the action began. Most of the cars cleaned the hill with relative ease although a few had trouble with the mid-hill restart.

As the morning wore on the cars began to arrive at a steady rate. It was surprising to see such a variety of vehicles in use, from basically production cars such as Beetles and RWD Skodas to some very special ones indeed, including several Dellows. I do not recall seeing any Triumphs as such but I am fairly sure that some of the specials had some Triumph underpinnings. There was one Triumph based special running, it was built by Steve holder and based on a Spitfire chassis and running gear. Incredibly, a very ancient (1920s?) Trojan with chain drive slowly ascended the hill in style. Even more amazing perhaps, was the sight of a 1980s BMW 318 driving up as if on a Sunday afternoon jaunt in the country!

By 2.30 pm or so we were beginning to feel the cold so were relieved when car number 80, a rather battered black Midget was the last car to complete the hill.

This was altogether an enjoyable day out notwithstanding suffering cold feet by the end. At least the rain held off until the drive home. Ian and Chris were, of course, topless in Vitesse and Spitfire respectively. The rest of us had, sensibly in our view, arrived in cars with proper roofs!

Thank you Nick, I'm sure that the 'proper roofs' will bring you some grief. Be it on your own head.

Barry and Bev attended the Triumph Show and Spares day whilst we were on 'the hill'. Barry's opinion was that it didn't seem as busy as usual, that may have been because the date was earlier than usual and as a result it tended to clash with other events in the calendar.

The Area annual meal was at the Gloucester Old Spot public house for the second year and we had thirty-two diners enjoying the pub's fayre. Our thanks to the staff for their efforts in making our evening so pleasant and to Ian for organising the evening. The raffle raised £47 which was donated to the Leukemia research fund, as always we're glad to support such a worthy cause. Just in case anyone is inter-

ested, Ian knows of two cars for sale. Both are off the road, one is a Mk1 Spitfire and has been unused for ten years, £100. The other is a Valencia Blue 13/60 Saloon and has not been used since 2000. £50, more details can be obtained from Ian or Jane. That sums up the goodies for the month. Keep a lookout for something coming up that may take your fancy.

Andy

Events.

Sat & Sun 15th & 16th March. The London Classic Motor show at Alexandra Palace, London.

Mon March 17th. Area meeting at the Kings Head, Norton.

Sunday March 30th.

The spring restoration show at the NAC, Stoneleigh, Warks.

Sunday April 13th. Barry's mystery run and Sunday lunch.

Monday April 21st. The Coleford Festival of Transport, Coleford.

Monday April 21st Area meeting at The Kings head, Norton.

HANTS & BERKS

www.tssc.org.uk/hantsandberks
e-mail: hantsandberks@tssc.org.uk

Just a short one this month. The next Club night will be at The Crooked Billet, Hook on **Tuesday 4th March** from 8.00pm onwards. There will be a Sunday Lunch meeting on **Sunday 16th March** - venue to be decided at the **Tuesday** meeting.

Up and coming events include The Isle of Wight Camping Weekend - **2nd to 5th May**. South of England Meet - **10th/11th May** - Leatherhead, Surrey. Beaulieu Spring Autojumble - **17th/18th May** - Beaulieu, New Forest, Hampshire. Le Mans 24 Hours - over the weekend of **14th/15th June** - Le Mans, France.

Please come along and join us if you would like to get more out of your Triumph this summer.

Sarah and Craig

HERTS & BEDS

Hi All. January's meeting, I had pinched a quiz from a back issue of The Courier dating back to 1996, it was a personality test, which I hope everybody enjoyed. Most people got more or less the right score. We will have to keep an eye on Chris. Michael, we will retest you soon.

There was a new member who turned up. Welcome to Robert Graham with a red Vitesse MkII Convertible. We had nearly double figures of cars in the car park, and over 20 people.

The following weekend was Stoneleigh which I went to with Sam, Paul and Family. It was a great event as usual. We saw quite a few other Area members there. In the afternoon we went to the Coventry car museum. There were several Triumphs there including a Mark 2 2000 Police Car, and plenty of other cars to boot. Thousand of model cars could defiantly have spent more time there. Maybe we will go there on a different visit. We have cancelled the Go Karting as there was not enough response. Although there are still

ISLE OF WIGHT . . . MID KENT WEST KENT . . . LANCASHIRE

a few people who want to go. So if you are interested please give me a ring and we will try to arrange a new date. That's it for now. See you **March 24th** The Bull Inn Whitwell. Bye for now

Les

ISLE OF WIGHT

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www.triumph-iw.co.uk

Hello. This is going to be relatively short and sweet, I would like to introduce myself, Chris and my better half Linda, as the new, if somewhat dazed, Area Organiser for the Isle of Wight. After a night of good food, plenty of alcohol, and constant badgering I found myself agreeing to take on the responsibility of AO, since when did I have 'mug' tattooed on my forehead!!! Seriously though I would like to reassure you all that the Isle of Wight Area is as strong as ever and with the support of fellow members we will be running the Isle of Wight Camping weekend (please see the revised advert on page 83)

With a New Year and a new AO we have decided on a **new venue and new night** for our meetings. We will now be meeting on the **third Monday of each month** at the **Woodmans Arms in Wootton** where we will be meeting up with fellow Triumph drivers from other car clubs here on the Island. We would like to invite all you TSSC members that have been unable to attend the meetings previously along to our next meeting on **Monday 17 March**, bring a friend everybody is welcome. New faces could bring new ideas.

For further detailed information you may wish to view the following website www.triumph-iw.co.uk, where you will find out everything that could possibly be going on here in the Isle of Wight as well as helpful information and advice.

Chris and Lin

MID KENT

Hi everyone and Happy March to you. I'd like to say the weather is warming up, but Fate would bring us snow again, so I'll keep my gob shut! Don't fall off your seats either - a third month of Area News - I know, miracles will never cease!!

Despite being quiet on the official club event front, things are still steadily ticking along on the 'unofficial' Club front. We had our 'Christmas' January meal at Sylvester's Mexican in West Malling. Always seems novel to have a Chrimbo dinner two weeks after the event. Well, I think a good time was had by all. The food was great and as per usual, Santa's sack of surprise goodies seemed to go down a treat. I'm sure the management heaved a huge sigh of relief when the door closed behind us, what with the guys terrorising the waitresses and the party organiser being so sloshed! Well, much food, wine and beer later (along with doggy looking cocktails and shots for some!), found a rowdy few of us back round at ours, opening yet more bottles. Let's just say it was a damn good night out. My head was cer-



LANCASHIRE

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Thanks to all for attending the first meeting of the year in January, and attendance of about 28 people was excellent for our first official meeting at The Plough at Eaves. Thanks also to everyone who filled the questionnaire in on the evening, as this will help us assess what you enjoyed doing last year and help us to plan for this years events.

Once again, sorry we missed the deadline for February's Courier Newsletter. This month we've made up for it with a packed list of events lined up for you to attend this year. Starting with Bill Stuart's Lakes weekend, this year at The Waterhead Hotel at Coniston. By the time this newsletter is out we should be due to go in approx 2 weeks time. We will be meeting at The Phantom Winger at 10am, just to confuse things, as it is slightly more central for people and easier for us to get onto the M6. There is an option to go for a walk in the afternoon or an organised lunch out with Jeff and Jill Cox or just laze about and take in the magnificent scenery of Coniston Old Man. Bill and Ruth attended the hotel at the beginning of the year and said it was warm, comfortable and the staff were welcoming. The dining room has a stunning view of the Coniston Old Man and the food is delicious and plentiful. If you've not already booked a place for dinner please ring Bill as soon as possible on 01772 724555.

Other dates to put in your diary: **Sunday 27th April** Jeff from Club Triumph is organising another run out to The Trough of Bowland, ring Jeff if interested, 01704 506080. Thundersprint is planned for **May 10th and 11th**, location to be confirmed. John and Julie's Aysgarth Camping weekend is planned for **Friday 16th May - Sunday 18th May**, ring John or Julie on 01706 227268. **Saturday 31st May - Sunday 1st June**, Tatton Park, Cheshire. **Sunday 8th June**, LVC at Lytham Hall Rally. **Friday 13th June - Sunday 15th June**, Lakes Triumph weekend, Keswick Rugby Club. **Saturday 28th June**, Derwent Valley Peak Run. **Friday 11th July - Sunday 13th July**, TSSC International Weekend at Stafford. Watch out for the various Triumph Race Days, dates are available in The Courier, starting with **Saturday April 5th** at Silverstone. These are just a FEW that we have on our list this year for you to attend. If you haven't got a full list get in touch with one of us and we will gladly send you a 2003 Year Planner.

Along with John and Julie with their beautiful TVR, we have another defector in our Club Ian Armitage has bought a

Carol

WEST KENT

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Where were you all this month then? To quote Terry Wogan "Is it me?!"

It was nice to see the return of a previous member though in the shape of Phil with his Spit and tales of road humps that are too high for low cars like ours. Don't Councils realise that not all of us drive 4 x 4's and need to be careful of sumps, etc? Any County Council members reading this please note.

Tony was having problems with his steering bushes; thinking they would not be any trouble to remove and finding it more than a one-man job.

He did manage to replace them but then found that his side lights didn't work. Isn't it always the way that when you replace a part with a newer one you find that the adjacent older parts decide not to work after all the work has been completed and you have to start again.

Del had started up his Spit and it sounded so good he let it run for some minutes only to find that when he turned round his pristine white Vitesse had a large black shadow on the door from the Spit's exhaust. Luckily it came off quite easily but could have been a real problem.

It is a shame that we don't get out magazines until after our meet because we could have wished Del well with his application to join the TSSC Council of Management, so on behalf of all of us Del, we send you our good wishes for the AGM in March.

Now for some dates for your diaries:-

10th/21st April Classic Car Show at Boughton Monchelsea Place.

5/6th July. KM Motoring Pageant at Paddock Wood.

Sunday, 10th August. Wings, Wheels & Steam at Groombridge Place.

Sunday, 10th August. Classic Car Show at Battle Abbey.

What a shame the last two are on the same day - they are both worth a visit. C.U. on **4th March**.

Many

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 10th Month please



LANCASHIRE . . . LEICESTER & RUTLAND . . . LINCOLN . . . MANCHESTER . . . NEWBURY

Gaydon is on **25th May** and we will hope to organise a drive down to it, and finally the village of Ingoldsby are throwing open the doors of their marquee to us once again (they must be mad) on the weekend of **June 7th/8th**. Camping on the lawn at Chris and Hazel's, tours of the house. Hope to see you all on **Tuesday 4th March** at the Brant Inn.

Dave

LANCASHIRE Cont

Chevrolet Corvette Stingray, 1968, convertible, small block, 5.5 litre, V8, 300 plus b.h.p. and guess what it's NOT red, it's yellow!! I can also wanted me to say that he still owns at least 5 other Triumphs in various stages of restoration. I say at least, because if you've ever been to Ian's workshop you'll know that it is like going to Totally Triumph in Macclesfield.

FOR SALE we have a GT6 gear box in perfect condition, 1200 dash board in good condition, also a new Herald dynamo price is whatever YOU think it is worth, but ALL donations will be going into Club Funds. Ring Ray for full details.

So don't forget the TSSC is YOUR club and only YOU can make it a successful year with your input. If anyone has ANY ideas please contact Ray or Karen and we will help promote them all we can.

Ray & Karen

LEICESTER & RUTLAND

Not a good start to the year. Last month we met for the last time at East Langton and Swithland and were combining into one meet at our new venue. The Brant Inn near Groby. Members at those meetings knew the new arrangements, others were to read it in the January Courier, which unfortunately dropped through the letterbox the morning after the meeting. Sorry if you turned up at The Bell. Anyway, several members did arrive, Mike can even walk there, and we had plenty of room, a very large car park and it was quiet enough at this time of year that we held the meeting in the conservatory. First topic was Stoneleigh. I went, saw Dave Austin, Mike and Chris, and Graham and Gina from Northampton, and our very own Mick Dolphin on his stand. Managed to get all the parts I needed but thought the traders were less in numbers and well spaced out, and catered more for the TR's, Stags and Dolomites than Herolds and Spitfires. Turned down the offer of a credit card or reading glasses, and even managed to avoid the annual mud bath at the entrance. I tried to contact as many as possible who were not at the meeting for the Ten-Pin bowling on the 11th February at the Meridian. Please note the following dates for your diary.

Slot car is on **Saturday 8th March** at Loughborough for 7.30 p.m. Please let me know so that I can book the meals. Treasure Hunt details are still being finalised and will report next month.

LINCOLNSHIRE

Just a short report this month. Firstly I have to say that I was very pleased to see such a good turnout at January's meeting, seventeen people, and nearly 100% Club car turnout as well. It was just a shame that the pub was packed and we ended up in three groups. Hopefully, I managed to catch up with everyone and explain what was going on. Firstly, the **March** meeting will be at The Pyewyke Inn off the A57 Saxilby Road.

Going back to some of the things that I mentioned last month, I have had responses from both Aston Martin and Lotus, however they could have not been any more different if they tried. Basically Aston Martin don't give a flip unless you are a buyer, a Journalist or a VIP, so a resounding raspberry in their direction. Lotus on the other hand are more than willing, the only downside is that it is only during a weekday and it costs £15 per head. However, if enough people are interested I will see what I can arrange. I have also had via Chris Dennis a leaflet about the National Coal Mining Museum between Wakefield and Huddersfield, it is free to get in, so I shall be organising a trip to there in the spring/early summer, watch this space. I also have now got the phone number of the Karting and Paintball place in Ancaster, so once I am back from our honeymoon I will get something sorted.

I also want to resurrect the Lincolnshire Open Weekend, so all ideas are welcome. I now have a list of the Lincs members so I will be burning the midnight oil sticking pins in a map to see where the most convenient meeting place(s) is(are) for the majority of members.

Two more bits of news, congratulations are in order for Toby and Helen Green as they are due to be parents in the Autumn, so does anyone want to swap a Vitesse or Herald Convertible for Toby's 1500 Spitfire. Last weekend we went to Stoneleigh and had a good rummage round, however we seemed to spend most of our time talking to people about the IOW camping weekend. This weekend Ellie and I have made a mad dash to the IOW to pick up my GT6 and get it back here before the MOT runs out! So that's it for this month, see you at the Pyewyke at the end of **March**. Cheers

Garth

MANCHESTER

Hi Folks. Thanks to everyone that made the Area meeting this month the weather was abysmal with snow and ice on the roads in most areas but still 12 members managed to brave the elements and con-

tribute to what was an enjoyable meeting. Although I think it was get at Pip night with certain members taking the pee at my preferred football allegiance, we still managed to plan an event calendar and talk a little bit Triumph.

Frank and myself are planning a trip together to TSSC headquarters in the very near future so if you need spares or anything relating to Triumph we would be pleased to pick them up for you just give us a ring.

After extensive work on the clutch and brakes Kate and Michael have finally got their Triumph also known as Queenie through her MOT hurrah!!!

So we are all waiting with excited anticipation to meeting her. (Am I the only woman out there that gets an organism about football or anything Triumph) answers on a postcard please.

Colin has uncovered what could be a serious problem with the chassis on Pat's beloved American Spitfire, let's hope you can rectify the problem without too much difficulty and expense.

It is soul destroying when a problem like this appears when you have just finished restoring your Triumph.

The Tool Pool is up and running well with a couple of members already reaping the benefits, so don't forget if you need the use of a hub puller, spring compressor or a spring lifter we are only a phone call away.

The Events Calendar for 2003 was discussed at the meeting, listed here are some of the events that I hope you will participate in and enjoy.

Sunday Meeting at the Rope and Anchor our usual venue

Sunday 16th March. Goyt Valley run
Sunday 23rd March. Betws-y-Coed
Fri / Sat 25th/26th April. Tatton Park
Sat/Sun 31st May / 1st June.

BBQ Sat 21st June.

Stafford International
Sat/Sun 12th/13th July.

Tatton Park
Sat/ Sun 16th/17th August.

Ribble Valley Rally
Sun 21st September.

Still to be confirmed the A6 run, Peak run, and Woodvale.

Frank and I are planning to attend the AGM at Marston Trussell on the **9th March** so if any members have anything they wish to contribute for discussion please could you give us a ring. Finally Good Luck with all the projects that are going on with your Triumphs at the moment it will be worth it in the end!!!

Our next monthly meeting is at the Rope & Anchor on **4th March** at 8 o'clock

Best Wishes

Pip and Frank

NEWBURY

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Hi folks, let's hope winter is now on its way out and we can have some of that topless, hood down, motoring with the sun on our faces and a hint of Spring in the air. Roll on summer is what I say.

We have been busy since Christmas. The Test Valley/Southern Sunday Lunch was well attended with more Vitesse than you

NORFOLK NORTH EAST . . . PETERBOROUGH



could shake a stick at, even a very rare Valencia Blue one with all four wheels affixed. The Newbury Test Valley crew meet up at Bob's normal meeting place just south of Andover and then made our way down to Romsey to rendezvous with Suzie's Southern area guys.

We all had a good time and apart from the normal floods we now seem to get at this time of year, the weather was very kind to our cars.

Our other event: Slot Car Racing was organised by Sean, between the GT40 Club and Newbury TSSC. I must say that we did have some high performance drivers on our side with James, Sean and the man in Ferrari Red Nigel who all put in some outstanding performances. Even if Nigel did fall over during the pit dash and this was without any alcohol. Andy, Dennis, Diane, Thomas and myself put up a credible performance by staying on the track. We had a great time and were made to feel very welcome at the Reading Slot Car Club HQ where they have a purpose built track. Thanks go the Sean and Diane for organising this well received event which we hope to repeat.

The annual run to Stoneleigh was made by nearly everyone we know and we must have bumped into them all! Lots of goodies at the right prices this year, but what with the high level of salt on the roads and the likelihood of being directed through mud on the Stoneleigh site meant that most of us took our modern cars this year. Shame I know but the thought of the damage caused by all that salt-laden mud stuck in inaccessible places is enough to put anybody off using their Triumph.

Skittles: Provisionally the TR/TSSC skittle match has been book by the TR register for **Friday 11th April** at the George and Dragon Wolverton Townsend.

As it is in **April** the weather should have improved by then so let's have a good turn out of Triumphs and see if we can beat them. When we have more info we will let you now.

The Camping Weekend. This year we will be joining the Southern Area at the Flowerpots just East of Winchester on the A272 for a combined multi-area bash. This will start as normal on the **Friday evening** and finish with a **Sunday Lunch**. The provisional dates are **20th to 22nd June** and when we have more details we will let you know. Sounds like a good bash to me so don't miss it.

Finally don't forget Mary and I will be attending the Club AGM on the **9th March** and we will feed back points at the first meeting in **March on the 12th**.

Next meetings: **Wednesday 12th March** (main meet) and **Wednesday 26th March** at The Spotted Dog, Cold Ash Keep 'em flying.

Dave and Mary R.

NORFOLK

Hi everyone, March already, doesn't seem five minutes ago that it was Christmas! We had a really good turnout for the February meeting - 29 inc. new members, Rob Wegman, Keith Denson, and Rob Wayne. Welcome to you all, hopefully you enjoyed

the evening and we will see you again soon.

Unfortunately, our guest speaker failed to turn up so we had a bit of a noggin & natter, with Mike reading a report about the ten most sexy classic cars, among the Ferrari's and the like, number seven was, would you believe, a Triumph Renown!! Mike won't let us Club car owners live that down!! Some of us went off to Stoneleigh in February, and had a pretty good time, definitely a need for comfortable shoes! Also saw some familiar faces from last years "Mile". Talking of the "Mile" the date this year is **19th -21st September**, so put it in your diaries now! Also, if you have any ideas for stalls etc. please could you discuss them with a member of the committee we are always ready to listen to new ideas. Events for this season are starting to come in now so keep an eye on our web site. If you know off any new events let me (Dave) know and I will do my best to get us in.

Next meeting **March 3rd** quiz night. Social **Sunday March 23rd**

I think that's about all for now. Don't forget when you service your cars ready for the summer, oil the hood pivots then they won't seize up through not being used because of all the sun we will get this year!! (Wishful thinking?). All for now, as Jane said to Tarzan "Take care it's a jungle out there".

Dave and Julie

NORTH EAST

Hi all, a cosy meeting in February probably due to the inclement weather we had. There were 10 people in the pub and two Club cars outside. Both driven by the foolhardy (emphasis on fool). The cars being Spits arrived topless, and both drivers scraped off the snow to drop the tops again for the run home. At last another idiot Spit driver to keep me company, thanks Ian. Ian's car didn't let him down at all between meetings, mainly because it never left the garage.

Steve Overall had his car out but it doesn't like snow, at least the back end doesn't, both the car and Steves. Mr. O also has just gone down the rear wheel stud replacement road as detailed over recent months. This was due to him 'grazing' a traffic calming feature with one wheel and it caused the stud to pull out the hub flange dropping the back bit inside the drum.

We had two new faces at our meet, first off (because I wrote it down first) is Nigel Bryson. Nigel has two Spit 1500s, one on the road one under rebuild, a TR7 auto that has been in his family since new, Sill Landie on road and a PINK VW camper van, watch for it in Durham. Nigel's fleet makes up for the fact that our other newie is still looking for his car. Richard Clark went through the features he wanted from a classic, seats, convertible, 6 cylinder and is now looking for a MkII Vitesse Convertible to have a bit fun in. If anyone can help please get in touch.

A return also of Steve who is busy rebuilding his Spit Diff Graham Holt has joined the Magnificent Seven on the Le Mans trip so that's our original teshirt design out

the window, at least we won't have any problems getting eggs cooked now. Graham intended taking his Vitesse in 2001 so he may hopefully have it finished this time, or maybe GUG will go. Or even the Triumph Saxo again (but we'll make you camp on your own!).

On the runs front, Ian Goodfellows Talkin Tarn run is most likely to be **Sunday April 27th**. We may have a lunch run **Sunday 30th March** and we are looking to redo the Tan Hill run, also known as the Three counties run, Durham, Yorkshire and Northumberland sometime this year.

Holy Island trip looks like it may be **Oct 19th** if we want a big crossing window, otherwise it means getting on and staying while the tide comes in and back out, (about three hours), though the Sept crossing times look a bit awkward at first glance.

The Burnhope Vintage Vehicle run is **Sunday 17th August**, a cracking day out round beautiful country and around roads you would never know existed.

Make a note. VERY IMPORTANT!!! Bill requires ALL the balance of monies for LeMans NO LATER than the **April** meeting, That's **Sunday 6th April**, as his credit card gets hammered to the sum of £2900 to pay for all of us. Got to go now.

See you **March 2nd** and **April 6th**, Travellers Rest Witton Gilbert 8:30 pm.

All the best

Mark

PETERBOROUGH

February once again saw a reasonable turnout of six for our monthly natter about all things Triumph. We seem to have settled on a hard-core attendance for around six, although, one or two regulars were missing this month.

Once the gathered ensemble had calmed themselves following my oil change tale of woe - no details but I basically managed to empty most of my Vitesse sump all over the garage floor - we got onto discussing some of the forthcoming events that we plan to attend. Entry forms have already been received for the Rushden Historical Transport Pageant and the Sporting Bears charity event at Kimbolton Castle. I shall be completing the forms shortly so if anyone wants details please get in touch and I will be glad to help.

The conversation then focussed on our plans to stage a Peterborough Area event of our own. Timing, assistance and support will be the key issues to the actual organisation and whilst we all feel this is something we should try to do, there is probably a little more homework to be done between now and the next meeting. Then we must decide whether this year is still viable (around mid-September time)



PETERBOROUGH... SCOT CENT WEST... SCOT NORTH EAST... SOMERSET... SOUTHERN

am proposing the earlier date of Sunday **May 18th**. How does this suit everyone? Please let me have expressions of interest or counter proposals ASAP.

That all for now - said it had been a quiet month. See you at the Lochinch, Thursday **6th March**.
Yours aye

Jim

SCOT NORTH EAST northeastscotland@tssc.org.uk

Hi. Hopefully soon we should be getting some better weather and we will be able to get our Triumphs on the road.

On the 30th of January we held our first meeting of the year at our new meeting place, the Norwood Hall, Cults, it was quite well attended with 14 of us there, made up of Stag and TR members, but unfortunately not TSSC members. The Norwood Hall has a large tree lined car park which will be a great setting for the Triumphs come the finer weather.

The Triumph Clubs Classic Car Events (Aberdeen area) itinerary sheet is now complete and has been sent out to quite a few members if you have not got a copy please let me know.

The classic events scheduled for this and next month in our area are as follows.

30th March:- Alford Autojumble at Grampian Transport Museum, Alford, hopefully you will find your spare parts here.

6th April:- S.W.T.V.C. Autojumble at Balado Airfield, Kinross, this is reckoned to be the largest and best in Scotland.

This month's Club night will be held on **Thursday 27th March** at the Norwood Hall. I should manage to make it to this meeting. Next month, **Thursday 10th April**, we will be having the first of our mid month Triumph Pub Run to the Lairdhill Inn, Netherley.

Partners are welcome and some of us will be having a meal.

A prospective new club member is looking for a Spitfire; his budget is between £2000 and £3000, so please give me a call if you know of a car for sale in our Area.

That's all for this month, keep driving your Triumphs it's good to see them on the road.

Danny

SOMERSET

It was nice to see so many turn out on a very cold night to the January Club Meeting, thank you. Jed and Fiona Thomson (Jed is in the Marines) were not there and from what he was telling me last time it may be because he has gone a few thousand miles away in the sand!! Let us hope nothing comes of the situation in the Middle East so he can enjoy his Club car this year, not forgetting his wife and family. Bristol Classic Car Club had their annual show at The Bath and West show-ground 1st and 2nd February. I met Colin 'the shorts' Murrell and had a nice little chat with him. I think this time it might have been TOO COLD for the shorts as he was wearing a 'Father Xmas' outfit!!!!

did not like to mention he was a little late. There were plenty as usual of all sorts of goodies, inexpensive tools and spares etc. I see plenty of Triumph cars being driven around the Taunton area so why not come along to our meetings we would be pleased to welcome you. It is a nice friendly gathering and you can discuss your car or anything else!!!! Meetings are the last **Thursday of the month** at The Blackbrook Inn so do come along. That is it folks, see you next month.

Peter

SOUTHERN e-mail: spitfires.tssc@virgin.net http://spitfiresouth.20m.com

February started off for us with a good trip to Stoneleigh where Guy and I found quite a few 'useful' bits for the various vehicles - even some brake shoes for the 2000 Estate we hadn't even collected yet! It's certainly an event worth attending if you need any bits for your cars.

When we arrived at The White Horse for February's regular meet we were surprised to see a red Stag in the car park and were racking our brains to remember whose it was. The puzzle was solved for us when we found it belonged to Allen, a new visitor to our group, (so no wonder we didn't know the car!). He'd been encouraged to bring it along by Paul who it seems we didn't scare off too badly when he came to a meet last year. Hopefully, Allen was pleased he came along when he won a raffle prize.

Our raffles have been very good at helping our fundraising efforts so I'm sure they will continue to do so now that I've enlisted the help of Wendy to run these in future. Sorry folks, the standard of prizes won't necessarily rise overnight as I still have a small stock of 'goodies' to pass onto her to begin with.

During the evening we had some discussions regarding the 'Midsummer Madness' camping weekend we're putting on in June. More details will be published as we confirm them but in the meantime please do put the weekend of **20th to 22nd June** in your diaries. This is our first attempt (mine certainly) at putting on an extended event like this so I certainly hope it will be well supported by TSSC Southern members as well as those from nearby Areas. The venue has been booked, The Flowerpots at Cheriton, a hostelry with its very own Brewery. There will be camping in the field behind the pub and they also have a few B&B rooms for those who feel a night under canvas not quite to their liking. On Saturday **21st June** - the longest day - we'll be taking a drive around some of Hampshire's hidden lanes with a picnic lunch and a BBQ in the evening. Sunday will see us heading out as a group to 'somewhere' - ok, haven't got that bit finalised yet. Please contact me if you're able to help us in organising this or would just like to take part at the time. I really would like to see a good turn-out for this.

After a slight hiccup over February's Sunday lunch (you'll be able to read about it next month) we've confirmed **March's** lunch will be held at the George Inn at East Meon. This was the venue of our November Sunday lunch gathering which

STAFFORDSHIRE... SUFFOLK SURREY... SUFFOLK... SUSSEX



SUFFOLK

Suffolk@tssc.org.uk

Our annual Club meal was held on the February Club night and a good evening was had by all at the Magpie. They kindly arranged the tables so that we all sat together on a single, long table. A quiz had been put together for after the meal - the questions were a mix of Triumph /car and general knowledge/current affairs. To make it a little more interesting, everyone chipped in 50p to take part, with the winner taking the kitty.

Many of the Triumph questions were based on articles and information that had been in the last few Couriers. The idea was also to include a few questions based on the February Courier, but this was late and was not received until after the 4th Feb., so I had to make up a few general car questions. I tried to ensure that the Triumph questions were not too anorak but I did hear a comment to one question that it would help if they understood the question! Everybody got the correct answer (BMW) to the first question - didn't they David. In the end, when all had been marked, Julian and Jane won. That's the last two events Julian and Jane have won - will they win the next one?

As we paid for the meal as we ordered it at the bar, I returned the deposits to everyone. However I still have Alan's (Barlow). Alan, see me at the next meeting.

Norfolk are arranging a coach to the Classic Motor Show at Alexandra Palace on **16th March** at a cost of £22 per person including entrance. They have invited Suffolk members to join them. So, if you want to go, or want to find out more, phone Dave, the Norfolk Events Organiser, on 01362 695710.

Well let's hope to see you at the next meetings so here are the dates for the next few: **Tuesday 4th March, Tuesday 1st April, Tuesday 6th May.**

See you at the Magpie, 8:00 pm on **Tuesday 4th March**

Peter

SURREY

I hope everyone managed to survive through the recent snowfalls. I bet very few of you even took your Triumphs out in the snow and ice. Sadly I have to subject my car to all the ice and salt on the road, but Adam has given the car a good wash to prevent any rest developing.

I have to say a big congratulations to Martin Feltham and Julia who have got engaged and hope to get married next year I think.

Adam and I took a trip up to the Triumph Show and Spares day at the National Agricultural Centre in Stoneleigh at the beginning of February. It was a good day out and the organisers, very kindly, let all the people who took their Triumphs with them to park in one of the barns. This meant it was possible to have a good look round, at the surprisingly large number of Triumph that turned up, in the dry and relative warmth. The queue to get in wasn't as bad, thankfully, as previous years. We went up with my Dad and Peter Clarke (a

Jaguar Owner) who needed a few parts for a replica SS Jaguar he is building. We bumped into a number of fiends at the show and it was good to catch up. Garth (previously Isle of Wight Area Organiser) and his fiancée Ellie were there, taking a break from organising their wedding due for February 22nd.

I will have to let you know next month how the celebrations went, but I can bet that there will be a number of Triumphs in the wedding entourage.

Our Annual Surrey Area Meal is on **Saturday 1st March**. If you haven't booked a meal you could still come down for a drink as we will be at the usual pub (The Well House Inn) for our meetings. I am trying to get together a list of shows to attend this year and will be going through these at the meal.

Ordinary meeting this month: **Wednesday March 26th**

Karen

SUSSEX

At least I have remembered to write a newsletter this month, that makes it two in a row. The Feb meeting was well attended, with a few old faces reappearing. Thanks for popping in, and don't leave it so long next time! Cars were briefly discussed. Pete is still waiting to hear from DVLA about his logbook, but on the plus side has located seats and a rad for the Mk1 (thanks Martyn!!) Leigh has finally pleased his parents by getting his BX started, but more importantly got going on his engine replacement project for his Spit. General opinion was a MkIII profile cam was his best bet, but he may go wilder (again).

Martyn was in attendance after a successful Stoneleigh clearout, still mystified how the German bloke got on with a pair of rotoflexes as hand luggage. And my kit-car has started, after the amazing discovery of a freely rotating rotor arm. Sometimes it's just too obvious..... On to important matters.

A few will be attending the Brighton Beer Festival, a true classic event with the odd story to tell after (very odd some may say). Also after joining Gatwick for a Sunday lunch, it appears they too have ideas about a skittles night. It may really happen!!!! Lastly car shows. Our very own Martin is organising a get together at the Swan, Falmer (on the A27 next to the Uni) on **Sunday June 1st**. Adverts to appear soon. And there is talk of a trip to the Beaulieu Autojumble **17/18 May**, a week after the wonderful SEM on **10/11 May**. Convoys etc TBA for the Sunday. That's all for this month, see you **Wed 5th March** at the Green, Man Ringmer

Clive

PS anybody got a cheapish Mk1V/1500 but with MoT and sound??? Give me a bell!!!

went a little awry with only Alan and Wendy making it there to meet up with the Test Valley contingent. I hope the lunch in March will be better attended. Guy and I certainly hope to be there though I may be a little fragile as at the end of February I'll be going under the surgeon's knife again - no I'm not succumbing to the lures of plastic surgery - unless I can persuade him to do a tummy tuck while he's sorting my innards out!

This time of year is a little quiet with only the LL autojumble other than our regular meets but now is the time to be unearthing those cars from their winter hibernation and start preparing them for the show season which starts for us in **April** with the Southern Classics Spring Car Show & Autojumble at Shoreham and the Easter shows.

And just before I forget, congratulations to Paul and Jane Owen on the recent birth of their son and to Chris Jenner and his wife on the birth of their daughter, Amy, in January.

Suzie

4th March - Regular meet at

The White Horse, Droxford

9th March - LL Autojumble at The

Grange Centre, Midhurst

16th March - Sunday Lunch at The

George Inn, East Meon

1st April - Regular meet at

The White Horse, Droxford

13th April - Southern Classics Spring Classic Car Show & Autojumble at

Ricardos, Shoreham

STAFFORDSHIRE

Just a short report this month because a). I forgot b). busy at work c). nothing much to say d). spending all my spare time trying to get a Triumph back on the road or e) all of the above. Well a few of us (Stuart, Bev and me) did get to Stoneleigh after the usual queuing and this year we were parked about three miles from the entrance. It's really great when you buy all those heavy Triumph bits and then have to hike back to the car. About half way back Bev and me decided that was far enough and sent Stuart back for the car. A new strategy was then employed and the car was parked in the loading area for further trips. Claire and Rob were also there but we somehow missed them. I managed to spend a ridiculous amount on what looked like very little but got all the bits I needed to keep the Spitfire rebuild on target. It looks like Simon has dropped out of the rebuild race and it is now a two-horse race between Roger and me. The aim is to get the cars back on the road for Weston Park, will we make it? 2 hopes bob hope and no hope!

At the next meet which is **Wednesday 5th March** at the Lakeside I'll be collecting forms for Weston Park. See you there.

Ade and Patch

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 10th Month please

PETERBOROUGH Cont

or do we hold off until 2004? If anyone out there has had experience of organising such events, or if anyone would like to offer assistance at some point in the future, then Doug or I would love to hear from you. In the meantime we shall try to discuss the matter with TSSC HQ; we are also planning to try to attend the AGM where, hopefully, we might meet other AOs with such experience.

We missed the latest up-date on Colin's Spitfire this month. The tales of woe over the past months have been horrendous but have certainly been a talking point. It was also a shame that Colin was absent because I have been promising to deliver a brand spanking new Spitfire to him for some months now and I was finally able to bring it along. At around 4 inches long, it's a little tight on leg-room but I suspect it will give less trouble and be very cheap to run.

Finally Doug has been contacted by someone trying to find a good home (well, any home as an alternative to the dump really) for a British racing Green TR7. It's not been used for some years; the body-work is described as 'tatty' and it has 54k miles on the clock. If anyone fancies a restoration challenge, please give Doug a call for details.

That's my lot for this month. Next meeting will be on **Monday 10th March** at The Bertie Arms, Uffington near Stamford. Please feel free to join us for a beer and a natter. I look forward to seeing you. Cheers,

Paul

SCOT CENT WEST centralandwestscotland@tssc.org.uk

January is always a quiet month but this January seems to have been even quieter than most so once again a short report. Around ten members met at our new venue, the Lochinch Sports Club, Pollock Country Park, Glasgow. This promises to be a glorious venue come the summer with plenty of level parking surrounded by park land - assuming the sun actually shines some Club nights this year...

I have the forms in for Mellerstain on **31st May/1st June**. If anyone needs a copy please let me know (closing date isn't until **3rd May**). Unfortunately the way Mellerstain works in this year there isn't the usual free(ish) weekend at the start of June for our Club run. Dumfries to visit the Albion Truck Museum and the Aero Museum is our destination this year and I



TEST VALLEY . . . THAMES . . . NORTH WALES SOUTH WEST WALES . . . WEST MIDLANDS

TEST VALLEY

e-mail: bobmcd@ntlworld.com



Well considering it was only mid January, what a turnout at our Sunday lunch run to The Dukes Head nr. Romsey - 9 club cars! More room needed? But despite that, most people agreed the food and service were both excellent even the sun put in an appearance, a letter of thanks has been sent to The Dukes Head from the Test Valley Area. Not many problems for the first run of the year to report, just Bob and Hazel's front brakes that stayed on a bit to long and Alan and Wendy (making the journey from the 'Southern Area' with passports stamped) slightly delayed by Winchester (they signpost the way in but not out). Again to everybody who made the effort, Thanks.

Stoneleigh Good show but prices seemed to be one extreme to the other (you had to shop around) was it smaller than last year or was it just me? Easter Monday April 21st Test Valley have a Club stand at the Wyke Down Classic Car Show Nr. Andover if you are interested in showing your car come along to our Club night (you never know, you might enjoy it) or contact me at the phone no/email address below for an entry form. Next meeting Thursday 13th March (second Thurs) 8.00 pm onwards at The Clatford Arms, Goodwood Flatford just south of Andover off the A3057 for more information/directions contact Bob McDay on 01256 410192 or e-mail bobmcd@ntlworld.com Take Care.

Bob

THAMES

thames@tssc.org.uk
www.tssc.org.uk/thames

Well another quiet meeting, seems like you are easing yourselves in gently what with the floods and the snow. I hope everybody had a Happy Christmas and made a New Year's resolution to come and join the fun this year. We will soon be camping in the Isle of Wight, then Leatherhead and even Stafford doesn't seem too far away.

For any new members wishing to join us in Staines we have our usual fortnightly

meetings, so why not come along and see us, you are welcome to bring partners if you are shy and you don't even have to bring your Triumph! Just give me a ring if you are not sure how to get there and you will be made very welcome.

South Bucks Area have been visiting us recently and it is always great to see them; in fact we plan to visit them again soon and in June may be having a joint meeting with some of the other local areas with a barbecue in the pub garden of the Swan; perhaps we could have a quiz night at the same time - any volunteers????

Here are our meeting dates for March:

Thurs 6th Social at the Swan Inn,
Moor Lane, Staines

Thurs 20th Activity Evening at the
Swan Inn, Moor Lane, Staines

Tracy

NORTH WALES

A very well attended meeting in spite of the frost and snow! A group of us had recently attended the Triumph Show at Stoneleigh which, once again, proved to be excellent with many bargains for new and secondhand parts. Interesting to see a large number of Stags for sale. I wonder if owners have realised that it is an expensive car to keep on the road. The Club had an excellent stand with A1 condition cars on show.

At our meeting, entry forms went out for two shows, the first being the Midlands Festival of Transport at Weston Park, Shropshire on 21st April, the Easter Bank Holiday and also the Llandudno Transport Festival, Bodafon Fields, Seafroit, Llandudno on May 4th.

A good response for these shows was received but if any members want to join in let me know as soon as possible and I will see what I can do!

Looking ahead we have plans to attend events in May and June, so come along to the next meeting on March 4th and join in.

Michael

STH WEST WALES

southwestwales@tssc.org.uk

The February meet was lunch at the Fountain Inn, Pontarddulais and was attended by twenty members and guests followed by yet another light-hearted quiz provided by Alison.

A vote of thanks was given to Barbara for organising the lunch. A raffle prize was kindly provided by Marryl, the proceeds bolstering club funds.

Bryan recently received a phone call from a local film company asking if he could organise the provision of a light blue Herald Saloon, but having sold his blue Herald to a fellow Club member he gave them Dave's telephone number. Subsequently Dave received a phone call asking if he could provide the car for a film shoot. This Dave readily agreed to and on the appointed day, bright and early, turned up at the location. He was introduced to the actor who was to drive his car and after giving him a few tips and having had the

number plates changed, albeit with an incorrect plate for the year of the car, filming commenced. After three takes the shot was in the can, Dave estimates it will probably be on screen for about twenty seconds, so look out for a light blue 1200. It is believed it will be shown over the Easter period on S4C. The title of the programme is Carrie's War.

February's Club night brought out ten members, Bryan and Barbara, Ken and Marryl, Keith and Joy, Tony and Gladys, Jeff and Dave with apologies being phoned in from Steve and Christine, that due to several inches of snow they would be unable to make it. This surprised us all as we had not seen even a flake. Mark and Alison being in the throes of decorating could not make it either this month.

It was agreed that this month's Sunday meet would again be a lunch followed by a quiz. This will be at The Gwyn. Ken advised that he had prepared four runs for the Sunday meets and these would commence from March. He also announced that due to a change of policy by National Botanic Gardens no further car displays would be held within the gardens with the exception of one per year. This means our proposed visit on Sunday July 20th is cancelled. As an alternative it was agreed that we revisit Aberglasney "A garden lost in time" in the village of Llangathen between the villages of Llandello and Carmarthen as the renovation of the gardens has progressed tremendously since our first visit. A provisional booking has been made together with lunch; if any members wish to join us please let us know. PS - We're on line. Please find address in the heading of this report.

EVENTS DIARY

MARCH

Tuesday 4th Club Night, The Gwyn
Hotel, Pontarddulais 8 pm

Sunday 16th Meet - Run and lunch

APRIL

Tuesday 1st Club Night, The Gwyn
Hotel, Pontarddulais 8 pm

Sunday 20th Meet - Run and lunch

MAY

Monday 5th SHVR Singleton Show -
Club Stand

Tuesday 6th Club Night, The Gwyn
Hotel, Pontarddulais 8 pm

Thursday 8 - 11th SHVR Visit to
Kinsale, Ireland

Sunday 11th South Wales Classic Car
Club - Pencoe Show TBC

Sunday 18th Meet - Run and lunch
For further information contact 01269
594578

Ken

WEST MIDLANDS

Hi Everybody! As my first Courier report I'd like to start by thanking Chris for all his hard work. I hope I will do a good job as his successor, if you have any suggestions (good or bad!) please let me know.

This month's meeting had a pretty fair turnout given the weather, lots of modern cars in the car park though due to the snow. The grit's good for the roads but not so great for 30 year old steel.

Lots of interest in the Spares show at

WIRRAL . . . WORCESTER . . . NORTH YORKS

Stoneleigh, unfortunately I had work commitments but I believe those who were there had a good time.

A couple of diary dates, for the summer I'd like to plan a visit to the Triumph races at Donnington (2 Aug) and I will run another treasure hunt in September. Does anyone fancy organising anything else? Steve and Liz have offered to run a quiz one Tuesday, how about it.?

The TR Register have their AGM next month and suggest that we meet from 8.30 pm. No problem if you turn up though.

We have been invited to the TR register Staffs & Warcs concours at the Moxhall Hall on the 10 Aug, they normally have around 70 cars there so it should be a good event.

That's enough for this month, see you in March.

John

WIRRAL

Hello again from the Wirral. First off, apologies to all our readers who were eagerly searching through the February issue of The Courier for the Wirral Area report. It did not appear. Andy sent it by Email in good time but some mysterious computer virus must have manifested itself and his literary efforts did not get into print. I will reiterate that his main theme was our successful Christmas Dinner at the Cottage Loaf, where we had a very good attendance and thanks very much to Carole and Sharon for all their efforts in arranging it, likewise the raffle, hamper and Irish Bingo.

What news have we for March? Not a lot at this stage is the short answer but soon we hope to be arranging some events that we hope to attend in 2003, providing various cars are back up and running in the near future. To fill our allotted space, here goes with a resume of a few happenings that have taken place during the last couple of weeks:

Sunday 26th January saw a gathering of eleven cars and twenty-four bodies at the Tudor Rose for a run into Wales, led by the intrepid 'Dave' in his TR4A. Despite the searing pace set by our leader, we all managed to keep up, even Lloyd and Lisa plus their two girls in their 1965 Herald 1200 Convertible, finally arriving at The Raven pub in Llanarson-Yn-Ial at lunchtime, where we all partook of a very enjoyable Sunday roast. Dave always plots a route through hilly country along one car width lanes, suitably carpeted with mud and cattle you know what, so I spent most of Monday with the hose pipe cleaning off the Spitfire. The general opinion was a good time was had by all, even if we did have to allow a Rover, Saints Volvo and Riley into the convoy - a round of applause for Dave.

The crack of dawn, Sunday 2nd February, saw four stalwarts departing from the Wirral heading for Stoneleigh, where various goodies were purchased, particularly by Pete Dunn, who is in the process and even the throes of resurrecting a 'GT6 MkII' from the very brink of a Triumph grave. Latest photos show it is coming along nicely. With a certain degree of contriteness, I have to admit we went there in

a 'Toyota'. Four into one Spitfire just does not go.

Tuesday 4th February saw a goodish turnout at The Cottage Loaf for our combined meeting with the 'Wirral Triumph Appreciation'. About fifteen bodies showed up despite a chilly night with flurries of snow. Even this did not put off some hardy souls arriving in Their Triumphs.

The Heswall British Legion Club was the venue to a quiz arranged by Wirral Classic Car Club on Wednesday 5th February. A very good turnout of local clubs attended, Chester Vintage Enthusiasts Club, the Mini Club, Rover P6 Club etc. Lisa in a supreme display of optimism, named our team 'Victory'. Unfortunately, we did not live up to the name. We did not come bottom but next to bottom out of eight teams. Our standards are slipping: four years ago we won outright. As the Headmaster would say, "This team must try harder next year".

That's it for this month folks. Let's hope Andy's contribution to April's issue does not hit any more computer blips. Cheers.

Ray

WORCESTER

The Triumph Show and Spares Day at Stoneleigh was well attended and as usual a good place for those elusive items. For the first time in years I didn't bump into Barry Minett-Smith, where were you Barry.

The February meeting saw a reasonable turnout of 17 Triumph fans and several cars, this despite some of the regulars being missing: Ian was poorly, we hope you are well again, Mike was working and Dave Saunders has a broken foot after slipping on some ice; I'm told the plaster is now off so hope you are soon running around.

Shirley brought along a 100 question quiz, all the answers to which were car makes or models, which kept everyone thinking. Actually it was for the Bredon Tennis club and there is a £35 first prize. I hope the prize is shared out in proportion to the answers supplied (I might get a penny!).

We were pleased to welcome Charles Brotherton and Nick Bourne (I hope that's right I can't read my own notes), we hope you will come again as often as you can.

Don't forget the annual dinner on March 15th. Pete needs at least your deposit at the next meeting. The net cost will be £10 per head (£12 actual with the club paying £2). Around April/May there will be the Blossom Run, details to follow. New for this year will be the 'Black and White Village' run around the picturesque villages in the Leominster area, probably May or June, again details to follow.

Also around this time is the Hartlebury Castle Transport Day, yet again, details to follow. 3rd March. Monthly meeting, 7.30 pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham).

15th March. Annual Dinner. at the HADLEY BOWLING GREEN.

7th April. Monthly meeting

5th May. Monthly meeting

2nd June. Monthly meeting

Viv



NORTH YORKS

Another good turn out at our Club meeting with 14 members turning up. There were so many cars in the car park we had to double park. I admit that a lot of them did belong to members of the general public who had come out for a quiet drink. It's funny how when we first start to arrive the pub is usually quite full and then it empties rather rapidly (Anybody spot the connection?). This month one woman next to our group sat for 10 minutes with a piece of scampi on her fork mesmerised by Triumph Technical gossip. She didn't even take the hint when Paul said out loud that if she didn't eat it soon he would!

We spent some of the evening planning our events for the forthcoming year and most of the report is spent summarising the discussion, so no smut this month! The weekend of the 29th-31st August has been set aside for the traditional North Yorks Run & Concours Weekend. The venue, Rudding Park, including marquee for the Saturday evening BBQ and social gathering has now been booked. Who will be the first to send their entry in? We also received a list of forthcoming events from the Humber Bridge TR Register which we will need to look at in more detail next month. They have their meetings on the first Monday of the month so perhaps we can have a double dosage of Triumphs one month and go visit them at the Hotham Arms, Hotham on the Monday followed by our meeting on the Wednesday? (I've been told they do good food at the Hotham Arms - so it's got to be worth a visit. We could also tell them to stock up on cherries for Lynne.)

The list of possible events that we agreed we should consider attending were:

May 24th/25th Run to museum of British Transport at Coventry (24th) and the Triumph Marquee Day at Gaydon (25th) June 18th Yorkshire Thoroughbred Car Club Mid-Summers Event during the evening at Beveley June 28th/29th Croft Race Weekend at Darlington. Hopefully more details about this next month as Tim has agreed to help organise it. July 12th/23th TSSC International at Stafford Sept 14th Duxford

There was also a trip being planned to Switzerland by another car club on the 12th -14th September, but seeing as the only interested people were Zoe and me it looks like we would be going alone! (Your Spit or mine then Zoe?) Mike Hardwick has agreed to organise a lunch time run during the summer to some local hostelry so we look forward to hearing from Mike on that one too. Make sure you don't arrange it when you're on holiday or on Linda's birthday as she might not appreciate us all



NORTH YORKS . . . WEST YORKS

● N. YORKS Cont

turning up when she thought you were taking her out for a romantic run and meal in your TR7.

That is it I'm afraid short direct and to the point (ish), again the deadline is upon us. Next month with the nights becoming lighter lets hope for even more attendees and with it also being mad March lets see how 'mad' we can get Lynne on those cherries. And finally watch out HQ, Zoe wants to plan at trip down to see you all at Lubenham - you have been warned.

Nigel

● WEST YORKS

Well, I've survived my first meeting as AO - George never said it would be so hectic that I would be reading out the Quiz answers before having a chance to read the questions! 34 people attended - a high turnout even by my predecessor's standards. Either they had not heard I was in the chair or they thought they would see what a mess I could make of it.

I was greeted on arrival by a long-faced Bob Waddington who had remembered it was his turn to bring the Quiz but, unfortunately, had forgotten the answers to go with it! Never mind, Dave Ward saved the day and even brought a spare one for later, as did Ashley, so in the end I was spoilt for choice. Thanks fellas.

We had some new members to talk to - Dave Lodge who has a 1500 Spit and a Stag. Neil Kershaw and son Rob have a brace of Heralds for restoration, one with just one previous owner and 20k on the clock, the other sadly torched by yobs - pity as it looked good in the photo before the pyre. Still, it's an even greater challenge now!

My 1st mistake came to light within a couple of minutes as I had only printed off about 20 copies of the newsletter, partly due to my printer cartridge running out of blue ink.

Still those purple section headings did look even more striking in pink and it gave people something to moan about.

The Quiz was won initially by about 4 teams on 11 points (hard quiz Dave), whittled down to 2 by the tie-breaker. Prizes awarded to the Briscoes' and Higgins', we moved on to the raffle which was won by Sarah Deacon, Cath Shaw and new member Dave Lodge (well have to watch this one!).

Dave Carswell (Scimitar Club as well as TSSC - he keeps telling me he is working on a Spitfire restoration but I hope it's not going to take as long as Yance's fabled

GT6) gave us an invitation to a Motor Clubs' Quiz on 27th Feb at the Fleece in Birkenshaw. Let's hope by the time you read this, a huge TSSC contingent will have thrashed the Rover, MG, Moggie owners etc!

The Events Committee went into a huddle and came out with 2 dates for your diary. The first, a **Sunday** lunch meet on **9th March** (thanks Andy for telling me the 10th was a Monday) at the Cow and Calf Hotel up on t' Ilkley Moor, near the main car park. The pub does not take bookings but try to arrive for 12 noon as they get quite busy - first arrival had better grab a big table just in case.

The second date is the big one - the Dales Run, now fixed for **June 21/22nd** after

most of the committee were informed by their better halves that they were abroad on the first date we chose. Please put this one in your diaries. Last year we had a low turnout partly because of a publishing error, so this year you'll have to find a better excuse.

The route will be similar to last year as it was so spectacular, but with a new start venue as the old one has been demolished. Now't to do with us, honest but its getting spooky as the previous pub quiz venue in Leeds burned down not long ago. We'll also be trying for a campsite in walking distance of a pub.

That's it for now.

See you all on the **9th and or 11th**

Bob

The Peak Run June 2003

Saturday 28th June
From 12pm meet at
Bolsover Castle for
concours and mini run.
Ye Old Bear Pub for
social night, live band &
beer raffle

Sunday 29th June
Scenic run through Peak District
lunch & Peoples Choice judging.
Small after lunch, run followed
by prize giving and MEGA raffle.

Contact
Kirsty or Chris
0115 9217616
07989 456815

£10 per car for weekend
To join us at Castle please
pre-book tickets at discounted
prices of adult £3.50/child £2.50

www.derwentvalley-tssc.fsnet.co.uk

THE TRIUMPH SPORTS SIX CLUB PRESENTS

SOUTH OF ENGLAND MEET 2003

Incorporating the International Bond Weekend
at Leatherhead Leisure Centre

Saturday 10th and Sunday 11th May

Events include:

Saturday Night Party - Live Music
CONCOURS (Sun only) - TRADE STANDS
CAMPING - AUTOJUMBLE
AREA GAMES - ALL DAY BAR & BARBECUE
CLUB SHOP - GUEST TRIUMPH CLUBS
ENGINE TUNING

Free entry to Leatherhead Leisure Centre. Centre also provides full sports facilities including: tennis, squash, gym, swimming, sauna and many other attractions.

ADMISSION £5.00 PER PERSON

Traders requiring Trade Stand space or members requiring Autojumble space, should contact Mike Crewes now!!!

THIS IS THE SOUTH OF ENGLAND'S BIGGEST MEET
NOISY CAMPERS NOT WELCOME

For further details contact

Mike Crewes
AT

112 Blackmoor
Wood, North Ascot, Berks SL5 8EN

E-mail: SEM@tssc.org.uk



Back by popular demand
TSSC AVON
 Presents
BREAN BEACH PARTY
 June 13 - 15 2003
Christmas Special

SLEIGH BELLS RING. ARE YOU LISTENING?
 DOWN AT BREAN. CARS ARE GLISTENING.
 A BEAUTIFUL SIGHT. ON SATURDAY NIGHT.
 WALKING IN A TRIUMPH WONDERLAND.

IN THE MEADOW. WE CAN BUILD OUR TENTS. MAN
 NEV COMPLAINS. "THAT HIS KEEPS FALLING DOWN"
 WE'LL SAY "ARE YOU DRUNK MATE?" HE'LL SAY "NO MAN"
 BUT WE ALL KNOW. COS' HIS TENT IS UPSIDE DOWN.

LATER ON WE'LL CONSPIRE. AS WE DREAM BY THE FIRE.
 TO FACE UNAFRAID. THE FRIENDS THAT WE MADE.
 WALKING IN A 'STELLA' WONDERLAND.

ON THE BEACH. WE CAN HAVE A BAR-B.
 COLIN WANTS HIS SAUSAGE NICE AND BROWN.
 WE'LL SAY SORRY. YOUR'S ARE ALL BURNT NOW.
 SO COLIN'S OFF FOR MORE. FROM DOWN THE TOWN.

IF IT SNOWS. WE'LL BE CHILLING
 WE HOPE IT WON'T. BUT IT WILL BE THRILLING.
 WE'LL LAUGH AND WE'LL PLAY. THE WEST COUNTRY WAY
 PARTYING IN THE UNITY WONDERLAND

Unity Farm Resort, Brean, Somerset.
 Dig out your xmas trees and decorations.
 Prizes for best decorated tent and cars.
 FATHER XMAS WIL BE THERE AGAIN!

All details tel.
Colin 01179 691322

Sunshine Rally 2003
 at Stanford Hall
 August 10th 2003

Organised by Leics & Rutland Area
 Triumph Sports Six Club

Trade Stands/Autojumble
 Games
 Members Boot Sale (Free)

Concours
 Guest Triumph Clubs
 Barbecue

If you've got a Triumph, are interested in Triumphs or just fancy a day out
 in the country then come and join us for a day of fun at
 Stanford Hall, Swinford, Leics. (just a few miles from J20 of the M1)

Go on Treat Yourself to an Ice Cream!
 For Trade Stands/Autojumble Space
 and more details call Dave on
07774 276564

TSSC Herts & Beds Area
DUXFORD
2003

ALL TRIUMPH DAY
SUNDAY
SEPTEMBER 14th 2003.

- ★ MEMBER'S CHOICE CONCOURS
- ★ TRADE STANDS ★ RAFFLE
- ★ ENTRY INCLUSIVE TO EUROPE'S LARGEST
 AIR MUSEUM INCLUDED IN PRICE
- ★ OVER 300 CARS ATTENDED THE LAST EVENT
- ★ ALL CLASSICS WELCOME

ACCOMMODATION AND CAMPING AVAILABLE

The Imperial War Museum at Duxford has over 140 historical
 aircraft on display including a test Concorde, Spitfires, Mustangs,
 a Lancaster Bomber and a B17 Flying Fortress. There are also
 over 50 military vehicles on display in the Land Warfare Hall,
 as well as a Battle of Britain Ops room, access to aircraft
 Restoration Hangers and much, much more.

Plus as Duxford is still a fully operational airfield it is possible
 that historic aircraft may be flying during the event.

DIRECTIONS:
 Duxford Imperial war museum is located next to junction 10
 off the M11. (approximately 1/2 an hour from the M25).

FOR FURTHER INFORMATION CALL:
Matt & Mandie Hollingsworth:
01462 814051
SORRY, BUT NO DOGS.

CLASSIFIED

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

13/60 SALOON. 1969. Runs but needs restoration work. Lots of History. Not recently driven. £300 O.V.N.O. Toby (Hampshire) 01273 413388.

13/60 CONVERTIBLE. Signal Red. Superb condition. Lovely paint. New hood/tonneau/radiator. Drives v.well. Baby forces reluctant sale. £2700 ono. 6pm. Phil (Newport) 01633 253863 - 01/65383.

1200 CONVERTIBLE. Red. 1966. Unleaded head. Discs. Few spares. 8 months MOT. Garaged since June. Health forces sale. £800. Valued £1300. Allum (Bucks) 01494 711619 -

1970 White. KTW 286J. Restored 10 years ago. Unused for past three. Has usual prob-

lems through lack of attention. Would make good project. £250 ono. Mark (Maidstone) 020 7352 6009.

12/50 C reg. Fully restored engine (docs). Unleaded head. Used daily. MOT/Tax. Ongoing restoration. £500 ono. (Sussex) 01342 825126 - 94/47166.

13/60 SALOON front damaged. Non-runner. Herald 1200, runs well. Untaxed few years. Good boot. 1200 same. Both ungaraged. Dodds (Bromley, Kent) 0208 4605698.

13/60 SALOON 1968. Webasto stainless exhaust. A1/A2, Waxoyled. New door cards. Good carpets. Some spares. A good, reliable

car. £2200 ono. Derek (North Norfolk) 01263 822459 - 92/41490.

ESTATE 1200. Reluctant sale of 'Muddy'. Reg. MUD 238E. Good condition. Very reliable. Used and maintained regularly. MOT August £750 ono includes spares. David Galley (Taunton, Somerset) 01823 333188 -

12/50 SALOON 1966. Bodywork tidy and chassis. Non runner. Offers. Dave (Preston) 01772 258870 - 86/15634.

COUPE 1200. 85% restored. No rust anywhere. Roof mint. Running, driving. No MOT yet. Offers around £1500. Mike (Coventry) 024 7664449 mob 07768 775170 email mikepwporth1@btopenworld.com

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

1500 White. 1979. Taxed. MOT. Alarm. Hardtop. Tonneau. Excellent working order. Always garaged. TSSC Value £2800 accept £1950. (Rugby) 01788 560559. Mob. 07870 829171.

MKIV 1974. Red. S/S exhaust/manifold, O/D, H/S tops. Off road for last 8 years. Partly stripped. £600 ono. Mr Castle (Oxon) 01869 331233 email tcastle@robertsand partners.com

HOBBY RESTORER offers 1970 MkIII Spitfire reg ELL 8J, Signal Red. New respray, hood, carpets etc. V.g.c. £2650. Ready shortly 1500, white. Ian (Portsmouth) 02392 269846 - 90/33808.

1500. Inca. N reg. 68,000 miles. Overdrive. 6 months MOT. Soft top. Very good condition. Valued at £4900. Selling at £3000 ono. Steve (Stafford) 01785 242298.

1500 1978. Inca Yellow. O/D. K&Ns S/S twins Fullard Kenlowe Spax Minilites. Plus more. MOT. TSSC val. £6000. £4200. Graeme (Surrey) 01252 676844.

MK4. Red. 1972. Tax exempt. A1. Very clean. No rust. Garaged. Dry use only. 12 months MOT. Valued £3500, accept £2750. Ian (Bristol) 01454 416874 - 94/49386.

1500 1976. Low mileage. Ziebart. Engine rebuilt. Complete new interior and exterior trim. Twin S/S exhaust. New tyres. Professional respray. Superb example. Richard (Cheam, Surrey) 0208 224 7873.

MKIV RACING Spitfire. 2002 Road Sports class winner. 6TSSC lap records. 1500cc race engine. Fast and reliable. Ready for 2003. £3500. Call for spec. (Ipswich, Suffolk) 01473 227006.

MK4. Partly renovated. Easy finish for MOT. New Tyres, Exhaust, Brakes, Gearbox. Body Good. Illness forces sale. £1200. Phone for Details. Eddie (Leics) 0116 2896728.

BUYING A SPITFIRE? Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk, www.jyclassics.co.uk

MKIV O/D. Abandoned restoration project due to lack of space. Good home wanted. Only want £25 to cover cost of advertising. Bills for over £1000! Buyer collects. Darren Clegg (Surrey, Coulsdon) 07802 680401.

1500 'R' reg. Carmine Red. Good reliable car, used daily. Needs welding for MOT. Same

owner 15 years. £750 ono. Rob (Wilts) 01249 891366 - 91/36241.

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1500 for sale. In need of good home. Repair or spares. Hard/soft top. Spare bonnet. £600 ono. G Swingewood (Kingswinford) 01384 298403.

MKIII. Chassis rebuilt. Body reasonable cond. All parts available to complete rebuild except wheels and bonnet. Bailey (Notts) 01522 778292.

Cars for Sale
Cars for sale
Cars for Sale

'6' 1966. Used regularly. Lot of mechanical restoration done. Bodywork requires attention. Spares include engine and good doors. £1000 ono. Sean Magee (Newbury) 01635 846165 - 99/60619.

GT6

Cars for Sale
Cars for Sale
Cars for Sale

MKIII. 1973. Chassis reconditioned and undersealed. Engine and Gearbox stripped and reconditioned. Running gear, front wishbone suspension and rear suspension powder coated. Body still off chassis, needs restoration work. £700 O.N.O. D.Evans(Lincs) 01507 466721.

MKIIA1+ condition. Full Body off restoration 2001. New Rotoflex. Much History. All Receipts. £7,000 Insured value. £5,000 O.V.N.O. Richard (Northants) 01604 880794 -

MKIII 1972. (White). 11 months MOT. Tax exempt. Pristine. Fantastic example. Used daily. FSH. 94,000 miles. Original Radio. £5,500 O.N.O. Georgia (E.London) 07960 739655 - 01/64691.

MKIII. Tuned 2.5PI. Overdrive. 'GAZ' suspension. 6 branch manifold. New calipers, discs, servo. Yokohamas, Minilites, Sundym, Dark Blue, black trim. Full MOT. £4500. Duncan (Cheltenham) 01242 574120 -

MKIII 1971. Rotoflex. Original Damson Red. Overdrive. Webasto. S/S exhaust. Tan interior. Stereo. Very reliable. Restored in 2000 but now needs some work on the paint and body. £1850 ono. Graeme (SW London) 07971 611285.

MKIII 1973. 56,000 miles. Dark Red. Overdrive. Engine overhauled. New petrol

tank, fuel pump. £2000 ono. Fast sale required. (SE London) 0208 231 0280 day or mobile 07960 739 231 - 00/66771.

MKI Signal Red. 1968. K reg. Good condition and runner. MOT August. £4000. Margaret (Cumbria) 01946 695251.

MKIII 1972. New suspension, brakes, carbs, starter, ecg pads, K&Ns. £2500 spent. Very reliable. Company car forces sale. £3000 ono. Mark (London) 07940 441729.

MKIII Magenta 1974 M reg. One owner from new. 5 times Concours winner. 4 times Best GT6 winner. Extensive history file and photographic record of restoration by Derek Cooper Coachworks 1991. Agreed insurance valuation 1996 £18,000, winter bargain £7995. Call Johnny Spitfire, J Y Classics 01494 866087, mobile 07798 855150, E-mail sales@jyclassics.co.uk www.jyclassics.co.uk

MKIII two off late non-rotoflex models. One spares or repair. Other good runner, new engine panels, carpets. Garaged G.R.F.S. £ offers and £2200. (Manchester) 0161 980 3331 - 94/48403.

MKIII 1972 French Blue, black upholstery. One owner, driver and 18,000 miles from new. Genuine original and splendid as manufactured by B/Leyland. £7500. Clifford (W Yorks) 01274 877504.

2000/2.5/1500

TRIUMPH 2000 MkII 1973. Auto 98,000 miles. MOT August. Good condition. One driver. Mostly second car use. Garaged. Some records. £1100. Harrison (Chelmsford) 01245 251053.

TRIUMPH 2.5S. Taxed. MOT'd. Brooklands Green. Unleaded conversion. Stainless steel exhaust. Gearbox and overdrive overhauled

in 2000. Powered steering. £1500 1977. Kench (Buntinford) 01763 271837.

2000 MKII Saloon. Date 1st Reg 14-11-69. 90589 miles. 1998cc. White. Good condition for year. Very clean. MOT until August 30 2003. £600 or V.N.O. Taxed to end of Feb. B. Sabey (Gt Barford, Beds) 01234 870107.

TRIUMPH 1500. 1977. 83,000. Dry weather use only. Garaged. Twin Exhaust. MOT April 2003. Good Tyres. £1750 Paul (Somerset) 01935 475227. Mob. 07769 883933.

PARTS

Parts For Sale
Parts For Sale
Parts For Sale

SPITFIRE IV, SPITFIRE III, SPITFIRE II, GT6s, VITESSE CONVERTIBLE, HERALD CONVERTIBLE breaking! All parts available seven days and postal service. Above cars purchased. (Forest Gate) 0208 5341981. Fax: 0208 519 8004 - 87/17737.

HERALD/VITESSE/SPITFIRE and Stag: Cars for sale or built to your order. All repair work undertaken. Thousands of parts for sale. Also breaking Herald, Vitesse and Spitfire. Classic storage available. Tel or e-mail for further details. Rachel or Keith Tel (Eastleigh) 02380642265/07785991027 or e-mail RACHLWOO@col.uk.co

SPIFIRE MKIII Rolling Chassis (FD 7544) Plus its original Engine and Gearbox £150. O.V.N.O. Built June 1967. David (Wigan) 01942 254220.

SPITFIRE 1500: All parts from and dismantled Spitfire 1500 available. Engine partially

rebuilt. Any offers accepted. Quick sale needed. Mr Elliott (Swindon) 0777 9139296.

MTS: SPRINGS COMING! Get those jobs booked-in for the winter. Gearboxes, diffs, electrical, welding, suspension work etc. Welding. Exhausts. Servicing. Power-washing plus Waxoyling. No painting. Ring for a chat and a quote. John (Northants) 01933 388434 or 07770944106 or Mythos 650@BTopenworld.com

SPITFIRE 1500 breaking: Chassis perfect £50; gearbox very good £50. Diff £65. Pair of complete assemble driveshafts £35. Original Tonneau £60. Passenger Seat Black H/Tooth £35. Fuel tank £25. Laminated windscreen £25. Excellent dash top £25. Glove boxes £10 each. Arm rest £8. Hard top, scruffy £35. Headlight surrounds £5 pair. G F quarter valance inc. lights £18 each. Steering column and keys £18. Radio surround £5. V. good seat belts and fittings £28. Set of hub centres £6.

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Saffron Walden, Essex.

MKIII Reluctantly Abandoned project. Stripped ready for restoration. Free if taken as a whole. Must be collected. Neil (Bucks) 07801 901441.

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CARS WANTED

HERALD 1200 CONVERTIBLE wanted. Good solid, MOT'd car preferred. Engine upgrade and overdrive a bonus. Photographs a necessity. PLEASE Email: colin@linzgt6.demon.co.uk Colin (N Ireland) 02838 849063 - 93/43379.

VITESSE

MKII CONVERTIBLE 1971. Much history. 46K miles. Restored by SW Classics. One previous owner. H/S tops. Valued £6000. Rare ignition lock. Eric (Winchester) 01962 884679 - 93/45849.

MKI 1967. Stainless exhaust. Wire wheels. Factory sun roof. 70,000 approx. MOT September. Servo brakes. Wood rim wheel. £850 ono. Horn (Oxford) 01869 346621.

'6' 1966. Used regularly. Lot of mechanical restoration done. Bodywork requires attention. Spares include engine and good doors. £1000 ono. Sean Magee (Newbury) 01635 846165 - 99/60619.

PARTS

Parts For Sale Parts For Sale Parts For Sale

HERALD 13/60 stainless exhaust system complete, unused £50. Boot lid £10. Chris (Cheshire) 01606 42991 - 97/57290.

SPITFIRE MKIV Lucas ignition parts, newold stock, original packaging. Distributor cap, condenser contact breaker points £12 ono. Jonathan (Stafford) 01785 603171 - 01/65778.

BREAKING 2x GT6 III: O/D Gearbox, engine, 2.5 engine, v.g.c. seats, dashtop, dash, bumpers, rust-free tailgate, good bonnet, rotolux chassis, all parts. Ian (Kent) 01622 682573 eves - 88/21320.

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SPITFIRE OVERDRIVE conversion: Single rail J-type overdrive gearbox (1850), 20 spline input, good condition from 50K car, very clean £160. (SW London) 020 8674 8158 - 94/46593.

GT6 MKI seats: Blue, good condition £50 pair. Wilkinson (Essex) 01799 584994.

SPITFIRE Mk1 to III factory rear offside wing £50. Glass fibre boot lid and front valance, offers. Mkl front rear bumpers £35. Paul (Andover) 01264 772523 - 91/34273.

QUILLER TRIUMPH: Herald recon rolling chassis, fully fitted with all parts fully recon (engine, carbs, gearbox, prop, discs and axle, suspension etc.) - just add body and interior! £1400. Spitfire I/II/III bodytub reconditioned and shot-blasted with new floor pans, sills, bootfloor etc., needs one rear wing to complete £450. Herald/Vitesse Convertible bodytub and chassis, choice of 3 all at £200. Spitfire IV/1500 bodytub and chassis choice of 4 all at £200. GT6 MKI bodytub good order £100. GT6/Spit chassis fully reconditioned £475. GT6/Spit chassis good, used, choice 6 all at £100. Herald chassis good used choice 7 all at £60. Spit II bonnet £100. Spit III bonnet choice 2 £100/£200. Spit IV/1500 bonnet choice 4 £100/£200. Herald bonnet choice 5 from £50. Spit I-III/1500 windscreen frame £50. Selection of Spit hardtops £50-£180. Spit IV/1500 hoodframes £45. Spit kneepads £2. Spitall models seats from £40. Inertia or static seatbelt and anchor £15. Chrome bonnetclip £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. Airbox £5. Spitfire/Herald radiator £35. Front screen Her/Vit £14. Spit/Her front suspension

corner (hub, vertical link, trunnion wishbones etc.) complete £25. Good steering rack £15. Early Spit/Her diff (guaranteed) £60. Spit IV/1500 diff (guaranteed) £100. Halfshaft and hub assembly complete (short) £25. Rotolux suspension parts. Brake/clutch master or slave cylinder £15. Spit and Herald/Vitesse doors all at £45 take your pick. Spitfire and Herald wheels £10. Large selection alloy wheels. Dials from £5.00 We are continually breaking all Triumphs: Dashboards, lamps, switchgear, badges, heaters, radiators, fuel tanks etc., etc. Big stocks of everything - help us to make space. Also full range of new parts and workshop facilities. All credit cards taken for overnight delivery. See special offers on: <http://www.quillertriumph.co.uk> 0208 854 4777 S.E. London.

JIGSAW - this month is offering the following items for sale: S/S 6-branch exhaust manifold secondhand £160. 1 set (4) 5.5J wheels £150. S/S GT6 MkII exhaust secondhand £95. GT6 MkII tailgate inc. screen v.g.c. £80. Spax, front secondhand inc. low springs £80 pair. Full O/D gearbox 2 litre inc. prop and mounts POA. Mk4 Spitfire tan vinyl seats, v.g.c. £80 pair. Secondhand Stage 2 4-cylinder head £200. MkIII Spitfire hood frame £85. GT6 MKI American body shell v.g.c. £850. GT6 MkII secondhand fibreglass bonnet £95. Plus lots of other secondhand parts for Herald, Vitesse, Spitfire and GT6. Please phone if you cannot see what you want - contact Mark at JIGSAW (Northants) 01536 763799.

MKIV/1500 Honeybourne fibreglass hardtop, black, original shape with rear quarter windows. Excellent condition. Lightweight, easy to fit. £120 ono. Mat (Fleet, Hants) 01252 620 820 or 01252 393 232 day.

HERALD 13/60 black front seat, v.g.c. £30. Five 5.5 x 13 oval holed wheels with tyres, v.g.c. Spare is brand new! £100. Brett (Herts) 01920 466823 - 85/11776.

TRIUMPH 2000/TR6 overdrive gearbox (A-type), mint condition. Full working order. Marcus Betts 0771 2024206 mobile or (Northampton) 01604 768211 home.

VITESSE MKI 2L complete car in parts. Rolling chassis. Restored. All other parts available. Buyer collects. £300. Phil Woods (Bristol) 0117 3028255 (day) or 0117 9569843 (eves) - 90/34056.

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GT6 MkIII bonnet assembly, preferred fibreglass plus valance. Please state price and condition on answerphone. Also wanted fast back for same with glass. Nick (Liverpool) 0151 2891170 - 00/68654.

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