

MAY 2003, ISSUE 275

The Courier

FOUNDED 1977

TRIUMPH SPORTS SIX CLUB

14



A Standard was set 100 years ago...

Time to celebrate!

One hundred years ago the Standard Motor Co. was founded. Here at the Triumph Sports Six Club we think that this is a good excuse for a party!

At this years TSSC International we will mark this momentous date with a display of red cars, enough red cars to fill the Bingley Hall is our aim, and we'd like to invite you to join us in the festivities. Held over the weekend of 12-13 July 2003 at the Stafford County Showground the site is situated in the heart of the UK.

Event highlights

With one of the biggest collections of Triumph traders assembled, autotrades a plenty and 100s of cars to see, this is a real autotest for all Triumph enthusiasts. You won't want to miss the opportunity to put your car through the Car Clinic

to diagnose all those annoying little niggles or spend some time testing your skills on the mammoth Scalextric circuit. If you feel the need to sit and take in all the attractions the showground boasts two licensed bars that make ideal rendezvous points to meet old friends. Don't get too worn out, for the third, and last time The Marks Brothers will be providing the entertainment on Saturday night!

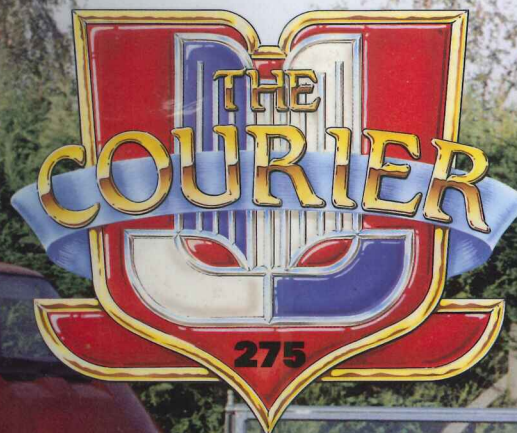
All the family...

We have over the past few years endeavored to make the TSSC International an event that the whole family want to attend, our efforts haven't gone unnoticed with praise for the creché and the side shows, that offer fun and games for kids old and new!

Stafford County Showground
July 12th - 13th 2003



CELEBRATING 100 YEARS OF STANDARD



Celebrating
100 Years of
Standard
Triumph

MAY 2003



Visit your Headquarters

As a TSSC Member and an enthusiast for all things TRIUMPH - a visit to the largest collection of Club Cars and unique Triumph Memorabilia in the UK should be No. 1 on your list of 'Things I really must see and do this year'. Situated in a lovely rural setting in the Heart of England, TSSC HQ is open to 5 Weekdays all year round and selected Saturdays (ring for Dates) and once on site you can spend an enjoyable time soaking up the nostalgia, studying the exhibits and marvelling at the originality and condition of some of the Top examples of 'Our' cars to be found anywhere.

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

We look forward to seeing you - soon?

How to Find Us

Junction 20 M1 then A4304 to Market Harborough.
TSSC HQ Main Street, Lubenham, Leicestershire LE16 9TF

Tel: 01858 434424

The Courier

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THE TRIUMPH SPORTS SIX CLUB

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

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Trudi Prettyjohns, Simon Roberts,
Tim Scrivens, Barry Minett-Smith,
Bill Sunderland, Vivien Thompson,
Peter Williams.

For a full list of TSSC officials see page 82.

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:
Lovely Gloria Vitesse
at Duxford
All Triumph Show 2002
Pic
Bernard Robinson

Contents may 2003

Events Calendar	4
Comment	5
News Review	6
Cop Shop	11
Vitesse Register	14
Race News	20
Herald 13/60 Register	28
Herald 948/1200/1250 Register	32
Spitfire IV/1500 Register	38
Concours Register	42
Specials Register	44
Race News - GT6 Project	48
GT6 Register	52
Spitfire I, II, III Register	56
Bond Register	64
Brean 2002 or STER Rally Part 2 ..	70
Readers Write	74
Arctic Vitesse Challenge - 2	76
TSSC Officers	82
Area News Review/ Classified Adverts.	83

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

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

SUNDAY 1 JUNE 2003
SUSSEX AREA SUMMER MEETING
THE SWAN INN FALMER NR BRIGHTON
CONTACT MARTIN 01444 450941

FRIDAY TO SUNDAY 13/15 JUNE 2003
BREATHE 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 13/15 JUNE 2003
GLOUCESTER AREA CAMPING
WEEKEND. TUDOR CARAVAN PARK
SLIMBRIDGE, GLOS
CONTACT IAN 01452 790126

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

FRIDAY TO SUNDAY 27/29 JUNE 2003
CORNWALL AREA CAMPING WEEKEND
TRELAWNE, LOOE
CONTACT CAROL/LES 01726 824523

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

SATURDAY/SUNDAY 26/27 JULY 2003
SWINDON AREA CLUB STAND
9TH NOSTALGIA SHOW
SOUTH CERNEY, CIRENCESTER
CONTACT SHAWN 01793 345032

August 2003

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

September 2003

FRIDAY/SUNDAY 5/7 SEPT 2003
LINCOLN AREA CAMPING WEEKEND
WOODLAND WATERS, ANCASTER Lincs
CONTACT GARTH 01529 307302

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

June 2003

SUNDAY 24 JUNE 2003
ROMMCC GREAT BUCKET & SPADE RUN
DESTINATION PALM BAY MARGATE
CONTACT PHIL 01843 298969

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

FRIDAY/SUNDAY 13/15 JUNE 2003
HERALD VITESSE MEETING
VIO THO NR MINDEN GERMANY
www.triumph-herald.de

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

Comment

by Bill Sunderland

Classic Challenge

April saw many cars being returned to the road for the summer months, with many members sorting out last minute jobs before their cars were taken for fresh MOT's.

At the end of last year the Club was approached by Practical Classics magazine to take part in a 'Practical Classics Challenge' at the London Classic Motor Show at Alexandra Palace. With Jerry Thurston from Channel 4's 'Salvage Squad' compering the challenge.

The idea being to re-build a car over the duration of the show on a feature stand. Last year we were lucky enough to be donated a fairly straight Spitfire MK4 which had sadly been sitting in the yard at Club HQ waiting for some much needed TLC, this seemed like the ideal opportunity to get this car back on the road.

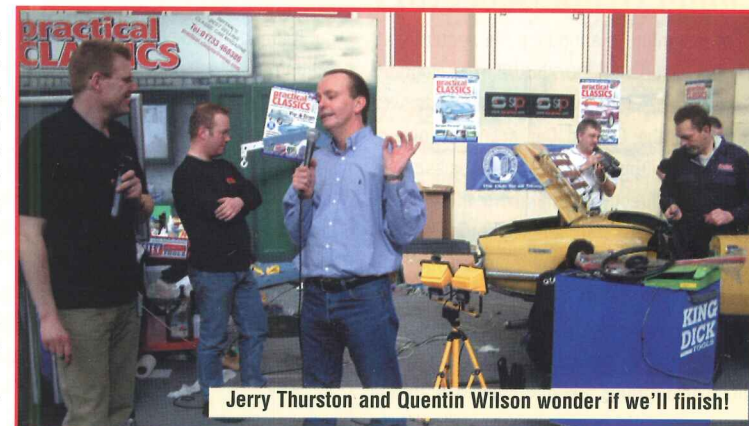
When we arrived at the show on the Friday and got a good look at the competition! There sitting on the MG side of the Challenge Stand was a gleaming MGB GT V8. As we pushed the very sorry looking Mk4 onto our side of the stand it really was a question of 'Chalk & Cheese'. Not only did we have to strip off the old parts we also had to re-assemble the car, twice as much work as the MG boys before we started.

With assistance from Quiller Triumph, John Gibbins (P/Classics competition winner) and HQ's John Muggleton and Bernard Robinson, we managed to complete the re-build by the end of the show.

On the other side of the fence the MG boys made very rapid progress, which was expected due to

the amount of pre-show prep that they had done. Their efforts however hit the buffers on Sunday afternoon, as the new engine would not locate onto the new subframe

This month's events calendar sees two of the most popular events on the calendar taking place, namely the South of England Meet and the Triumph Marque Day at



Jerry Thurston and Quentin Wilson wonder if we'll finish!

correctly and they were unable to connect the oil pipes and could not start the car by the end of the show.

The Spitfire however spluttered into life, with the aid of copious amounts of Easy Start, to rapturous applause from the 100's of people in the crowd.

Considering the history between the two marques, it was very refreshing to see both Clubs striving for the same goal and when they could not progress any further with the BGT they helped out on the Spitfire to make sure that we finished. Thanks Guys!!

A full show report will appear in next month's magazine.

Gaydon, you really shouldn't need an excuse to go out and have some fun with your Triumph but here are two very good ones!!

Lastly **PLEASE FILL AN IVR FORM!!** The scheme has now been extended to cover the early (Mk1/2/3) and late (MkIV/1500) Spitfires and Bonds. The form can be found on the reverse of the address slip in this month's magazine. The information that you provide gives the Technical Secretary for your car much needed details on the marque, that is disappearing all the time. Condition of car does not matter, just the details.



TSSC NEWS

Review

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

2000/2.5PI and Competition Secretary

I'm delighted to announce the appointment of the Club's 2000/2500/2.5PI Register Secretary as John Macartney. John is well known in the Classic Car scene as one of Standard Triumph's greatest enthusiasts and of course directly to members through his Berkeley Square columns in The Courier and it's really great to now have him on the Club Officers' team. I'm also very pleased to announce that Nigel Gibbins is to take on the post of the Club's new Competition Secretary. Nigel also brings great enthusiasm to the position and I'm sure everyone will wish to join with me in wishing John and Nigel the very best of success in their new roles.

Peter Williams,
General Secretary.

International Weekend

*The International weekend goes from
strength to strength.*

Although the formula may change from year to year to keep things fresh, this is the highlight of the Triumph year. Building on the successes of recent years this year's international will see even more of the Triumph family (cars and people) joining in the fun.

A special display of red cars is to be held on Saturday in Bingley Hall, so if the four

wheeled love of your life is red and you fancy joining in contact Nigel Whale at TSSC HQ on **01858 434424**.

While at the event why not take the opportunity to get advice on any niggly little problems you might have with your car. You can either get it tuned outside Bingley Hall (it is advisable to book it in to save waiting) or take it to the 'Car Clinic' sponsored by Rimmer Brothers, just follow the signs for valuations and join the queue for free advice or a pre-MOT check.

Once again we're really lucky to have the Marx Brothers back for one last time to entertain us on Saturday night, this will be the third year and has proved to be a smash hit with the party goers. Whether you have a quiet drink in the Members Pavillion or join in the fun and maybe even go in fancy dress to the Staffordshire Life Centre, there's lots for your evening entertainment, so keep the 11th -13th July free in your diary for what's going to be a brilliant weekend.

Victor Thompson

Tribute to the Spitfire

We have just received an email from a Trustee of the Newark Air Museum (in Eastern Nottinghamshire). He is heading up the event "Tribute to the Spitfire" (the aircraft) designed to honor the legendary World War 2 fighter. He asked me if I could help get the word out to owners of Spitfires (the car) of their event taking place **Sat. 17th & Sun. 18th May 2003** and asking if they might like to participate or display their vehicles at the event. It will feature pictures, models, former pilots and flypasts by a Spitfire on both days and he thought the inclusion of what he calls our "very famous make of car" would be wonderful addition to the festivities!

He says they could easily accommodate 50 cars on the main site, and up to 100 on the new South Field Site. As an added incentive, discounted entry fees will be offered.

He says they can arrange for photo opportunities with our other aircraft and will do their best to do the same with the Spitfire.

Contact info: **Howard Heeley - heeley_h@lineone.net**
Tel: 0115 920 1536 <http://www.newarkairmuseum.co.uk>



www.tssc.org.uk



5%
Discount



www.tssc.org.uk

HQ OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 3RD - 9.00 AM TO 1.00 PM

SATURDAY 24TH - 9.00 AM TO 1.00 PM

CLOSED FOR BANK HOLIDAYS - 5TH & 26TH

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 7TH - 9.00 AM TO 1.00 PM

SATURDAY 21ST - 9.00 AM TO 1.00 PM

TSSC Offers will be attending the following shows

South of England Meet

Leatherhead Surrey 10th/11th May

Triumph Marque Day

Heritage Museum, Gaydon 25th May

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need just ring the Offers Hotline 01858 434424

TSSC Offers Online
www.tssc.org.uk

THE TSSC OFFERS ONLINE WEBSITE IS NOW UP AND RUNNING TO PROVIDE MEMBERS WITH A 24/7 ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS TO THE RANGE OF PRODUCTS THAT ARE AVAILABLE FROM THE CLUB

NEW FEATURES TO THE SITE ARE:

- ★ **SECURE ONLINE ORDERING** ★ **OVER 500 DIFFERENT PRODUCT LINES**
- ★ **QUICK FIND CATALOGUE SEARCH** ★ **ORDER CONFIRMATION VIA E-MAIL**

SIX SPARES

THE TRIUMPH CAR SPARES SPECIALIST

MANUFACTURERS AND SUPPLIERS OF TRIUMPH SPARES
TO THE RETAIL, TRADE & EXPORT MARKETS

MASSIVE STOCK OF NEW AND USED SPARES FOR HERALD, VITESSE, GT6 AND SPITFIRE

MAIL ORDER ADDRESS ONLY
138 FULWELL ROAD, TEDDINGTON, MIDDLESEX, TW11 0RQ
OPENING HOURS! MON-FRI 10AM TO 6PM, SAT 10AM TO 4PM
TEL: 020 8977 6587 FAX: 020 8977 7358

TELEPHONE NO. 020 8977 6587

SEALS - HERALD/VITESSE

Front windscreen seal	£19.98
Bonnet scuttle/bulkhead seal	£4.99
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£12.93
Hood header rail seal, front	£7.99
Hood front outer finisher/ seal (white only) original	£14.98
Front quarter light rubbers per pair	£36.43
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.76
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.99
Wheel arch to dash seal (small mud flap)	£3.29
Door aperture seal, convertible	£12.93
Chrome door aperture seal cappings Convertible pair	£14.10
Door aperture seal, saloon	£15.28
Front valance seal	£1.50
Door check link seal	£2.64
Gear lever gaiter	£11.75
Handbrake gaiter	£9.40
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boots	£3.82
Boot seal	£11.75
Estate rear tailgate glass seal original	£39.95
Rear quarter window seal, saloon	£22.33
Rear windscreen rubber, saloon	£23.50
Window runner channel, front	£7.64
Window runner channel, rear	£5.58
Rear roof to deck seal, saloon	£12.93
Petrol tank filler neck seal	£6.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£6.99
Petrol tank drain neck seal, sponge	£6.23

ALL OTHER SEALS AVAILABLE - PLEASE RING

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£18.80
P seal on windscreen frame	£4.99
Roof to windscreen top seal, GT6 I, II	£26.50
Hood header rail/hard top seal, front, SPITFIRE	£7.64
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.76
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.99
Wheel arch to dash seal (small mud flap)	£3.29
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.69
Door aperture seal, SPITFIRE GT6	£18.80
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.50
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£9.99
Handbrake gaiter, SPIT I, II, III, IV	£9.40
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boots	£3.82
Boot seal Spitfire	£11.75
Tailgate aperture seal, GT6	£11.75
Tailgate glass seal, GT6	£27.03
Petrol tank filler neck seal	£6.58
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.76
Tailgate rubber insert GT6 I, II, III	£6.76
Cover clip for inserts	£2.00
Door handle l/h HERALD, VITESSE	£29.38
Door barrel and push button r/h HERALD/VITESSE	£29.38
Door cam lock r/h HERALD/VITESSE	£35.25
Outer door handle ass. SPIT II, III, GT6 I, II	£19.98
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£105.75
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£23.50
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£29.96
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£21.15
Window winder handles and inner door opening handles, all models - please state model	£8.81
'B' post striker catch SPITFIRE, GT6	£15.28
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£26.44
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£18.92
Boot lock assembly SPITFIRE IV/1500	£18.92
Tailgate handle and lock assembly GT6 I, II	£23.50
Tailgate handle and lock assembly GT6 III	£19.98
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£12.93
Chrome flip top petrol cap SPITFIRE IV/1500	£34.66
Locking petrol cap, SPITFIRE, chrome	£19.98
Locking petrol cap, HERALD, VITESSE	£14.98
Chrome wiper arm assembly, all models	£9.40
Stainless wiper blade and holder, all models	£8.81
Chrome wiper wheelbox Hexnut	£2.00
Bonnet mirror (head & stem), HERALD, VITESSE, original from	£21.25
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£21.15
Bonnet lock kit (pairs) all models	£17.63
Bonnet catch assy. all models	£24.97
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£39.95
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£7.63
Ignition barrel and keys as above HIGHER SECURITY	£13.51
Matched lock set GT6 I, II, door, tailgate & ignition locks	£32.08
Full lock set as above with paired bonnet locks	£43.48
Matched lock set SPITFIRE I, door, boot & ignition locks	£25.85
Full lock set as above with paired bonnet locks	£37.60
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£32.08
Full lock set as above with paired bonnet locks	£43.48
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box	£49.94
Rear override HERALD, VITESSE, fully pressed (each)	£37.60
Chrome w/screen washer jet, complete ass., SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£125.73
Bumper end cap, aluminium HER	£11.75
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

ALL CHROME, LOCKS, BRIGHTWORK AND BADGES DECALS COMMISSION PLATES

STOCKED - PLEASE RING

PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£141.00
Front valance, quality fibreglass	£37.60
Bonnet D plate, HERALD, VITESSE	£12.10
Front wing, HERALD 13/60 ORIGINAL PRESSING	£99.88
Front wing, VITESSE	£123.38
Front wing, HERALD 1200	£127.49
Front wing arch repair	£22.33
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£76.38
Door under section repair panel, HERALD, VITESSE	£29.96
Door step/tread panel (not aluminium finisher) as original	£11.75
Rear wing, HERALD, VITESSE	£86.95
Rear wing arch repair	£22.33
Rear quarter valance steel (with or without bumper strip)	£32.90
Rear centre valance, VITESSE, original pressing	£70.50
Rear centre valance, HERALD, original pressing	£73.44
Complete Windscreen Frame Panels, Original Stanpart	£293.75

PANELS - SPITFIRE/GT6

Battery box	£17.63
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£62.76
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£34.08
Front wing, original, SPIT I, II, III, GT6 I	£75.20
Front wing, original GT6 II	£99.88
Front wing, SPIT IV/1500, GT6 III	£42.89
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£34.08
Sill, all SPIT, GT6, as original	£21.15
Six piece sill kit, both sides Spit/GT6	£88.13
Door skin, SPIT I, II, III, GT6 I, II	£37.89
Door skin, SPIT IV/1500, GT6 III	£34.50
Full floor, One Side, front to rear, new improved with Captives	£79.90
Heelboard panel	£38.78
Heelboard bracket for radius arm	£38.78
Rear wing, SPITFIRE IV/1500, GT6 III	£104.58
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£50.53
Rear valance, SPIT I, II, III, GT6 I, II	£66.88
Rear valance, SPIT IV/1500, GT6 III	£52.88
Boot floor, all models	£76.90

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£16.98
Front wishbone bushes	£1.41
Lower Steering Coupling	£22.33
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolox	£65.80
UJ flange to diff, small or large	£18.80
NEW propshafts from	£88.13
Front vertical link, VITSE, GT6	£70.50
Front vertical link HERALD, SPITFIRE	£68.73
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.75
Track rod end, all models	£7.99
Universal joint, all models	£7.23
Front suspension bolt/nut kit, all models	£14.98
Rear suspension, non roto, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£18.80
Front coil spring, HEAVY DUTY, state model	£19.39
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, non rotolox models	£22.91
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£86.95

BRAKES ETC.

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Type 16PB Metric GT6 III Late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
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Brake disc 6 cyl. models	£16.74
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Wheel cylinders, Rear - state model	£8.99
Brake hoses front/rear - state model	£8.81

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Petrol tank sender unit HERALD, VITESSE	£38.78
Petrol tank sender unit SPITFIRE	£38.78
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Rear seat covering kit HER/VIT	£146.88
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Pair of door trim panels, VITESSE	£63.45
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Moulded carpet set, SPITFIRE	£185.65
Moulded carpet set, GT6 (state model)	£223.25
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Door trim panel GT6 state model	£29.38
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by Mike Crewes



Construction and Use

This month I bring you more bits and pieces of Construction and Use.

SUSPENSION: There is no specific Construction and Use offence regarding suspension. If it is fitted, then it should work as it was designed to. Virtually all cars on the road today (except some Veterans) have suspension. If it is maintained and adjusted correctly, then there is no problem. If the vehicle has been neglected, as some of our cars have been in the past, then the suspension may need attention. The suspension includes all springs, dampers and bushes.

The maintenance requirement is under Regulation 100 Road Vehicles (Construction and Use) Regulations 1986. It states: A motor vehicle, every trailer drawn thereby and all parts and accessories of such a vehicle and trailer, shall at all times be in such condition that no danger is caused to any person in or on the vehicle or trailer, or on a road.

BRAKES: Under Regulation 10 (Construction and Use) Regulations: Every part of every braking system and the means of operation thereof, fitted to a motor vehicle or trailer, shall at all times while the vehicle or trailer is used on a road, be maintained in good and efficient working order and be properly adjusted.

There is a defence for a defective ABS (Anti-lock Braking System). This is that it became defective during a journey where it was operating correctly

at the start or where the vehicle is being driven to a place where the defect was to be rectified.

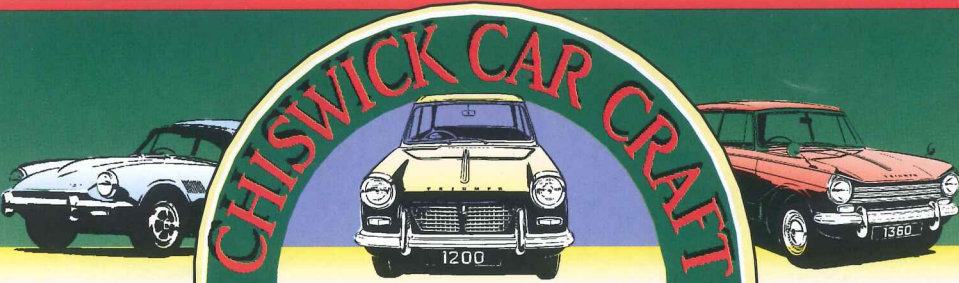
It matters not how many braking systems are fitted, each one has to work correctly and be correctly adjusted. This includes brake fluid. Due to the attraction brake fluid has for moisture, your brake fluid may not do the job properly. If it more than about two years old there may be enough moisture in the fluid that, when it is heated by the brakes, it may boil so that you end up with no brakes. All motor manufacturers recommend a complete brake fluid change regularly. Fluid seals also perish and should be changed regularly. It is too late to change the fluid or seals once the brakes have failed!

One final thought on brake fluid. Always use a new can of fluid for every change or top up. The moisture in the air space inside the can will contaminate the fluid. Why put in fluid which may contain more moisture than that which was taken out? Fluid does not mix in the system; the oldest fluid is always nearest the wheel cylinders.

STEERING: Regulation 27 states: All steering gear fitted to a motor vehicle shall at all times while the vehicle is used on a road, be maintained in good and efficient working order and be properly adjusted.

This means no play anywhere and no stiffness either. Our cars are prone to perishing of the rack clamp bushes. Check these regularly. Engine oil assists the perishing action and guess where they are fitted? Yes, you got it, on the front cross member under the engine. Rack movement sideways can easily be seen if someone moves the steering wheel from side to side. Keep front trunnions well oiled as well.

If you have a query or topic on Road Traffic Legislation why not write to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN** enclosing a stamped, addressed envelope, or email: copshop@tssc.org.uk



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Hi!...here I am again...



By Mac Reynolds

Burning the midnight oil ...don't know how I do it! always

appear snowed under by e-mails that is ...we went away in the Van at the weekend ...on our return Sunday evening, I had a total of 38 e-mails ...and that was only from the Thursday evening when I last logged on! an amazing interest in our Vitesse! all positive stuff ...keep those e-mails coming...

Albeit a brief register this month ...apologies tendered now ...as we are away in the morning to the Kennett and Avon canal to meet up with some friends over from Australia, I have to say that I am looking forward to a few nautical days on a narrowboat (never been on one before ...just goes to show ...there is always something to look forward

to!) ...Oh ...another update ...as this is now May as you are reading this ...we set sail ...Portsmouth to Cherbourg on the 9th June for three months in France, Spain and Portugal ...we will become Van dwellers for a while ...(I Love it!) ...so much exploring to do there...

I am going to go back in time to start with ...Yes I have been up in the loft rummaging again! The first find was my original invoice for my old Wedgewood Herald, what a wonderful car that was

invoice

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Mayn1st 1969

To One Used (1963) Triumph Herald 1200
Engine No. GA 132143H2
Chassis No. GA 134022 DL
Reg No. 701 UAF

240 - -

... (as I transferred my personal, cherished, plate to her ...I believe she ended up with the registration 401 XAF ...see retention

Time Traveller

receipt) ...the registration LOD 789F was from my next Triumph a 1968 MK1 2litre Vitesse (finished in White with a Valencia stripe) ...memories oh memories ...also in the loft I have horded (from Number One) several years of "Custom Car" Magazine, (at 12 1/2 pence in 1970 ...good value or what?) which is where I have taken this very period advertisement ..."Velvetex" the Hairy Look, I could do with a tad of that now!! I wonder did anyone actually have it fitted ...or would it be attached, or worn maybe? shame it's not modelled on a Vitesse!

Next to our Vitesse photo of the

RECEIPT

Department
CORNWALL COUNTY COUNCIL
MOTOR TAXATION DEPARTMENT
COUNTY HALL -
TRURO

T 343785

RECEIVED from Mc Reynolds
the sum of Five pounds in respect of

DETAILS

£

5 fee paid for retention
of index mark no
MCR 936

100 401 XAF

LOD 789F voided

Note: Exempt from Stamp Duty under 54 & 55 Vic. c. 39.

ate. 31-10-72 Signature a shyte
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month, supplied by Dick our IVR champion ...but ...I'm afraid that I can't find any literature on this one at this late hour ...so details to follow next month if we are lucky! (I wanted to use these pics of KWW 762K ...as the pictures were large and glossy and fitted my envelope this month! see over) ...looks to be a rather superb example...

I had a plea for help recently from Graham and Tina Bingham ...whose Vitesse had disgraced itself by running out of petrol ...they then discovered the tap on top of the petrol tank! ...yes the reserve tap! Decals/stickers are still available from "Classic

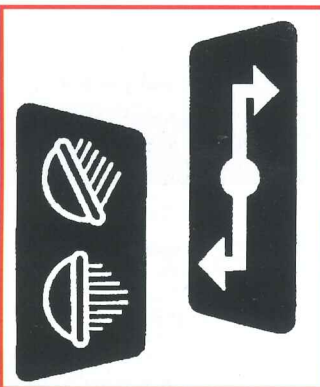




KWW 762K - Above & Opposite
Details next month?

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GROSS LADEN WEIGHT LBS
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THE STANDARD TRIUMPH MOTOR C^o LTD
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BS. AU48: 1965

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Just some of the decals and
plates from the 'Classic
Reproductions' catalogue

Reproductions" PO Box 2031, Coventry CV7 7YJ.
Tel/fax (024)76694019 ...a catalogue is available at £2
...and contains a few other items for our Triumphs,
including indicator/light decals ...and also new
chassis plates...

I have just received my April courier this morning, so

hardly had time to remove it from its envelope ...but did
manage to have a quick browse, Love Guy Singleton's
"Pod" caravan ...being a natural Van Dweller I can appreci-
ate how "Cosy" it will be ...Marvellous! and good to learn of
"Crazy Horse" down here in Cornwall with Albert Bishop ...a
nice job ...but I am disappointed that it's not finished in the



Wedgewood blue as in the film ...and sorry Albert
...don't really like the mini-lights either ...but great to
know that it's another Triumph back on the road ...also
one of my all time favourite films!...

Finally this month ...to complete this shortish register. I
will enhance your life with yet another paragraph from
"The Art Of Driving A Motor Car" 1906 ...
"Gradients and gear changing" ... A beginner often
finds a great difficulty in knowing when to change
speed. A good general rule is not to change into a
higher gear until the engine has gained consider-
ably in revolutions. As to ascending hills, everything
depends on the length and evenness of the gradient.
Very often judicious management of the ignition
and clutch, especially if it is a short but sharp one,
will enable a motor car to surmount it without any
change of speed at all. Nowadays, when the engines
of cars are so much more flexible and efficient in
relation to the weight of the vehicle than formerly,
the highest gear in the case of many makes will
carry one up grades which formerly necessitated a
change of speed once, if not twice. It is better
however, for a hilly country, to be slightly under-
geared as regards sprockets, than over geared, for
then there will be no harassing anxiety when an
unexpectedly steep rise is encountered, lest the car
should stop and begin to run back, in the case of the
brakes not perhaps holding well." ...Next month a

short paragraph on brakes!...

And that's it for this month ...I can do no more ...bed
beckons ...sleep the healer!...

Just remember ...in two days, Tomorrow will be
Yesterday!!

Thanks ...Take Care ...Cheers ...

Mac

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Round 1 - Silverstone

Having just taken up the reigns of Competition Secretary for the TSSC racers, which basically means you'll be hearing a lot from me this year, I now realise what I've let myself in for.

Throughout the year I intend to give you race reports and Driver profiles with the odd technical article. But first I'd like to offer my thanks to Jo Field, who has stepped down as

competition secretary, a job, which she held for eight years. Thanks for all your efforts in bringing the championship together with the TR Register to ensure we are the only racing series to host an **ALL TRIUMPH GRID!**

In 2003, we have ten championship rounds to be held at nearly all the best circuits in the country. Each driver is allowed to count their best eight scores toward their final total, and for this year drivers are allowed to remove their windcreens on 'roundtail' spitfires, so all the squares are probably at this moment praying for a few wet races - tee hee!

This year we have eighteen registered competitors 13 in class C (modified) and five in class A (roadsports), and of course the usual suspects are coming out to play. It's great to see a good handful of guys in class A and Kudos to Kevan for campaigning a Herald this year. Class A is aimed at the roadgoing Spitfire with modifications in line with the 'usual' performance modifications available off the shelf - e.g. tubular manifolds, alloys etc but stops short of stage II engines and Weber carburation in an effort to keep costs down.



This year drivers can remove their windcreens! - Andy Vowell's topless Spitfire

Class A

Russell Munns	Spitfire	2001/2002 class A Champion
Mark Hadfield	Spitfire	
Richard King	Spitfire	
Kevan Hadfield	Herald	
Barry Blakeley	Spitfire	

Class C

Paul Lucas	Spitfire	2002 champion
Nigel Gibbins	Spitfire	
Jon Low	Spitfire	
Martyn Adams	Spitfire	
Andy Vowell	Spitfire	
David Thompson	GT6	
Ralph Jane	Spitfire	2000 class A champion
Steve Adams	Spitfire	
Clive Gimson	GT6	
Andy Winterton	Spitfire	
Karl Dandridge	GT6	
John Davies	Vitesse	
John Thomason	Spitfire	2001 champion

By Nigel Gibbins

I am hoping to be not too far off their pace and I expect that Steve Adams and Andy Winterton would like to get in my way too. Andy has consistently been improving over last season and Steve only competed in a few races as much of his budget went on the Mid Ohio race. Clive Gimson is returning in his mercurial GT6 after a roll at Rockingham last year which ground a hole in the roof and prompted a spate of drivers buying full roll cages. Martyn Adams and David Thompson are returning after taking a year out - good to see them back behind the wheel. Jon Low and John Davies are again supporting the series and I hope we'll bump into each other sometime this year (not literally). And the New kid on the block is Karl Dandridge who's preparation we've all been following in the 'Courier' - welcome to the jungle Karl.

Paul Lucas, Andy Vowell and John Thomason are expected to pick up in Class C where they left off last year with Ralph Jane snapping at their heels in short order having shaved three seconds off his best practice times in testing. Ralph has to get as many points as possible as he's soon to become a dad, and when that happens racing is going to take a back seat for a while.



Karl Dandridge's GT6 was finished 'sometime next week' Dave Thompson's GT6 in background

Class A has five entrants this year - the twice champion Russell Munns was to be competing a few of the early rounds until his 'other' race car is ready and then he's off to race in pastures new. But the news is his car is now SOLD, so will the new owner be coming out to play?. Kevan Hadfield is returning to campaign a Herald, and Richard King has fitted and new engine and hopes to go a few steps up the ladder this year. I'd like to take this opportunity to welcome Barry Blakeley and Mark Hadfield to the scene - this will be Marks first season and he will be competing in his dad's Spitfire from last year. And Barry who joined us for a couple of invitational races last year with his stunning example of a MK3 spitfire, which he campaigned with the HSCC last year.

Personally, this will be a testing season for me, as I haven't had chance to drive the car in anger since fitting the fully modified engine. The weight distribution is completely different and getting the right set up will take a while. All of my testing has been in the wet too - so I don't even know the dry set up - any suggestions? But the car feels good and if I'm firmly in the midfield I'll be vaguely happy.

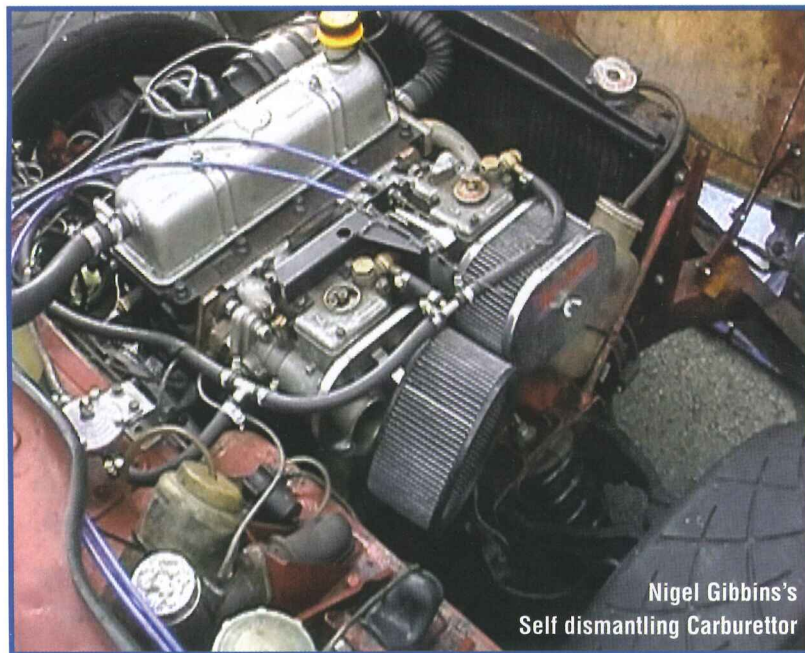
Silverstone, Saturday 5th April. First day back at school

After a glorious Friday, driving up to Silverstone for the first race of the year, not only were the nerves staring to get hold, but a last minute problem with the car reminded me that the mechanics job is never done. So I had to dismantle the braking system to find out why the brake pedal wasn't returning. With the Master cylinder out and the pedal off, I discovered that the pedal wasn't returning because it was caked with filth. So a quick douse with DW40 freed that up and a change of master cylinder was done too as this was something I was planning anyway.

So on the trailer, and up the M40 to Silverstone. Place has changed a lot since I was last there

? lots of tarmac parking and the bypass made the trip a cinch. We saw Barry Blakely's car and Motorhome in the paddock and so parked up to be greeted with a hot cup of coffee from Barry and Stella (thanks) before doing the unpack and bedding down for the night (we've still got your Kettle Barry - Oops). Richard King arrived shortly after and we got a chance to greet him and Carol with a cup of coffee our selves.

For Saturday I was up at 6.30! saw John Thomason sitting in the car looking through race pictures so had a little chat. I had to bleed the brakes again as they were too spongy for my liking, and after scruti-neering I went off to see who was around. Karl Dandridge was eager for the off in his speedily built GT6, fine job he's done too, Andy Vowell in his 'topless' Spitfire, looking good. David Thompson and Paul Lucas were polishing off their cars while we were waiting for the call to the assembly area for practice.



Nigel Gibbins's
Self dismantling Carburettor

Well, being the first race of the season we were all expecting something to happen, but thankfully practice passed by with out major incident, or so we thought. After, returning to the paddock the stories started and the 'attrition' rate was revealed. On about lap 2 my gear knob came off and fell into the footwell (bu**er), then on lap 7 while exiting Luffield, there was a loud clatter under my car. The performance was marginally down but I wasn't going to stop. I later found out the carburettor filter had fallen off and the jet inspection cover was gone! poo!

Paul Lucas had lost third and four gear,



Paul lucas fixed the gear selector and put in a fine race.

on the circuit at about half distance with a fuel starvation problem and misfire, which took most of the day to trace. In Class A, Mark Hadfield had suffered a broken differential and Kevan, his father, had lost the clutch! so the Hadfield's had their work cut out for them. I jury rigged



John Thomason about to lap Dave Thompson

but this was traced to a selector problem and fixed. David Thompson had stopped

a filter for my rear carburettor but had unfortunately missed something, which was to cost me big-time later in the day, as you'll read later.

It was great to see a good turnout from TSSC members to watch us entertain them, and entertain them we did! lots of grease monkeys doing lots of fiddling in the pits, gearboxes, electrical systems, diffs, and carburettors were all in pieces somewhere in the pits.

Then came the race start, at 13.45, all was well for the first two corners until I became the first casualty (boo). I first heard a 'new' rattle on the back straight and after going into Brooklands a bit too hot, the back end stepped out. I controlled that, but then my exhaust (which had worked itself loose in practice and I hadn't noticed) fell off and 'skipped' me into the sand pit! So for the rest of the race I was spectator number one.

From my vantage point I watched the Class C battle between John and Paul. For almost the whole race, John managed to stay marginally in front until he put a back marker between them and Paul backed off. Andy Vowell coasted home in third with random steering problem where he couldn't guarantee the car would do anything he told it. David Thompson was beset by the same problems as practice and retired, and Karl who had lost his fan belt retired to save the engine, very sensible. Well done to John Thomason, who managed to bring his Spitfire in fourth overall with many much larger cars in his wake.

In Class A, Richard King and Barry Blakely had a race long tussle over first place honours with Richard eventually taking the flag by 0.2 seconds, followed by Kevan in his Purple Herald in third. Mark Hadfield had failed to make the race as the differential had completely failed and no replacement could be found.

One week, to Donington now, this race will have been run by the time of your reading this and I have a lot of work to do. Will we see you there?

Contact me on nig.inthehouse@blueyonder.co.uk or 0208 255 1842 (eves before 10.00pm)

Boscombe Sprint, 13th July

The TSSC have been granted an invite to the Boscombe Sprint on 13th July 2003.

The TR Register and The Royal Naval Automobile Club are co-promoters of this National B Sprint at the DTEO Boscombe Down, Amesbury, Wilts on Sunday. If you are interested in this Charity event, there are classes for

standard roadgoing cars all the way up to Out and Out racers. Please contact me if you require further details or entry forms.

Trackday - 22nd May

The TR Register has organised a track day for Triumph cars on the 22nd May, at Mallory Park in Leicestershire. You need no previous experience and just a crash helmet for safety. This is open to all TSSC members with **FULL** British driving licenses. Cost is £95 + £25 for an extra driver. There are going to be a lot of the TSSC/TR-Register race cars there and ARDS instructors available for hire, or you could get a racer to show you the lines from your own passenger seat (much cheaper - hint). We've got all day at the circuit - if you want more information please contact me and I'll answer all your questions and give out the entry forms.

Championship Table			
Class A			POINTS
Richard King	Spitfire		7
Barry Blakeley	Spitfire		6
Kevan Hadfield	Herald		3
Class C			
John Thomason	Spitfire		10
Paul Lucas	Spitfire		7
Andy Vowell	Spitfire		5
David Thompson	GT6		1
Karl Dandridge	GT6		1
Nigel Gibbins	Spitfire		1

2003 Race Calendar

May 10th	Oulton Park	MGCC
May 24/25th	Rockingham	MGCC
June 8th	Pembrey	JCC
July 13th	Mallory	MSCC/BRSCC
August 13th	Donington	JEC/BRSCC
August 17th	Snetterton	MGCC
August 31st	Cadwell	MGCC
October 4/5th	Brands Hatch	MGCC

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R. BEARING 6.25	£102.00	£102.00	£102.00
COMP KIT 6.5	£64.75	£64.75	£64.75

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CL. PLATE 6.5	£35.25	£35.25	£35.25
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Here's something I thought I had better keep till this month just in case you all thought it was another?? April Fool!

TRIUMPH Herald
13/60 Register

Turn Left 4 Dakar!

By Derek Giles

In the second running of the Plymouth-Dakar rally. That is providing we have no mishaps and can negotiate the **LAND MINES** etc. in Mauritania.

The third intrepid member of our party is to be Cliff Watts (another Weston-S-Mare loony who now resides in the USA) as featured in Triumph World some issues ago with his Red Herald Estate!

The rally is an amateur organised event to rival the real Paris-Dakar but with **"NO"** international or manufacturer team back-up! In other words we carry what we need and fix it as we go! Along with 40 or so other **NUT-CASES** in a variety of vehicles. The only stipulation being the car should not cost more than £100, with a few extra pounds spent to get it road/rally worthy!!

Our car AOT 179J in (almost) desert Brown (at the moment) has kindly been donated by **"Bob McDay"** of Basingstoke, which at the end in Dakar we will auction off it or its remains for our chosen charity, which in order to keep it as local to us as possible, will be Weston Hospicecare. A local organisation that has always be associated with our own Weston-S-Mare born and bred 'the late' Jill Dando.

We are hoping to get some local sponsors and some coverage in the local media in order to drum up support and **CASH!** From where ever we can get it (**"Hint-Hint"**).



OUR PLYMOUTH/DAKAR 13/60

So there you have it, yet another way of proving we in the West Country are a few apples short of a pint of cider, but up for anything!! **"WATCH THIS SPACE"** Or for more info E-Mail me at derek1360giles@breathemail.net. Better still hit our fledgling web site on www.team-michelotti.org

"Sharper Steering"

A few issues ago I ventured on getting our cars to handle better and point straighter. My optimum buy was and still is the excellent alloy rack mount kit offered by many of our suppliers as the greatest improvement. The only other item of the steering that now bothered me was the lower steering column joint favoured by Triumph, the one that sits beneath the front suspension tower. Apart from it using Rubber bushing and therefore requiring a bridging wire to make the horns work (yes that's why they often fail) and if your engine leaks oil from any part of the timing case or adjacent joints, the rubbers eventually fail, due to oil contamination, and this is an **'MOT FAILURE'** point!! So if yours needs changing why not replace it with a **SOLID U J** type. First there is **NO NEED** for the horn wire, but even better no more failure due to contamination by oil or the age of the rubber!!

THE part to use comes from another Triumph (so no allegiance problems) and is readily available from all our suppliers who also cater for the Big Triumphs. So what are you after? - Part No 145337- Steering Joint- 2000/2500 Mk 2 saloon - Non Power Steering. It is a straight swap and comes as a sealed Hardy Spicer type unit, which is fitted as easily as the original (not easy really) and should never cause trouble again. With this fitted the indirectness of the rubber joint is eliminated and added to the solid rack mounts, transforms the car even more!!!

"OIL THOSE TRUNNIONS" - (NEVER GREASE!!)

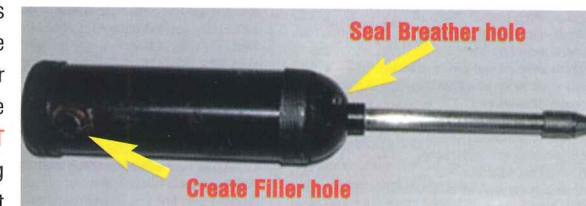
How do you do yours? As this is something you should do every 6 thousand miles per the manual/handbook. (I do mine at 3 thousand intervals and leave the nipples in situ) Better more often than **NEVER!**

How do we go about this? Well in an ideal world we have all the right tools and implements for every job!, but as we know there is **NO** such world. Especially when it comes to finding an **"OIL GUN"**, a grease gun never really does it without mess. I have searched tool

shops and auto jumbles for years with no luck! My solution in the end was to make my own from an old style hand pump grease gun, you know the ones where you unscrew the end cap fill it with grease refit the cap and push down a few times with the hand!

To convert to pump oil a couple of things need modification, firstly the breather hole at the top of the body, this is done either by fitting a self tapping screw or a pop rivet to seal the hole. (see photo)

Next a filler hole has to be drilled in the body near the removable cap; (not in the cap as this



catches your hand). I drilled a 5/16th hole here and brazed a 5/16th UNF nut to the body, this takes a cut down set screw (the ones with a thread all the way) and a brass washer for a better seal. (same photo)

After this, using jointing compound (Hermatite) tighten the end cap on with the help of slip joint pliers to make it as oil tight as possible and a permanent fixture, or you will get more oil in your hand than the trunion!!

To fill with oil remove the screw and using an oil can with filler spout, fill the body with **HYPOY 90** (GL4) gear oil, refit screw and give a couple of pumps to expel any air and away you go, a 150ml gun should do both sides. I think the photo shows what to aim for.

Happy oiling Ju-ne-ver know what next month will bring!!!

CHEERS for now,

Derek

T.D. FITCHETT

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Front floor mounting bracket rear 607549/50	£4.75
Rear floor mounting bracket 607655	£5.75
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Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/PB	£55.00
Brake pads type 12	£12.00 set
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Brake pads type 16P/16PB	£10.00 set
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TR7

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Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
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Lower steering shaft TKC1084	£32.00
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Upated brake master cyl/servo assy (exch)	£200.00
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Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£140.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
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STAG

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Rear sub frame mounting 150382	£21.00
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Service exchange drive shaft 311914	£117.50
Recon rear hub assy	£92.50
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
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Rear wheel cylinder GWC1211	£17.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£67.50
Window regulator and motor assy 309024/5	£76.00

TR6

Front and rear wings	£187.50 each
Front L/H fitch panel 907097/576477	£105.00
Late type rear centre bumper	£82.50
Rear quarter bumper	£57.50
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon exchange	£65.00
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Recon steering rack	£55.00
Front trunnion 142377/8	£17.50
Top ball joint GSJ131	£19.50
Brake servo exchange	£99.00
Brake disc 209327	£19.50
Recon exchange caliper type 16P/16PB	£55.00
Brake pads early/late type	£10.00
Gearbox exchange	£250.00
Recon drive shaft assy	£127.50
Recon rear hub assy	£92.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£8.00
Spare wheel cover 812236	£60.00

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Spitfire Mk III bonnet	£560.00
Nearside/offside front wings	£67.50 each
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Front outer wheel arch 903137/8	£39.50
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£29.50 each
Upated light mounting panel 907157/8	£45.00
Door skins	£32.00
Battery box 806707	£13.50
Rear valance lamp panel 569900	£47.50
Boot lid 575787	£215.00
Dash top cover 174482	£32.50
Vinyl hood Mk III inc zip window	£95.00
Hood Mk III original material/zip window	£140.00
Chrome bonnet catch 607663	£21.00
Chrom plate assembly 208532/217025	£38.50
Track rod ends	£7.00
Gearbox 3 Synco exchange	£135.00
Gearbox 4 Synco exchange	£160.00
Clutch kit Q/H	£69.50
Recon exchange brake caliper type 12	£45.00
Recon exchange brake caliper type 14	£40.00

Original head gasket GEG314	£6.50
Distributor cap	£4.00
Front valance support bracket 712567/8	£6.00

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Bonnet stay 613045/613751	£12.50 pair
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Front wheel arch inner 909797/8	£34.00
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Sills O.E. 903097/8	£42.00
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Bonnet hinge tube L/H-R/H 911107/8	£42.50
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Rear wing rear repair panel	£15.50
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Rear valance 909970	£35.00
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Rear outer wheel arch 909661/2	£42.50
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Hard top rear screen seal 911040	£32.50
H/top seal roof door glass 716183/4	£8.00
Front windscreen chrome insert kit	£32.00
Door hinges 607824	£14.00
Exterior door handle (black) YKC2837/8	£47.50
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Window regulator glazing channel	£47.50
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Water pump 216939/GWP128 (exchange)	£29.50
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£4.50
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£14.00
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/trunnion assy	£67.50
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£22.00
Recon steering rack	£40.00
Track rod end GSJ158	£7.00
Steering joint 142140/FAM1718	£17.50
Steering lock 216449/UKC2719	£40.00
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	£69.50
Recon exchange brake caliper type 14	£40.00
Brake disc 208715	£14.00
Caliper repair kit inc pistons type 14	£20.00
Girling brake master cylinder	£55.00
Handbrake front cable 121766	£3.50
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Rear brake lever 123135	£5.50
Clutch slave cylinder GSY103	£35.00
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Inertia seat belt sensor type OE	£60.00 pair
Inertia seat belts less sensor OE	£55.00 pair

GT6

Bonnet assembly Mk II	£595.00
Bonnet assembly Mk III 913766	£600.00
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R/H front overrider Mk I 710717	£30.00
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Main carpet late Mk III new tan 822633	£29.50
Main carpet Mk III black 822631	£29.50
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Steering lock 216449/UKC2719	£40.00
Seat belts	£45.00 pair
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Recon exchange water pump GWP201	£29.50
Gearbox exchange	£170.00
Clutch kit Q/H	£75.00
Front suspension vertical link	£65.00
Front shock absorbers	£20.00
Track rod ends	£7.00
Rotoflex coupling 152273	£21.50
Rotoflex bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£13.50
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£7.50
HT lead set	£8.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£125.00
Mk I front panel (nose cone) 903258	£65.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£125.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.00
Rear centre bumper (estate) plain 576530	£85.00
Rear centre bumper (estate) for insert 917813	£85.00
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	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - 730397	£57.50
Dash veneer set 2500S 726421	£57.50
Interior grab handle ZKC 701/711	£17.50
Draught excluder grey 614628	£6.00

Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307493	£20.00
Recon power steering rack	£117.50
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	£75.00
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)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
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DOLOMITE RANGE

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Dolomite Rear lamp assembly R/H TKC938	£44.00
Head lamp assembly 1300/1500 Dolo	£50.00
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Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
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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	£4.00
Oil filter 1300/1500 GFE119/150	£4.50
Service exch oil pump 18/50 - Sprint 215573	£22.50
Sprint gearbox exchange	£175.00
Sprint clutch kit Q/H	£75.00
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
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C/V joint 1500 F.W.D. 518093/UKC 1160	£30.00
Front subframe mounting cup washer 136626	£6.50
Recon steering rack	£40.00
Track rod end	£7.0



Miles of Smiles

By Bill Davies

Having owned their Spitfire for 23 years since new, Roger Harvey's family found they needed a second car. Roger tells us how they came to make a very sensible choice:

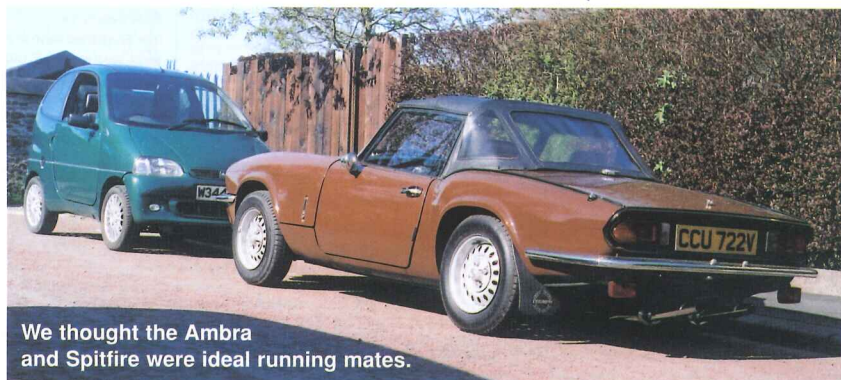
EVERYONE SMILES WHEN THEY SEE A HERALD

...even if they're stuck behind one.

2003. A snowy Winter slides wetly into an uncertain Spring. War looms abroad; ruin looms at home. Political unrest, economic uncertainty, armed conflict, world terror: the mewling infant that is the 21st Century is growing into a delinquent brat. But here, wherever I drive, people are smiling—nay, beaming. Why? Because they

are looking at a pretty, red-and-white, cute-headlighted car oozing nostalgia from its chrome smile to its Michelotti tail fins, not to mention its wooden dashboard and interior smell (I shall mention them-later); as retro-chic a piece of living memory as could grace any road, an up-and-running icon from an earlier age of high hopes and innocence: a Triumph Herald.

The 1962 1200 saloon is my mother's car, and it wouldn't be in our family at all if a wheel hadn't come off her Ligier Ambra. This prettiest of all tiny citycars (in my opinion far more attractive than the bigger and more expensive Smart Car) had seemed the ideal running mate for our much loved Spitfire 1500 (see the articles Poetry in Motion Parts 1 and 11 in The Courier 188 and 189, February and March 1996). But when a broken ball joint slewed the car to a sudden stop on a busy dual carriageway and a massive lorry braked just in time to fill my rear view with terrifying possibilities, the frail plastic body of the Ligier cracking around the wheel-arch, I suddenly felt like a very vulnerable chicken coming prematurely out of an egg. Front suspension failures can happen on any car at any time, and Triumph drivers are certainly not immune (oil those trunnions now, folks), but in 'our' cars there is at least some rearward protection from a strong chassis and a lengthy boot. Attractive as it was, my mother was convinced the



We thought the Ambra and Spitfire were ideal running mates.



Roger Harvey and his mother with her Herald 1200.

tiny car was unsafe for the type of motoring it was having to do. It was time to seriously consider the 'second Triumph' plan. Not only good taste directed us towards a Herald; an historic Triumph made good sense too. We relished the idea of having a car taxed free of charge and the considerable saving of TSSC/Footman James 'second Triumph' insurance. To insure the Ligier had cost my mother a wicked £450 per year; a Herald would cost £28.

We inspected a number of Heralds: some tempting, some sad, none right for us. Then there was a telephone call in response to my 'Herald wanted' advertisement in The Courier. It was John Percival calling from Edinburgh with news of his 1962 1200 saloon; a treasured car, largely original with good history and a Chic Doig refurbishment. He had spent considerable time and money on the car but wasn't using it regularly. He had only had vague plans to sell it until my advert had stimulated his call. Were we interested?

We were, and drove to Edinburgh in the Spitfire with its hood firmly up, crossing a wintry Border by the long pass of Carter Bar on a journey we had made many times before - but never in search of a classic Triumph. When we had arrived safely and been welcomed, John opened his garage and backed out one of the smartest and best-

preserved Heralds we had ever seen, complete with Historic Vehicle tax exemption and long MOT. In gleaming Signal Red and Triumph White it looked like a cross between Santa Claus's and the Red Baron's Herald. Its pert stance and immaculate bodywork made us feel it was right. A thorough inspection of the underbody and a short test-drive confirmed our belief John is a charming enthusiast and it was a genuine pleasure to deal with him. Commendably concerned about the future of his car, he made it clear he would only sell to that much-desired but rarely found 'good home' of the best classic car ads. We were pleased to know his inspection of the Spitfire and conversation with us had told him he'd found it.

Superb panel-fit and good paintwork



Up and running to concours standard in Corbridge, Northumberland.

brought the Herald's external bodywork to concours standard; other areas of the car were certainly AI and AI+ in places. Even unrestored areas were largely intact and undamaged. The engine was strong and - critical to any Herald buyer - the chassis and underbody were sound; indeed the rear chassis and boot floor looked more solid and rather better protected than any factory original. Altogether this was a remarkable find. There was some minor rust and a lot of grime around the engine bay, the manifold flange gasket was blowing, the interior needed a good clean, a poorly UJ was knocking badly, the brakes were frighteningly soggy, and the dashboard light bulb was missing - but fixing these things and gradually bringing the car to an even higher standard of restoration

and maintenance would surely be a worthwhile joy. If John would agree to fix the brakes we would stretch our budget over £3,000 to buy the car. He did and we did. £3,200 is not cheap for an early Herald, but the superb condition and secure history of this rare example merited the price, and we could not have asked to deal with a more obliging and interested seller. All that remained was to arrange the usual documentation, a new registration (the car was on personalised plates), and a collection date which would avoid heavily salted roads of the worst Winter weather.

This was eventually fixed for January 5th, travelling up by coach and of course down by Herald. Once we had the feel of the car - a process complicated by darkness, unfamiliar and congested roads out of Edinburgh, getting used to a 'new' switch layout, and some threatening snow - it was a very sweet drive. We didn't wish to stress the car in any way, but it cruised at a comfortable 50 mph, seemed easy on petrol, and the Webasto sunroof didn't appear to leak, at least not in these light sleet showers. The only trouble was that the horn stopped working - which technically made the rest of the drive illegal!

Being in a Herald once more I was reminded happily of 'going solo' for the first time, which must have been around 1965. I had been driving my father's cars for several years on airfield tracks, but first went solo in a yellow Herald 1200 at Tughall Airfield. Here I was again, much older and fully licensed of course, but I felt twelve years old again with that 'control tower' view of the car's four corners: a sight denied to drivers of modern cars and of course a

great help when reversing. There was the long forgotten convenience of swivelling quarter-light windows, the little tray atop the broad transmission tunnel, the neat dashboard light unique to Triumphs, and that single large dial directly ahead of me, in perfect working order with its period

under my hands: a curious and very happy way to secure these finely-crafted pleasures. My mother and I knew we had found a beautiful car in amazingly good condition. The only comparable TSSC Herald we have known closely is 'Biddy Blue', owned from new and lovingly maintained by that grand lady of the Yorkshire roads Mary Simpson (see *The Courier* 264, June 2002). Remind me Mary, we must compare Heralds some time; and I owe you a drive in the Spitfire.

Once home, initial jobs began with a thorough cleaning and painstaking re-



All nicely preserved inside.

markings beautifully preserved. Even the keys were a joy: small, age-worn, and bearing those old FP and FS serial numbers I remembered from so long ago. They would certainly deserve a new TSSC leather fob. All these delightful memories came with the 'new' additions of Mountney wooden steering-wheel and TSSC gear-knob: both items had long been on my list of motoring wants but I knew I would never willingly disturb the originality of the Spitfire for such whims. Now they were pleasingly

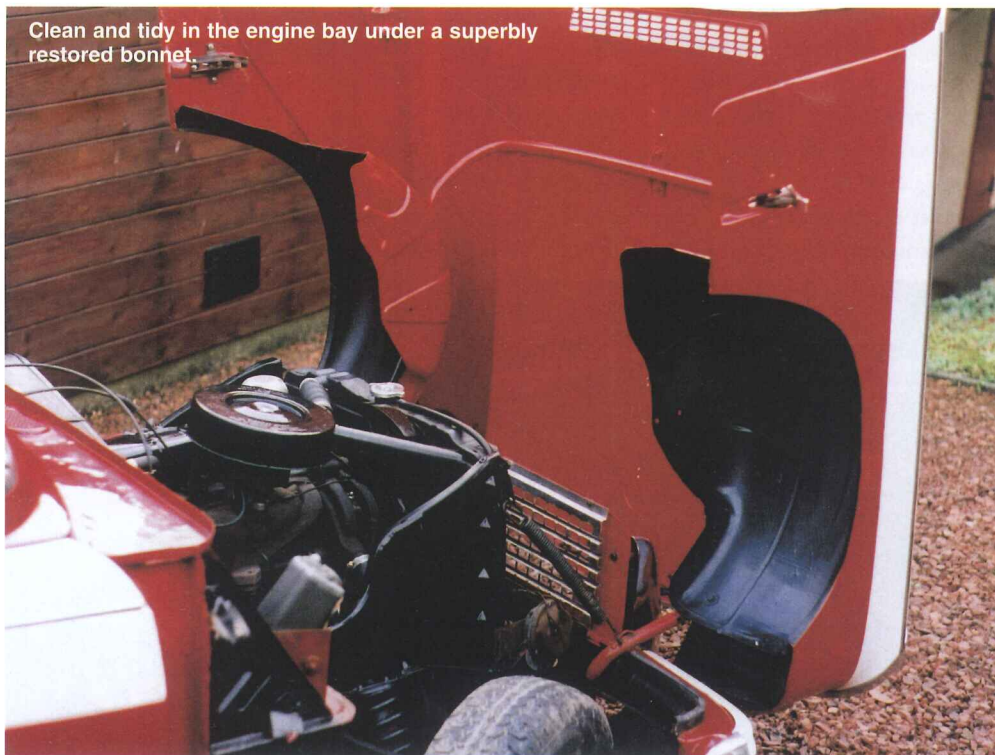
Waxoyling of every vulnerable area. Some very enjoyable re-painting and polishing was done on the engine and around its bay.

The interior 'came up' beautifully with Armor All, which is also going to preserve the remaining original rubber seals. Then the car went to the excellent Sports Car Supplies in Swallow for its horn, UJ, and manifold repairs, trunnion-oiling and suspension check. Andy and his team agreed it was a remarkable find.

So the Herald is up and running, but of course the jobs are ongoing. As I write, the wheels are next for re-painting and there are photographs to take for Agreed Value insurance. It has just been IVR'd for Bill Davies at TSSC, by curious coincidence at the same time as an IVR form arrived for the Spitfire.

It has been pleasing work to open a file on this car and begin to get to know it as intimately as our Spitfire. The Herald has had a long and inter-

Clean and tidy in the engine bay under a superbly restored bonnet.



esting, but thankfully sedate, history. Registered in May 1962 as 8267 DD (it was JBP 10 with John and is now OAS 612), it spent most of its life in Gloucestershire and was auctioned in 1995. The first seat belts, original steering wheel, and 1962 road wheels (complete with cross-ply tyres) came separately with the car, and John handed over some interesting old service bills and every tax disc since 1962. Those in themselves provide a fascinating glimpse of motoring history. Four months' road tax in 1962 cost £5/10 shillings. Today it costs - nothing. Hooray for tax-exemption!

Living closely with the car has revealed some mysterious serial numbers. On the boot lid stay anchorage is a neat little plate with a number prefixed T4/ before a series of digits so overpainted with Signal Red they can't be read. Does any Herald expert know what this number is for? Under the black heater box on the edge of the scuttle bulkhead is another plate stamped A/100051. Is this the clutch serial number? These numbers are not featured on the IVR form and I can't find references to them anywhere, so I would be interested in any

comments from members who might fill these gaps in my knowledge."

I can certainly answer Roger's question about those mysterious serial numbers. As we all know, the Herald body is assembled from a number of sub-structures, the main ones being the chassis frame, the bulkhead and the rear bodyshell. These were manufactured by various sub-contractors for Standard-Triumph, the shells being finally assembled at Canley. The numbers Roger has found are examples of identification tags for the various sub-assemblies. As far as I am aware these numbers were never recorded by Standard-Triumph, their significance being to the sub-contractors and their manufacturing records. The very earliest Heralds even had these tags fitted to the bonnet and roof panel, though the latter is obscured beneath the front edge of the headlining. On later cars the numbers were relocated, the bulkhead number now being placed on a tag in front of the master cylinders or the battery box, while the rear shell number was concealed on a tag under the carpet beneath the drivers or passenger's seat.

Need help fixing your Triumph?

We can fix dents,

- replace rusty panels,

- weld chassis sections,

- sort out MOT problems,

- repair suspension and mechanical faults,

- restore sagging sills and sticking doors,

- respray in original Triumph colours,

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

01799 584994

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

We are GT6 and Spitfire Specialists and can restore your car to its original condition, including all engine and mechanical work, electrical and wiring faults, retrimming and classic Triumph paintwork. We can also restore specific areas of your car if required, while you do the initial stripping down and final fitting up.

Collection and Delivery Service available. Open some evenings

M.W. Restorations

Classic Car Specialist

SAFFRON WALDEN, ESSEX.



Bright

By John Thomason



This Month's Heading Photo was sent in by Philip Williams of Forest Hill, Oxford. In His own words:-

"In May 1976, British Leyland launched the Triumph TR7, their latest two-seat coupe, onto the British market. At the time I was a 10 year-old schoolboy and keen budding petrolhead, and was itching to have a closer look at the svelte car, with its highly contemporary wedge profile, and pop-up headlamps. Alas, I knew that the salesmen at my local Jaguar-Rover-Triumph dealer would not appreciate my interest in, and enthusiasm for, their new pride and joy.

So I pestered my Mum, Marie, to go with me, under the pretext that she might be

interested in the TR7. Along we went to the local showroom, and duly had a look at the car. However, while I was preoccupied with the TR7, something else in the corner of the showroom caught Mum's eye: a Triumph Spitfire 1500. She sat in it, took a test drive, and loved it.

My two older sisters had by this time learned to drive, and had bought a car between them, so Mum had only me to ferry to and from school. She did her sums, and worked out that by saving hard, together with the money from selling her Ford Capri 1600 XL, she would be able to stretch to a sporty two-seater. She worked and saved relentlessly, but each time she got to the point of being able to pay for the car, the price rose, eventually taking over two

Sparks!...

years to afford the £2979 list price, and could at last order her dream car.

On 1st August 1978, mum and I drove to the dealership to collect her gleaming white, brand-new Spitfire 1500, OFC 478T, we chose the number plate from the dealer's list, deciding on the numbers 478 as it was a 1978 car.

Mum drove the car on a daily basis to and from work for the next five years, and regularly thereafter. After ten years it needed a bare metal respray, and the colour was changed from white to red. Mum always loved the car, forever pointing out that it 'drives just like my Herald' (! - I am always explaining the connection to her), which she had owned prior to the Capri. She continued to drive the car until late 1995, when her arthritis could no longer cope with the unassisted steering and wind-up windows. Not wanting to see a car I had known and loved since childhood go to an unknown home, I bought the car from her, which pleased her, and she still enjoys seeing it today. I continue to drive OFC 478T, which has only covered 34,000 miles from new, and which we may never have owned if I hadn't persuaded my mother to accompany me to a car showroom all those years ago..."

IVR's

For those of you of you who may have missed Suzie Singleton's and Dick Plumridge's announcement last month, the IVR scheme started by Dick several years ago has now branched out to include the Spitfire, and I shall be collating all your Spitfire IV/1500 IVR's on to a data base. From which I can then feed back to you all, some data about our cars that has never previously been published.

As Dick has always been at pains to point out in the past, the quality of any data base is always dictated by the level of information it contains, which means its down to you to send it to me!! I probably need my

head examining really, asking you all to send me your IVRs. Two thirds of the Club own Spitfire IV/1500s, so potentially I can look forward to about 8,000 IVR's arriving on my doorstep that I've then got to put on a data base!!! - I've already received approx 200 IVRs as a result of Dick's note last month!

Obviously it will take me some time to log them all, but it will also take some time for the data base to reach a critical number of entries (unless I really do get 8,000 IVRs on my door step in one go) before I can draw any meaningful, conclusions, comparisons etc, or can provide individual replies regarding cars' previous histories etc.

To ensure that the database is complete as possible, the following are addresses where you can obtain more information about your own car, which can then be included to the database.

1. Archive Dept British Motor Heritage Industry Trust, Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire. CV35 0BJ. Tel: 01926 645076
2. DVLA Customer Enquiries, DVLA, Swansea. SA99 1BL. Tel: 08702 400010

Remember the more information I receive, the more I can ultimately feed back to you all.

Dizzy Rotors

The ignition system on our cars is pretty simple and reliable. Many owners have taken the system a little further and fitted a form of electronic ignition, such as Lumenition, to replace the standard points/contacts that are sometimes blamed for all sorts of things. Improved idle, acceleration and fuel consumption are often claimed and sometimes, no doubt achieved by the fitment of such electronic units.

However let's not forget about the rest of the ignition system. Recently I had been experiencing poor starting on my car. Eventually I got around to checking it out and looking under the distributor cap. What I found is shown in Fig1. The 4 terminal posts had grooves worn into them. My immediate thought was that distributor was badly worn, (a



Fig 1. Grooves worn in the terminal posts of distributor cap.

common fault) allowing the rotor arm to wobble about and hit the terminal posts and wear away a groove. However there was no play in the distributor shaft, being relatively new.

The problem lay with the rotor arm.

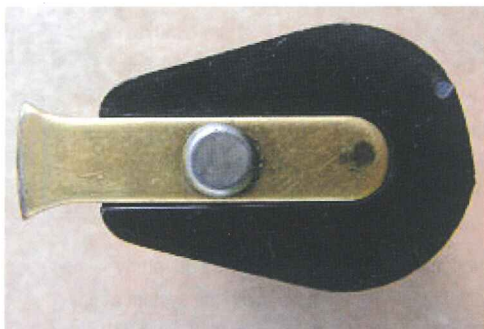


Fig 2. The latest Lucas rotor design.

Figs 2 and 3 hopefully show the problem. The brass arm on the rotor arm was not secure, and was able to move back and forth a couple of mm. Under centrifugal/centripetal force the brass arm was moving out and contacting the terminal posts on the distributor cap, wearing the groove. Consequently when starting the spark had a much larger gap to jump between rotor and distributor cap.

A new Lucas rotor arm was bought, and then taken back, as the brass arm on this too was found to be loose.

A little investigation followed, to reveal what I believe is a design fault with new Lucas rotor arms.

The earliest Lucas rotor arm I could find is shown in **Fig 4** - Early because it has the Lucas lion symbol moulded onto it. Looking at the design, you can see that there is

no way the brass arm can come loose and slide back and forth, with 2 scallops in the side of the brass arm and with the plastic moulded through the brass arm further along.

Fig 5 shows the next generation of Lucas rotor arm, simpler and therefore cheaper. However, again the brass arm cannot move, with the black plastic again being moulded through a hole in the brass arm, and a substantial rivet holding it in place.

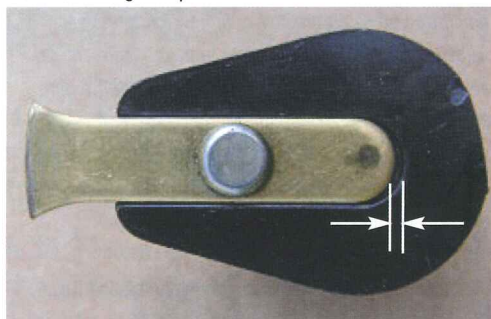


Fig 3. Hopefully you can see how the brass arm has moved on the rotor arm. Comparing to Fig 2, note the 1-2 mm gap between the end of the brass arm and the recess in the plastic, and the wear marks under the brass rivet.

Fig 6 shows the latest, and problem design of the rotor arm. Now there is nothing to stop the brass arm moving other than a small rivet - all in the interests of saving cost! Fortunately all is not lost.

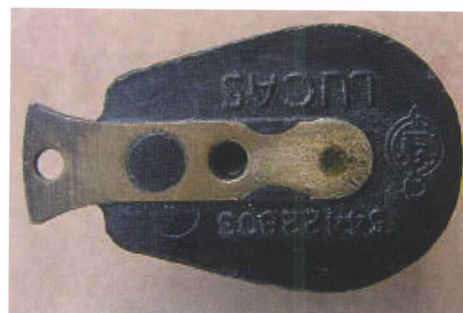


Fig 4 The original Lucas design - note how securely the brass arm is held.

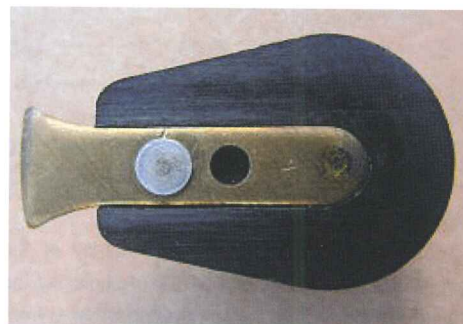


Fig 5 The next generation rotor arm - cheaper, but still OK.

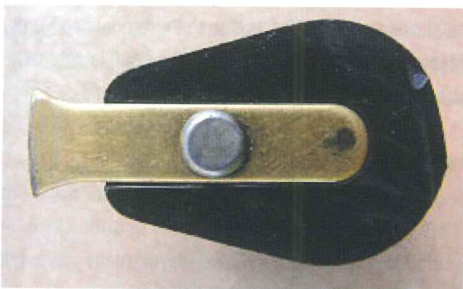


Fig 6 The latest Lucas design - very cheap, but not OK!

Fig 7 shows a rotor arm that is marketed by CI, as supplied by motor factors such as Whoopee. As can be seen this rotor arm follows the original Lucas design with none of the problems of the latest design. It's now fitted to my car!

Not a very long article, but something that may save someone some problems.



Fig 7. The alternative CI design which mimics the original Lucas design.

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.



Stafford

By Angie McGowan

With the International Weekend on the horizon it's time once again for the concours enthusiasts amongst us to start preparing for the competition and for me to start work organising it!

There's been a steady increase in competitors over the last few years and in 2003, of course, we welcome those wanting to enter with Triumph marques not previously catered for by the TSSC. Having said that, the Guest Class has always been open to non TSSC members and their Triumphs and they will still be able to enter the concours, but the class has been re-named '**Mixed Triumph Marques**' and the criteria has been changed. Briefly, the details are:

- The Mixed Triumph Marque Class has been devised for TSSC members who want to enter a Triumph in the International Concours and a specific marque class does not exist.

- Non members will be eligible to enter the Mixed Triumph Marque Class (previously the Guest Class).
- Entrants in the Mixed Triumph Marque Class will be considered,

amongst the other remaining classes, for the Car of Show Award providing he/she is a member of the TSSC, Non members will not be eligible for consideration for this award.

Alternatively, TSSC members falling into the category of 'Mixed Triumph Marques' could enter either the Cruised & Used Class or the Unrestored Class. All TSSC members will be considered for Best Paintwork, Best Interior and Engine Bay (more info on these classes later in this article).

In all, there are sixteen different classes held at the TSSC International Weekend so there should be one for you.

As a reminder, the others are:

Master Class: This is judged on the Saturday of the International Weekend and comprises Car of Show and the winners of the major classes (except Cruised & Used) from the previous three years' competitions. Those cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win. I will be writing to those qualified for the 2003 Master Class shortly, and a list will be published in The Courier prior to the International Weekend.

Original and Modified Herald, Original and Modified Vitesse, Original and Modified Spitfire, Original GT6 and Modified GT6 Classes: First, the term 'Original' does not mean that a car must be unrestored, but that the car is in basic, original specification. These days, many cars fall between the two classes, not totally original but not totally modified either! If you are undecided which class is most suitable, let us know when you enter that you would like some advice.

Bond & Specials: Unfortunately, one of the few classes that has seen a decline in entries. Maybe this trend will be different in 2003?

Cruised & Used: Cars can be in original or modified specification, but must cover a minimum of 2,500 miles a year to be proven by MOT certificates. The winner is excluded from entering the same class the following year, but can of course

2003 changes



Mixed Triumph Marques - Inside this year please!

enter the relevant Original or Modified Class or Paintwork, Interior, Engine Bay, Unrestored or Mixed Triumph Marque Class during that period.

Unrestored Class: This class is not formally marked, but is the selection of the award sponsor or his representative. An unrestored car is one that has not received the benefit of restorative work. The difference between restoration and maintenance will be the decision of the class sponsor or his representative.

Paintwork, Interior and Engine Bay Classes: All cars entered in the concours (except for non members in the Mixed Triumph Marque Class) will be considered for awards. However, you can enter any or all of these specifically rather than also take part in the other concours classes. Perhaps your car has especially good paintwork, but is let down by the engine bay, or vice versa. By entering one of these classes only the specific area will be judged, nothing else.

Car of Show: This is the premier award. All TSSC members are considered. It's worth mentioning here that the TSSC Concours has a 'one car, one prize' policy. This is because it's quite feasible that the Car of Show winner, having won its class also, could be the winner of the Paintwork, Engine Bay and Interior classes too. In all, five

classes to its credit with the resulting silverware adding up to ten trophies! Quite an exciting prospect for the Car of Show winner, but overkill to the rest!!

So, this is a round up of the TSSC International concours classes this year. More details will be in next month's Courier

together with the Entry Form and Concours Rules 2003. However, please do telephone me if you've any questions.

Autoglym are once again running their Classic Concours Series 2003 and the dates and venues are:

Sunday, 18th May - CMSA/MGOC

Classic Motoring Festival, Brands Hatch, Kent

Sunday, 22nd June

Swansea Festival of Transport, Swansea

Sunday, 29th June -

Bromley Pageant of Motoring, Bromley, Kent

Sunday, 13th July - JEC Northern National, Harewood

House, Leeds (unfortunately, this clashes with the International at Stafford)

The Grand Final will take place at the International Classic Motor Show,

NEC Birmingham on 8th and 9th November.

Several TSSC members have represented the TSSC in the Autoglym Club Class and if you would like to have a go, please get in touch with me for an entry form and more details.

More on the TSSC Concours next month but in the meantime, **GET POLISHING!**

Angie

TSSC@concours



Storm Gatherings

By Trevor Collett

If you followed my advice in last December's edition and read the history page on the excellent web site of the Vincent Hurricane Register (www.vincenthurricane.co.uk)

you will know that 2003 is the twentieth anniversary of the first Hurricane car.

To celebrate this milestone David Spencer is arranging several gatherings of Hurricanes this summer - and he wants ALL Hurricanes to attend. The first will be at the National Kit Car Show at Stoneleigh on the 4th and 5th of May. If this is the first you've heard of it you've just got enough time to pack a Kit-kat for the journey and get over there.



By a happy coincidence I have received some words and pics

from a long term Hurricane owner, John O'Melia from Keighley in Yorkshire. This isn't the first time John's word have graced these pages, longer term members can refer to the February 1995 edition for another John O'Melia contribution to my column.

RUNNING REPORT

This is an account of my ownership of a Vincent Hurricane over the past 11 years. I have owned a number of old Triumphs, including a Spitfire 4, two Mk 3s, a Herald estate and a 13/60 convertible. I have to admit that the thing that has beaten me with all of them has been rust. My favourite is the Mk 3 Spitfire, for it is such an attractive car. I have made and owned quite a number of kit cars but the Vincent comes closest to perfection from my point of view, being the closest thing to a rustproof Spitfire possible.

The car was purchased in 1991 as a part completed project. I believe the vehicle was produced by the factory in 1985 and was in no rush to hit the road. The body was on the rolling chassis and the rest of the work was to do. I had a Mk 3 Spitfire at the time that had failed its MOT and as I attempted to cut back to good metal to weld to realised there was none

to be found, so the vehicle became an excellent donor. The car was eventually road legal by September 1991 and has



been in regular use since.

Initially it was used as daily transport by my wife and more latterly by myself, as a second car. The car has only covered 40,000 miles in this time period but has had to have significant mechanical work done. The car itself is extremely practical having all the benefits of a production car, namely a roomy cockpit, proper doors, wind up windows, hard and soft-top and a half decent boot. Having owned a few fibreglass cars and looked at many more at shows the Vincent is superbly constructed of very thick fibreglass. There are no bonded-in metal parts, so problematic on some cars, structural strength is achieved by bonding in very thick plywood. The Vincent, like the Spitfire, is a partially stressed body tub and is really beautifully made.

Mechanically I have had just about every part of the car in a thousand pieces at one point or another, with the exception of the engine block, which I put down to the use of Moleslip. The one thing about

particular parts suppliers. Three examples spring to mind, firstly Rimmer brothers supplying me with a 1500cc cylinder head instead of a 1300cc which had been wrongly labelled somewhere along the line. This looks indistinguishable unless you have some verniers handy but believe you me the car will not run and you don't feel pleased at having to take it off again. More recently the car was obviously going to fail its MOT on the driver's side outrigger and being the careful type I rang Rimmers and ordered a replacement before the test. Unfortunately they sent the wrong side. Even more unfortunately they sent me the wrong one once again. TRGB supplied me with the wrong air filter three times and suggested to me that as they were such experts in our cars that I must have modified the air filter housing as they could not possibly have supplied me the wrong part. This sort of thing is very frustrating especially if you depend upon your car for work. I have suffered loss of use of my cars many times, which has been one drawback of the parts by post idea.

The car is lovely to drive, if not a little under powered by today's standards. I would love to drive a six-pot Vincent but I don't think I would like to own one as I quite prefer the relaxed way in which my car handles the country roads. It struggles on motorways, being a bit harsh over 70 miles per hour but then this is common to many of the four cylinder Triumphs I have owned. I have thoroughly enjoyed owning the Vincent and I am still not bored with how the car looks.

I wouldn't part with it for the world. In my view a plastic car with alloy wheels and a stainless steel exhaust is about near to perfect for

keeping a car for a long time is that you get to know first hand about the quality of the new parts that you fit to it. Some of the parts offered by the after market industry perform somewhat less well than original specification. Replacing things that you have already replaced is somewhat frustrating.

I have also had some interesting encounters with par-

someone who wants to keep a car for ever.

Thanks John, I hope you and your car carry on motoring, may your consumable parts never dry up (I mean the supply thereof, obviously). Don't forget all you Hurricane owners join in the celebrations at Stoneleigh and if you're not a Hurricane owner the kit is still available, so you can build one, probably not in time for Stoneleigh though.

SOME more AWE

Last month I brought you the news that the **AWE** kit is still available and this month I can tell you a bit about Alan Wilkinson's latest car, in Alan's very own words. Before I allow you to go on I should warn Guy Singleton and any other Equipe owners that you may find some of Alan's article a bit distressing:

A bit of the history, the base vehicle is the 2-litre Bond Equipe, circa 1969, which I found lying in the yard of Angel Autos, a local salvage dealer. The body was all there but as the car had been in the yard some six years, the result being that the general condition was pretty poor (with grass growing in the foot wells). However, for my purpose the chassis was found to be in exceptionally good order once the body had been removed.

A great number of the working parts well rusted or badly worn.

These were replaced with new items.

My original car body design was built around the four cylinder Triumph vehicle so several of the front end panels had to be modified to match the longer length six cylinder engine compartment. The front fairing has been increased in size to cover more of the front suspension, giving a better line I believe. The bonnet side panels have been given larger ventilation louvers. The increased

length of engine made the use of an electric fan most important, together with a specially made radiator to match the size of the internal front metal-sprayed nose surround (Raison Radiators). The engine was overhauled but not re-bored. The cylinders were of good size, so new rings were fitted.

The gearbox and overdrive were in a very poor condition and both had to be overhauled by specialists. The gearbox tunnel was another part that required extending to match the new layout. The 14-inch road wheels used were taken from the MGB model. This appears to improve the looks bearing in mind the general pre-war style the vehicle has.



As the power to weight ratio has changed somewhat it requires a steady foot on the accelerator pedal.

Thanks Alan, sounds like quite a car, looks like quite a car too. If anyone wants to know how to build their own **AWE** contact Alan, who is based in Taunton, Somerset, on **01823 442259**.



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The GT6 Project

SCRATCH BUILD A GT6 MkII IN 5 MONTHS... THEN RACE IT!!!!

It was the Wednesday before Silverstone that took us to our local circuit (Mallory Park) for one of their morning practice sessions. I had been working 'til around 3.00 am to get the car as near ready as possible and on the trailer ready for the 8 'oclock start. 2.00 and 3.00 ams have been quite common over the last 5 months!



Very close to finishing Now

The Wednesday morning sessions are quite an eye-opener to a total novice as everyone knows what to do and where to go. So I followed a group of blokes in racing overalls to a tiny office where

signing-on happened. I got my sticker and was sent to the paddock to play! Everyone was going about their business checking tyre pressures so we checked ours, they fiddled about in their race cars' boots so we took the tailgate off and fiddled about watching closely their every move.

The tannoy announced first practice in six minutes, so overalls on, boots, helmet, gloves and balaclava at the ready. We fired-up the GT6. The bloke in the MGB we had been watching drove off to the assembly area so I followed and was waved directly onto the track - oh man!!! I was circulating Mallory in my GT6 and loved it. My lap times fell every lap and Rachel did very well trying to video and time me with very cold hands. My nerves soon went and confidence rose as did the speeds through the lake esses until yep, you've guessed it, **BIG OFF, BIG TYRE SMOKE** and a **BIG TELLING-OFF FROM THE MRS ...** oops.

Two more sessions saw the GT6 ready for Silverstone, knowing at least it went along without any problems - thank

the Lord for zip ties and gaffer tape.

4.45 am Saturday April 5th: The Big Day. Didn't sleep much as I was mentally preparing for my victory speech and wondering who to spray with the Moet. A quick coffee, car loaded, trailer hitched with the GT6 strapped-on and headed off down the M1. Arrival at Silverstone circuit was very

Finale - By Karl Dandridge



Race Trailer being prepared

daunting as its the size of a small country. Directions were given by the bloke in a day-glow coat to the paddock and we found a gaggle of Spitfire race cars, so parked up alongside John Thomason's lovely 'Silver Bullet', unloaded the GT6 and had a coffee. At this point, I really did feel like the new kid at school with no one to speak to but at this point several racers came over to introduce themselves and welcomed me into the Championship - yeah, sorted. I was, however, expecting a lot more head shaking on inspec-

tion of the GT but it seemed to be ok. Just hope the scrutineer shared the same views.

7.45 am and time to sign-on. Class A Spitfire racer, Richard King, kindly guided me through the procedure of signing-on, luckily he knew what to do but as he also hadn't raced at Silverstone before, he had to attend a drivers' briefing with me. The Clerk of the Course told us - not the panic when passed by faster drivers ... **I wasn't used to this sort of behaviour - I was the fast driver!!!** Oh how wrong I was. V8s rule the roost!

Scrutineering was already taking place so, thankfully, my Mrs and mum and dad had pushed the GT6 into the line-up which was already a mile long. It passed with flying colours, even the indicators worked to the scrutineer's

amazement, after watching Dave Thompson beating his GT6 with a piece of 4x2 to get his lights to work! From then on the nerves started to worsen. As first practice was announced for race 2 - oh**!! That's me. Suited and booted and helmet on we all lined up, 21 cars ready for practice - the butterflies turned into giant killer moths!

The whistle blew and we were off. Three very slow laps ensured me of a place on the grid then it was time to see how it went.



The Rig arrives at Silverstone



Unloaded and ready for Scrutineering

11 more laps saw me off onto the grass once and two spins. Not bad for a learner. I also encountered 'squeezing' by a TR2 - picture this - 90 mph, nearside wheels on grass, offside wheels rubbing TR2 door handles - awesome. Amazingly I qualified 12th out of 21 cars which put me smack bang in the centre of the grid.

The Race: After practice I started feeling better again but as race time was upon us I felt really ill. The cars were set on the grid position then waved away for a formation lap; a slow lap for warming tyres and engines ready for the race. We all formed-up in our positions and I kept telling myself, don't get involved just let them go - just let them go. The

five second board was shown and the engine notes rose. 4 litre V8s, 2.7 sixes, 2 litre sixes, 2 litre fours, 1300 and 1500 fours all on their limiters - **RED LIGHT** (keep cool), **GREEN LIGHT** - nail it!! The 'just let them go' theory was nowhere to be seen as the GT6 howled mid-field up to Copse Corner, safely through and settled down into a position for the next corner. The first lap

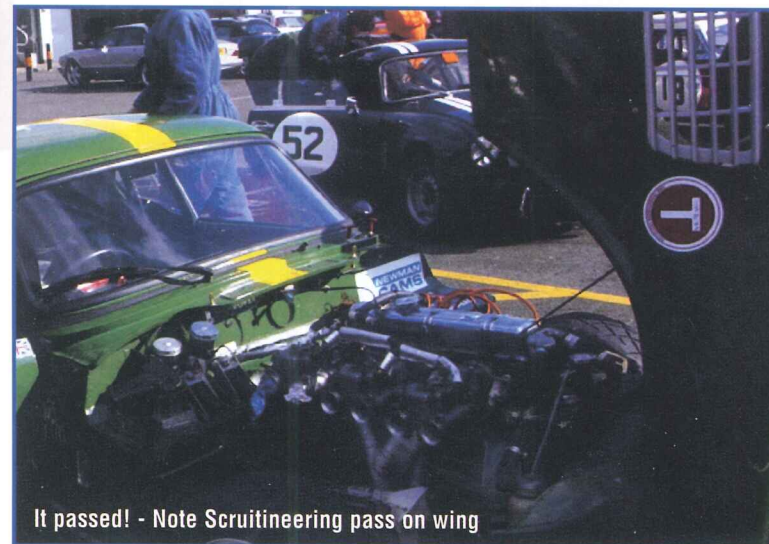
was great and had Andy Vowell's Spit in my sights. Yellow flags on the Club Straight and a TR4 overtook me (naughty) into Brooklands where I saw Nigel Gibbin's Spit playing in the gravel. The TR4 virtually stopped in front of me for what seemed like an eternity as I saw Andy's Spit disappear into the distance. You can't overtake when the yellow flags are out so I had to stay behind him for a lap - then got overtaken by another

TR4 on Woodcote Corner as I didn't see the green flag (all clear to overtake), so had a battle on.

Lap 5 saw the 7250 rpm through the start/finish straight to get past both TRs and out-brake them into Copse. Then ... oh my God. Red warning light on the dash took my concentration away for split second and that's all it takes. The awesome out-braking manoeuvre turned into a 90 mph uncontrollable slide. The fan



Even the Karl Dandridge Fan Club arrives to show support - thanks guys!



It passed! - Note Scrutineering pass on wing

belt had jumped off so I did a doughnut for my fans and carried onto

There's even a page for the girlsies.



From this...

the pit lane - game over.

Thankfully, the car is in one piece and the engine hadn't cooked, so on to my next race at Oulton Park on 10th May ... I have unfinished business with a



...To this, in just 5 months & Racing!

couple of TRs ... See ya.

PS. Well done to Jon Wolfe for the outright win; John Thomason for Class C and Richard King for Class A. If the articles have enticed you a little to have a look at a few web sites, go to TSSC Motorsport home page www.nig-inthecar.net this will tell you everything there is to know about racing a TSSC race car, circuits, costs etc.

A big, big thank you this month goes to my wife Rachel, as without her patience, support, and thousands of cups of tea over the past 5 months, none of this would have been possible.

Thank you

See you all at Oulton?

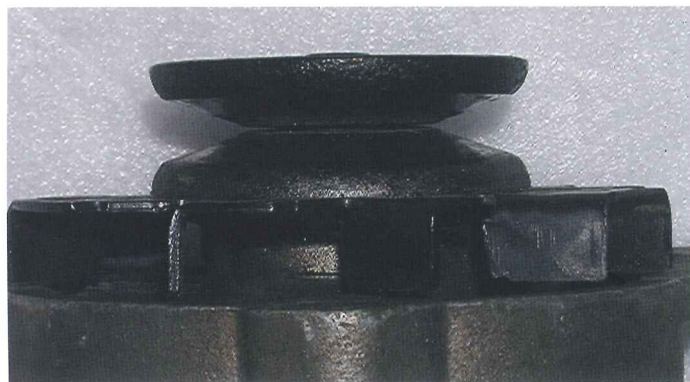


Work, Rust & Play!

By Colin Lindsay

Hi all, and greetings from Northern Ireland !!

Firstly, apologies to all who tried to contact me by phone during last month - no, I did pay the bill and was not cut off - but I had a very busy month at work and was hardly in the house for more than a few hours per day so if you were lucky, you got me; if you left a message I mostly got back to you, and if you have lots of patience and a not very pressing problem, try again!! Sorry, but as I've said many times before: **Work is the curse of the Triumph owning classes!!** Similarly while we're on the subject - don't even mention the IVRs ... replies to all ... eventually!!



I've been having severe difficulties with an alternator and I'm looking for tips on how to dismantle the front pulley and fan system without losing too much money to the swearbox. Remember I bought three for a pound at the last local auto-jumble? Mechanically they're good but a bit rusty,

so in order to give it a quick once-over in my sandblast cabinet and repaint the pulley and fan I need to take it off. It should be simplicity itself, but having sourced a brand new fan I thought I'd fit it to a 17 ACR unit I have in mind for the GT6; however having locked the unit in a vice with a professional version of the fan belt loop I got the nut off - it just wouldn't tighten sufficiently to go back on again ... It appears there are two different types; some of them have a one-piece pulley and some have a pulley in two halves. If I can't tighten mine it means that since the pulley is in two halves the inner ring rotates freely and I'm concerned about premature wear of the belt and the pulley itself, if the grinding noises when I tested it on the Herald are anything to go by ...

so how can I tighten it?

The pulley on alternator number two, a one-piece item, refuses to come off at all despite having the nut removed; it rotates

uselessly around the shaft and refuses to budge in any direction. What I am hoping is that somebody knows how to lock the central mechanism by inserting a screwdriver or other dowel down inside the unit; this will then prevent the shaft from rotating and enable me



Fan Belt loop tool applied - but what next?



Blasting Cabinet - great fun!

to work on it at will. Can this be done in any form, is there an

aperture for this purpose, or will I just damage the windings or

the fan itself? How on earth does the factory do it? **Tips and advice please!!**

The sandblaster I mentioned earlier is one of the best purchases I've ever made; probably the best fun you can have in the garage with your clothes on ... !! This one cost me £99 mail order and uses aluminium oxide as blast medium. It will take anything up to the size of a 6 cylinder manifold, bellhousing or 13" wheel (minus tyre of course!!) and watching the paint come flying off is fascinating ... sort of like painting in reverse!! It's amazing the finish you can get to a rusted or

oily part that has lain around in the rain for years. Things like "Stanpart" magically appear from under a dozen layers of paint ... It does use a lot of air though, so you need a big compressor, or lots of patience. Two things I did notice: the interior low voltage light is completely useless so I tend to work in the dark with a shrouded spotlight shining down through the glass, and the filter system is rubbish - it clogs very easily so air builds up and escapes around the edges of the lid getting dust everywhere; I adapted this to an external extraction system using a bagless industrial vacuum cleaner I picked up cheap in a junk shop. The air going in cancels the air going out and keeps a nice flow, and off goes the dust. The finish beats wire brushing hands down and even on delicate parts, just lowering the air pressure gives a gentle cleaning process which polishes up a treat. This is one of the reasons you'll see me at the NEC with a huge roll of polishing cloth over one shoulder

and a huge tub of grit in the other - saves a fortune on postage, and lasts me all year long!!

A quick hello to Andy Smith in Coventry his Mk1 NOJ 3F is coming together nicely even if his neighbours did sigh in unison and tell him: "You'll never rebuild that heap!!" Andy tells me that his late father worked at Canley and might even have fitted the trim to this particular car. Apparently the favoured car on night shift was the 2000

Estate since workers could lie down in the back and get a bit of kip ... Andy is grateful to me for publishing pictures of GT6 basket cases which as I intended, give hope to the rest of us lesser mortals! One unusual feature which I haven't heard of before is a five digit number stamped on Andy's Mk1 roof, in the rear rain channel to the left of the offside tailgate hinge, and found while stripping the car back to bare metal. Andy didn't supply the number but has any other owner any idea of what this refers to? Is it perhaps just the roof assembly ID number? Let me know if you can.

As a continuation of the basket case saga, this month's member's car - or part of it in quite a nice shade of blue - comes via email from Neil Reed; Neil doesn't give his location but what I can see of the restoration of his MkIII illustrates that while a plastic wrapper might stop your Mars Bar from getting sticky, it does nothing at all for a GT6 sill (or does it help you work, rust and play?). Obviously the blue and yellow box from the filler was more effective at blocking holes than the filler itself. I do know a certain local gentleman who passed an MOT test when the examiner allowed a patch of quite hairy undersea on the driver's footwell; little did he know this was actually the painted-over carpet showing through a rusted hole in the floor!!

That's it for now - a short register this month but hopefully I'll have more free time from May on for all things Triumph, including getting the rebuilt SAL back



Neil Reed - At Work Rust & Play?

on the road in time for the joys of summer motoring (overheating, soft tar, the smell of T-Cut on fading Signal Red paint!).

See you then!!

Colin

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Spitfire IVRs - II

By Suzie Singleton

Now why didn't I do this sooner?

I've had IVR forms flooding in (well, coming in steadily) and it's good to see the register slowly growing. I've also been very pleased to hear the stories of **YOUR** Spitfires and see the photos and photocopied BMIHT certificates and other documents that have come with them.

I've made a start on replying to those of you who have sent in an **SAE and stamps** with information on how to trace the history of your car and hope to receive updates from those of you who do manage to trace more information.

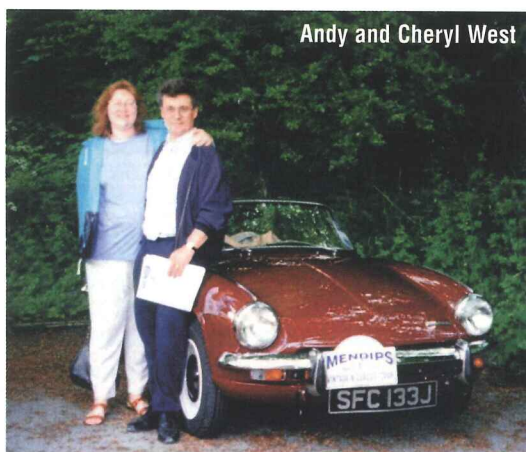
I was disappointed myself that there was no Spitfire IVR when I saw the information the other register secretaries were receiving and publishing over the last few years so I'm glad that the Spitfire one is now under way. Up till now, without a TSSC register, the only place I'd found that was making a concerted effort to record all the surviving Spitfires was Joe Curry's International

Triumph Spitfire Database on the Internet: <http://home1.gte.net/spitlist/index.html>. He's done a remarkable job over the last few years collecting information on nearly ten thousand Spitfires.

Having checked the IVRs I've received against this database I discovered that very few were actually listed so I've arranged with Joe to pass on bare-bones information from IVRs as I collect it, to add to his database, ie. all I will pass on to him is the Commission number, colour, country and the fact that the owner is a TSSC member. Having gotten to know Joe myself over the last couple of years I'm satisfied that further details would be safe with him and he certainly doesn't publish names etc without the owner's permission, nor would he sell the email addresses he collects, but, in anticipation of worries by some members I've decided to do it this way and anyone who would care to provide further information to Joe can do themselves via his website.

Now it seems appropriate that I include here some of the stories I've already received through the IVR scheme.

I received a very comprehensive history from Andy & Cheryl West on their Mk3 Spitfire, SFC 133J as they'd already obtained a BMIHT certificate as well as DVLA trace on its



Andy and Cheryl West

previous owners. Andy also suggested a possible fix to a problem I wrote about a few months ago. "I completely restored our Spit over a ten year period, finally

have done when it was restored, but never having been behind the wheel of a Spitfire until ours was back on the road, I did not have any experience to fall back on. Oh how

things have changed!!! (The car belongs to Cheryl, who bought it before I met her, and was laid up in a garage with Fred Flintstone floors!)

With regard to your December 2002 article about the problem with the rear light lenses turning.

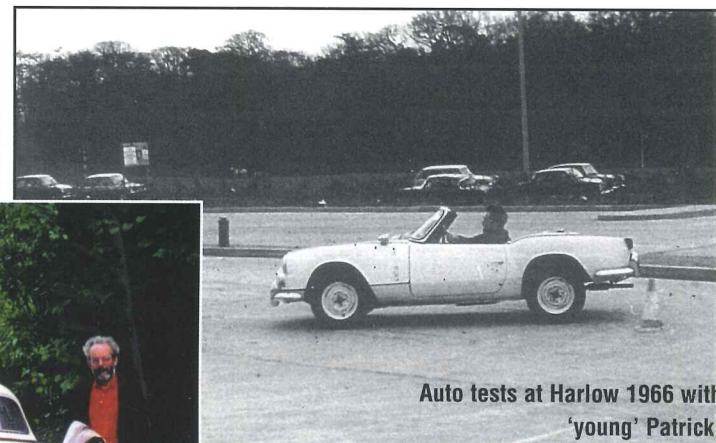
I have found that if you very carefully elongate the screw holes in the lenses with a small round file, the lenses will fit lower and tuck into the chrome back plate at the bottom much better, and can't swivel on the fixing screw."

Another story I enjoyed reading was that of Patrick Lovell and his MkII Spitfire (known as

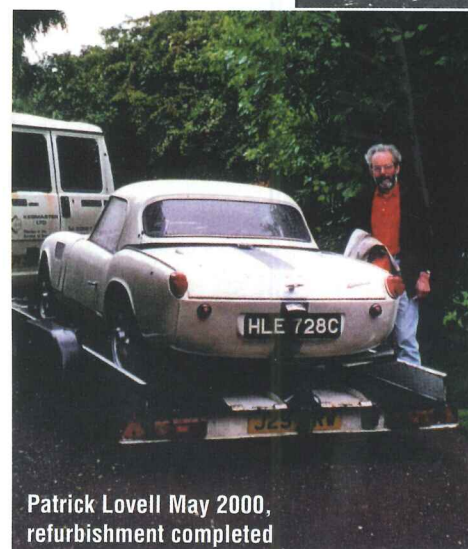


Finished after 10 years

getting it back on the road five years ago, since, it has been to France three times for Le Mans, and taken part in several local rallies. Last year I fitted overdrive which I should



Auto tests at Harlow 1966 with 'young' Patrick,



Patrick Lovell May 2000, refurbishment completed

"Snowy") which he's owned since he bought it new in 1965. Last year he completed a refurbishment of the car and now it appears to look as good as new, and is used daily as well as being entered in Hill Climbs. Patrick tells me that the car has a Stage 2 engine (ex works block), competition springs and adjustable shocks all round with a Vitesse Rotoflex rear suspension.

I'd also like to thank Mike Charlton for the updates he's been sending me of the work he's been doing to his car and

the photos which show what a good job he's made. Unfortunately, although his ditties often make me smile, if I were to put them all into this article I wouldn't have room for anything else so I hope he'll forgive me if I just include a few potted highlights here.

In June 2002 he told me:



"After 25 years of regret, in selling my first Spitfire, I decided to enlist my son as a detective to try and find another, in good condition, to purchase. At first to try and quell my disappointment in not finding one to my liking we purchased a Westfield. Not quite the same but still sporty. After another 9 months, searching and trawling the internet, my son found the ideal car, as described on the 'net'. A Spitfire Mk 3, with overdrive. Red with soft-top and roll bar. Total rebuild body and engine. New tyres and alloys. Sounds great.

So off to the advertisers home address in Oldham we went. From Doncaster via Saddleworth was not too long. However the owner was on holiday and had left the garage key, only, with his son. Being a buyer for an international company I have also advised my son in the art of negotiation. One ploy being, never show your emotions or buy the first thing you ever see. Well, the owners son lifted the garage door and without trying to show too much emotion, biting my bottom lip, trying not to cry out "We'll have it!", I tried to put off my decision by looking at every nut, bolt and panel.

Eventually my son stopped holding his breath, when I said "OK, I'll have it"

After signing a holding document and agreeing to a

£10.00 deposit (yes £10.00) until the son's father came home, we returned empty handed but happy that, within two weeks we would be returning to collect the car. Those two weeks, for my son, was the longest ever known by him. Eventually, two weeks to the hour, we received a phone call from the owner and after reducing

the price by one hundred pounds, over the telephone, we agreed to be there that day.

Our first hurdle, insurance. After discovering that it was May day holidays, we had to be content in finding the best deal at such short notice. This we did. So, off to Oldham we went to make the purchase We arrived and began inspecting the car. Took it for a drive and heard a noise, which vaguely reminded me of a genuine WW 2 Spitfire taxiing away. It didn't sound serious, and the man said it got quieter as the engine got hotter. OK, seemed simple. Any way after filling up the Renault with spare wheels, tyres, coils etc, we completed the deal.

The seller did say he had never really used the car, as he had bought it from his pal in Keswick and decided he really wanted a Porsche instead of a classic. Also the Spitfire had been all over the country with different owners and now it was going back to Doncaster, just seven miles from where it originally started from.

On shaking hands and saying good bye (to my cash) we set off home over a scenic route through Saddleworth Moor and Barnsley (Hm!) We enjoyed the sun with the top down and immediately got flash backs to the 70's, when I had my first Wedgewood blue Spitfire.

On arrival home, we covered it up and awaited for the

following day, to commence appraisals. Sunday morning arrived in a burst of sunshine, whereby it was great to go over the car with a fine tooth comb to assess any requirements and find any peculiarities.

It didn't take long, and now the real story was about to begin!

Why was the breather tube going from the rocker to the chassis and atmosphere? So why were the breather tubes on the carbs blocked with plastic? Where's the suction tube from manifold to distributor? The noise the seller mentioned, where is it coming from?

First things first. We changed the plugs (after laughs from a boy racer sales guy at the local motorists discount shop, saying "a Spitfire?") Cleaned/reset the points. Reset the valve clearances.(each one ten thou over!) Then generally went over everything to make sure.

Next task was to make the breather tubes up with a T piece to each carb (taking out the plastic plugs to the inlets of the carbs) Then make up a suction tube to the distributor. We did this but it wasn't sucking.!

Moving on, we had to sort out the noise, which was prevalent on acceleration. The timing did not seem right either. On mentioning this to a friend, he advised seeing his mechanic friend who apparently was very competent.

This proved true. As I pulled into his garage, with the sound of a taxiing warplane, he came to greet me and said "Your manifold gasket's gone!" So without saying a word he had diagnosed one problem. This was rectified 3 days later. The car was now totally different.

Now off to Rimmers. With a shopping list at hand we went to Lincoln and collected a few spares, including new SU jets. The engine was not running right yet and changing the jets improved it dramatically. Still had to check the timing! Now, why wasn't the suction tube working? Out came the pistol drill! Bunged up that's why, just like thick soot. Now it's working.

TIMING! Right now I can get that done! So back to the new found friend. On with the timing light and eight degrees reset later the engine was running like a dream. Five minutes later the test drive turned out to be a test flight. Wonderful.

The car, however, would now not stop. It would go but not stop! Now the brakes would not handle the speed. A local trip to a spares stockist for rear shoes was made. After dismantling and finding everything covered in grease, including the shoes, we spent a morning changing the shoes.

Now the Spitfire goes like the proverbial and stops like





the speed of a wasp on windscreen! The only thing that remains to be done are a few blemishes on the paint. Everything else is to my liking. It took 6 weeks to get it mechanically sound, but it was worth it. I can now take to the lanes and look for the MGs I used to shake off in the 70's. Mind you, I bet they are all in the scrapyard!"

And here's a brief follow-up from March of this year.

"Having 'sorted' my Mk3 Spitfire, mechanically, I thought I would collect my son from his friends house last Saturday, in the said vehicle.

It was a lovely night, which turned out to be a blessing, and I arrived at the collection point. My son got in the car, I drove 30 yards and did a U turn, straightened up and then -- bang!

My son gasped "What was that?" Straight away I, with instinct, knew the vertical link to the trunnion had broken, dropping the car like a felled heifer at an abattoir.

We had collapsed at an awkward point in the road and unable to move. On phoning the wife for my trolley jack to move the car to safe ground I also enquired of the local TSSC Self Help volunteer to gain some assistance

It is at this point I would like to give grateful thanks to Victor Thompson of Doncaster who duly left his rubber duck in his bath to assist me in my dilemma. On turning out we then contacted Green Flag for recovery, who in turn got the poorly patient home with sympathy, as fortunately he was also a Triumph owner!

So the handbook is invaluable. Thanks for the assistance Victor.

Mike Charlton, 67185. (Head in hands wishing he'd not said "All the mechanics are done now!")

It's good to know that the self help scheme still works in these days of AA, RAC, Green Flag and the Footman James recovery scheme. I had cause to use the system myself a few years ago - before I had any sort of breakdown cover - and it was a lifeline to me to be able to call up a very helpful gentleman (name now escapes me, I'm afraid) who sorted out Baby Blue's non-functioning brakes for me and whose wife kept me supplied with coffee and cakes. I'd encourage those who would be able to offer such assistance to put their names forward and keep this scheme running as sometimes just being able to talk to a fellow Triumph owner to ease a particular worry may be all that's needed. And using the scheme you can be sure that the person at the other end of the phone does have some knowledge of these 40 year old cars.

Wheel Accessories

www.tssc.org.uk - Tel. 01858 434424



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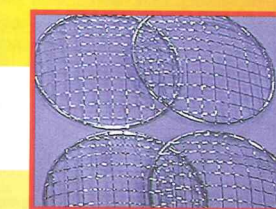
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TR4/5	£358.38	£305.50	£66.39	£28.49	POA	£287.88	£76.38	£211.50
TR6	£187.94	£187.94	£66.39	£28.49	£302.56	£211.44	£205.63	£204.50
TR7/8	£158.57	£296.69	£64.63	£41.13	£164.50	£151.58	£91.06	£99.88
Spitfire	£45.77	£105.75	£39.36	£32.61	£621.58	£281.12	£270.25	£284.94
GT6 (MK3)	£45.77	£105.75	£39.36	£32.61	£652.13	POA	£270.25	£284.94
Herald	£105.75	£96.94	£81.66	£29.32	NLA	POA	£140.94	£140.94
Vitesse	£124.26	£96.94	£81.66	£29.32	NLA	POA	£140.94	£140.94
Dolomite	POA	£223.25	£78.73	£20.56	£104.87	£115.00	£211.50	£119.85
2000/2500	£425.00	POA	£72.56	£30.26	£181.54	£139.18	£287.88	£166.90
SD1	£46.94	£92.83	£93.94	£52.88	£116.33	£188.00	£76.38	£76.38
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GT6 £223.19

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Herald; (Sports) Part £120.44

Vitesse; (Standard) Part £199.69

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1850 (Standard); £192.41

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Spitfire £24.62 £19.39 £16.39

GT6 £24.62 £22.27 £16.39

Herald/Vit £26.44 £25.26 £16.39

Dolomite £37.31 £21.74 NCA

2000/2500 £31.67 £18.74 £15.86

SD1 £31.14 £41.13 £42.89

Range Rover £47.00 Enquire Enquire

HOODS



Restoration Updates

By Guy Singleton

I seem to have had a busy month, but as I sit down to write this I currently have a blank spot - hopefully inspiration will arrive very shortly.

I have just received bad news about my storage garage - it has been assessed for business rates and these will cost more than the rent! So, I will have to bring all the cars and spares home. I have got planning permission for a new garage but last year was rather expensive (although I got a bargain!) [Suzie Note: oh, how sweet - but I thought I was the one finding a bargain - getting a free in-house mechanic!!], so I had

been putting it off in a vain attempt to save some pennies up. I will need to find new homes for some of the larger bits, eg MkII chassis, 2 litre bulkhead (much work done), Herald bulkhead (repairable), 2 litre bonnet and a rear tub for a 2+2. Let me know if you are interested.

Whilst on the subject, if anyone wants any spares to be brought to SEM please let me know as I will be bringing some autojumble but can certainly bring anything specifically requested - if I have it.

I have heard of two 4s's looking for a new home. One is currently owned by David Hall and needs some welding on the near side front of the chassis for an MoT. He says the car looks better in the photo than in the flesh but at £500 seems reasonable. For this car please contact David on 07719 208038.

The other car was apparently driven into a damp garage several years ago when it failed the MoT - and the years since have not treated it kindly! Please contact Stuart Leslie on 01604 770901 who is a friend of the owners.



GT4S (Commission Number BFC 45228 HE; Serial Number Q [illegible] 1159). It has a replacement engine from an early Herald 13/60 in it (Engine Number GE 17441 E). The log book has been lost. The car was parked in a damp garage after failing its MOT about fourteen years ago. The chassis, bulkhead, windscreen surround, wheel arches and floor pans have almost completely rusted away. The door skins have rusted away along the bottom, but it may be possible to rescue the frames. Even the aluminium parts in the engine bay have suffered from serious corrosion. The fibreglass

bonnet is badly cracked. The wheels are rusted solid, and so, presumably, are the engine, and running gear. The rear windscreen has fallen into the passenger compartment. Restoring this car is way beyond the wildest flights of my imagination.

On the plus side, most of the interior trim (including the seats) is in reasonable nick, and all glass is present and seems undamaged. The fibreglass body shell and exterior fittings are present and would clean up. The Owner's Manual is still in the glove box. This is basically a kit of parts for converting a good Herald into an acceptable Bond. I am sure that the owner would be glad to give this "car" away to anyone who wanted to turn up with a low-loader."

David Hall's Bond 4s

Thanks to Michael Hargreaves Mawson for being brave enough to go to look at this car and reporting back on it, very comprehensively, to the triumphs@autox.team.net email group. Hopefully he will find a better one someday to add to his growing collection of cars!

"I've just been to look at the Bond Equipe that Guy mentioned here the other day. It is (or used to be) a 1965



Prepped and Ready for paint my 2+2 bonnet

I do hope someone will take these cars on as I am



First coat of 'Cherry Red' applied

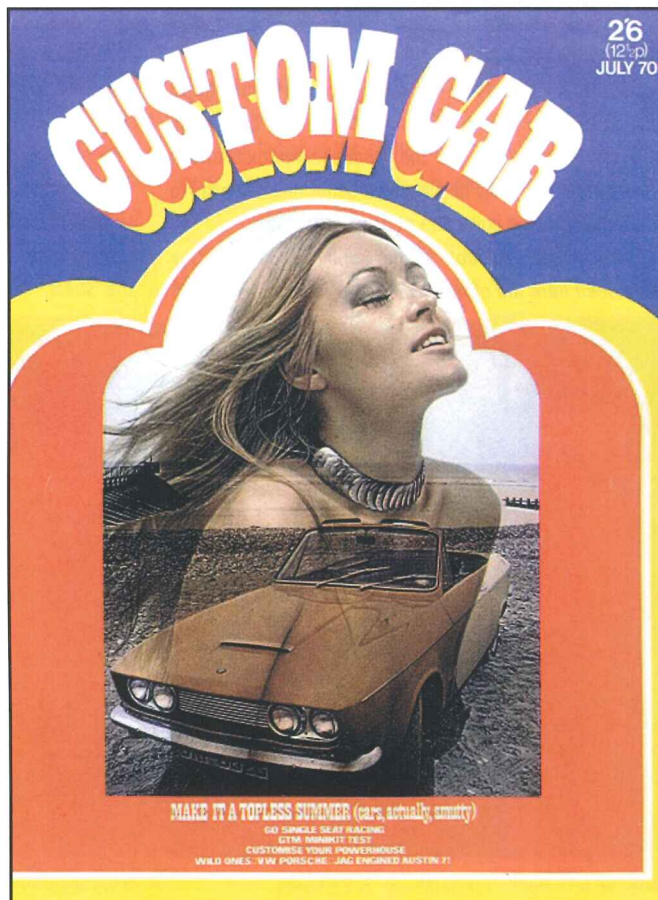
trying to be good and say "NO!" to any more cars.

I have at last made some progress with respraying the bonnet of my 2+2, 653 UHY. I managed to get it prepared before Christmas but then the weather was too cold and damp for spraying. I have now etch-primed and primed it and put on a first coat of Cherry Red, so now a rub down, and hopefully a couple of good coats with no dust or other foreign objects falling onto it (watch out cats - you'll be in trouble if you leave footprints on it now!) will see it done - only 2 years after starting this job.

The next job on that car is to see if I can make the double Weber work - it's fitted with parts from an SAH tuned engine but when I tried last time I couldn't get it to run on the Weber.

I guess it's worth one more try!

Mac Reynolds - our illustrious Vitesse Register Secretary was looking through his collection of Custom Car magazines recently and found the July 1970 edition, the front cover of which is reproduced here - I wonder which 'model' you prefer! -



and which has retained its youth the better?? Congratulations to John Jones who has just got an MOT on his 2 litre convertible after a couple of years restoring the car, he has had a number of trials and tribulations which some of us have followed on the Bond Equipe email list (http://groups.yahoo.com/group/bond_equipe/) the biggest problem I think was trying to get the doors to fit, then make the catches work - along with a lot of welding etc. The attached photos show the car part way through the work in November 2002, I look forward to seeing it in the flesh at SEM - **DON'T FORGET AS MANY BONDS AS POSSIBLE PLEASE !!** - The other photo is of John's other toy a DAF YA324 radio

truck which he imported from Holland.

Once again, a reminder for you all to join us at SEM at

Leatherhead for the Equipes 40th Birthday Bash **10 & 11 May 2003.**

After somewhat of a break I think it's time to continue with the Bond Production Committee Minutes. As you can see from the following Minutes from 3rd October 1967 (**OVERPAGE**) the, as then future, MkIII (actually the 2 litre cars) proposed Special Equipment model could have had some interesting features - coat hooks, car shaver & socket?? It's a shame this particular model was never actually produced. (See over)



John Jones car has at last got an MoT after a couple of years



John's other toy is a DAF Radio Truck imported from Holland



And lastly for those of you with children - or who are still in their own '2nd childhood' - Suzie recently found the ideal thing - Bond Kiddies 'Jolly Jelly Mix'!

PRODUCT DEVELOPMENT COMMITTEE

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

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

MARK III EQUIPE

FACIA PANEL

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

EXHAUST SYSTEM

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

INTERIOR MIRROR

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

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

REAR BUMPER JOINT COVERS

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

FRONT BUMPER END MOUNTING BRACKETS

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

DOOR WINDOWS

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

WINDSCREEN WIPER ARMS AND BLADES

Mr. Atkinson has settled a standard for production, using LUCAS supply with the left hand side arm shortened.

Mr. Austin is obtaining samples of high speed blades so that we can investigate with a view to discovering whether, in fact, they are an improvement on the standard blade.

RADIO AND SPEAKER BINNACLE

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

TRIUMPH G.T.6 CENTRE TUNNEL ARMREST AND HANDBRAKE COVER We have received a sample of this but have found that it is not satisfactory. We will, therefore, proceed with the centre armrest/box that Mr. Pounder has designed and when the development is completed we will consider whether or not to include it in the standard specification.

TRIM RAILS

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

GLASS FIBRE REAR WHEEL ARCHES

These items have been modified but, some further

modification may be required.

COAT HOOKS

These are now being fitted.

PARKING LIGHTS

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

QUALITY - F. MURPHY

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

EQUIPE 2-LITRE S/E MODEL

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

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

CONVERTIBLE VERSION OF THE 2-LITRE EQUIPE Before proceeding with this matter we will ask Mr. Austin to arrange a meeting with Coventry Hood's designers in order to obtain their reactions to the project and consider what modifications, if any, would be necessary to the present body.

EQUIPE DEVELOPMENT BASED ON TRIUMPH 2000 SALOON This matter was left in abeyance for the time being.

MCT/JD:
6th October 1967

Suspension

www.tssc.org.uk - Tel. 01858 434424



TSSC Rear Bracket Conversion Kit

SP262CONVERSION KIT £170.00

The No.1 kit for converting Vitesse Mk II to Telescopic Dampers. GT6 Mk II/III Rotoflex cars benefit from improved handling and overcome problems associated with rust and metal fatigue on the inner wheel arches.



Spax Shock Absorbers

FRONT SHOCK ABSORBERS

SP260	HER/VIT/SPIT/GT6/BOND	£120.00
SP300	1500/TC/TOLEDO/TR2 - TR6 FROM	£120.00
SP304	DOLOMITE ALL MODELS FROM	£130.00
SP310	TR7/TR8 FROM	£195.00

FRONT SHOCKS WITH ADJUSTABLE SPRING SEATS

SP260AS	HER/VIT/SPIT/GT6/BOND	£165.00
SP304AS	DOLOMITE ALL MODELS	£195.00
SP26	'C' SPANNER FOR ADJ/S/SEATS Each	£10.95

REAR SHOCKS

SP261	HER/VIT/SPIT/GT6/BOND	£110.00
SP301	1500/TC/TOLEDO/DOLOMITE FROM	£120.00
SP302	2000/2.5/STAG/TR7/TR8 FROM	£120.00



Chrome Front Road Springs

SPECIALLY HEAT TREATED & PLATED TO ENSURE DURABILITY

TRC 100 - Pair Spitfire (All Models) Chrome Fast Road Springs £45.00

TRC 200 - Pair GT6/Vitesse (All Models) Chrome Fast Road Springs £45.00

See page 45 for Spring Compressor Tool - Essential for Safe Fitting



Powder Coated Springs

TR290STANDARD PAIR ALL MODELS £35.00

TR291FAST ROAD PAIR ALL MODELS* £40.00

*(15% UPATED AND LOWERED)

Please State Car and Model when ordering

Ally Rack Mounts

RM100PAIR MOUNTS £21.50

Transforms the feel of the standard soft feedback from your steering

Small Order P & P £3.95

SPAX SHOCK ABSORBERS & SPRINGS SOLD ONLY IN PAIRS



The continuing saga of the Brean Beach Party 5 day Jubilee Special Event!

Woke up Friday - glorious sunny day! Mr, Postie delivered two more booking forms. Drove back to Brean, with the 2.5S exhaust blowing more with each mile (should be good for up Cheddar Gorge!). Most of the signs were still up - amazing!! First stop - reception, to sweet talk reception / security! Then it's the Brown Field wardens turn. TSSC Banners put up, welcome packs completed, and that's it! All the behind the scenes activity done!!! All we need now are the people! Let the Party begin!!!

Who's first to arrive???? Answer - Stafford's very own Stu, Bev and Adrian having come up from a week in Devon! were soon followed by Simon and Amanda (Staffs), Paul and Jane (Midlands), Sean and Nikki (Somerset) - great Blue Vitesse Jonsee! Essex aren't far behind but have been told off twice already - too fast (? don't believe it) and too loud (Music - yeh O.K!) Already the hard work seems worth it!

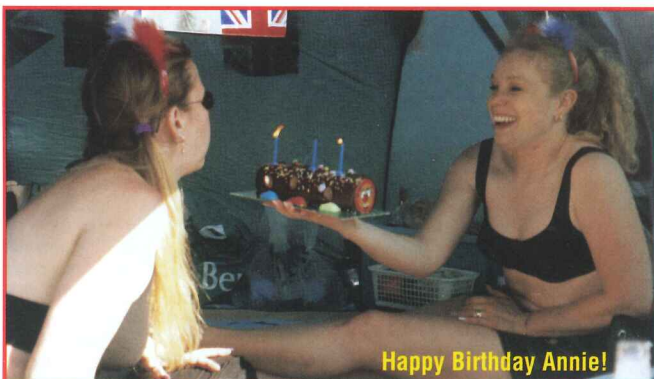
Friday night - Party Time! Some did Karaoke to great applause. Then it was Dance floor time! No real shock - Essex, Somerset Swindon and Avon were last to bed! The first of the

Southwest Total Enjoyment Rally

Part 2 By Colin Murrell

Birthday cake was had, to celebrate Annie's birthday, from a few days before, and Shawn Hindon's (still not sure if it was really his birthday!)

Saturday - what a scorcher! Chillout day (well it is a 5 day after all!). Is it a Brolly? Is it a Portaloo? No, it's Mark and Mary's "Outdoor Dining Room" Oooh Errr! More arrivals. No problems to report so far! Essex got the guitar out for a chilled jamming session. Lizzie singing like a good un! Nev attempted a standing 1/4 mile on a scooter, but crash and burn! A slight injury down below was later reported! We should of had a Endurance award, as



Happy Birthday Annie!



'Outdoor Dining Room'

Stafford's Tony would of won! He left in his GT6 at 9.15 am, and had a great journey, arriving at Brean 4.30 p.m! 0000ps!!! Already, some people had taken on a rather red "look at me, I've been in the sun look" Ian Preece (Somerset) paid us a visit!

Saturday Night! Some went to the huge Fun Fair, before the Club! Others went straight to the Club! Some soon returned for a chillout at the tents (too many kids in clubhouse for some! It's a half-term thing!!).



Others stayed the course! It's funny, the one's your not sure about enjoy themselves the most!! Jeff (TR6) was getting well into the party mood, and put many younger people to shame!! he quoted "Much more fun than the T.R. Register - they have nowhere near as much fun as this!!" No it wasn't a streaker at 2 a.m. I had Boxers on!!!!

Sunday - A large gathering outside Danny and Maureen's to watch the England v Sweden match! Then off to Mendips, Raceway, for the Bangers!! Nev provided us with a mystery tour (a road closed due to an accident didn't help?), Mark came to our rescue! Col couldn't join us due to GT6 Halfshaft problem. A great time was had by all. The Bangers were great! Lizzie kept trying to put drivers off, by flashing her Boobs! The 3 wheelers were fantastic! Whilst we were at the Bangers, allegedly Dave

3 Wheeled thrillers!



and Sean, were playing Nude Swingback!

Sunday Night - started with various groups chilling out before making the most of Unity's Fun Fair and 5 or so bars!!! Hopefully we'll plan Monday night - hit the Fun Fair en-masse!

Monday morning - Happy Birthday Paul Cull! Wet start (not just the beer either!) even heard thunder! Sean looked rough Nev sounded worse, and had yet to surface - oh dear! Looks like it's brightening up - beach bar-b-q after all?

It becomes apparent that Mary had some hitchhikers the night before, in the form of Dave, Sean and Nev!

Meant to be in the car, not on the car lads! Sean had to get the bilge pump, to disperse the puddle on the tonneaux cover! More rain - so, the beach got ditched (Nev may have got out of skinny dipping after all?), in favour of the pub, but not before the under cover car award ceremony:

Long Distance - Nic Gorham Essex (as usual)

Best Herald - sponsored by RareBits 4 Classics - VVYA610G "Happy"

13/60 saloon - Nikki Jones Somerset

Best Vitesse - Jigsaw - BAM98H Mk2 saloon -

Paul & Jane Hanson - Warwickshire

Best Spitfire - S.O.C. Spares - WAV 602S

1500 - Mark & Jo Burton - Warwickshire

Best GT6 - Triumph Auto Classique -

XTW537F Mk1 - Roy Lacey - Stafford

Best Bond / Special - S.O.C. - ACH 377A

Moss - Stuart & Bev Smith - Stafford

Best other saloon - TSSC - PUD 743L

Dolly - Dave Hanes (non TSSC) Staffs

Best Other Sportscar - TSSC - UTF 777L -

Stag - Wayne Michie - Warwickshire



Jeff's TR6 - Bab's Choice Memorial award

Best Modified - Jigsaw - NBH 764M - GT6 Cossie -
Colin Gear - Essex

Best Original - RareBits 4 Classics -
BWC794 - Vitesse

Les & June Wrighton - Avon

Best Non Triumph - Triumph Auto
Classique - Rover P6 - Andy Stevenson
(non TSSC) Swindon

Bab's Choice - Memorial Trophy -
PAX 468M - TR6 -

Jeff Britton (non TSSC) - Avon

Car Of Show - Triumph Auto Classique
- KSU 796 - GT6 Mk3 Conv -

Karl & Lyn Dyson - Swindon

Some then headed home, others
beach, bars, or Burnham on Sea! Some looking as if they
had yet to recover from the night before!!!! Others just
chilled out!

Much frivolities on the beach! It is alleged, that Sean and
Nev stripped, and ran for it! Annie must
hold the Brean world record, for the
most people in / on a Ford Escort - 14
I'm told! Another strange phenomena
occurred! Whilst Sean showered, and
Paul showered, thieves mysteriously
stole most items of their clothing!
Fortunately, a pair of socks were left.
One each then!! Not sure why Sean
bothered though, as when he got back to
the tent he decided to get onto the roof
of Happy Herald, and pose nude! Such is

Life! (I do have pics of this - but this is a
family mag!)

Once we had all recovered from that
over-exposure, 30 of us went off for a
meal (thanks for sorting that Lizzie!).
This was mainly attended by Essex,
Somerset, Swindon, and Avon. The level
of service can't of been up to Nev's liking
as his Bottom was displayed, as a sure
sign of displeasure!! Once we had
enjoyed our meals, it was off to the Fun
Fair! Nev brought out one or two First
Aid instincts. He came off a ride, and

acted as if he had passed out. Had me going, as well as
Nikki! Apparently whilst Keith was giving him a



Karl & Lynn's GT6 - Car Of Show award

fireman's lift, Nev kept asking to be put down - unheard
by Keith! Soon after Nev is put back on the ground, in
the recovery position, he jumps up "April Fool" Far
from funny at the time lead balloon comes to mind! I



Monday meal

do have to smile at it now though! Then it's
back outside Danny and Maureen's, Caravan,
for a good old singsong and fireworks!!

Tuesday, Paul and Jane, Shawn, and Paul all
leave early! By midday most had gone! Even
Nev was back home by 12.30! Not sure if that
was to beat traffic, or bowing out gracefully
after Monday Nights performance!!!! A few
of us stayed on; Andy Julia etc., Dave Toogood
and family, Mark, Mary and Eddie, The Burton.
Family, Deb and I. The Jubilee Fete was visited.
There they even had Donkey racing - not quite
as good as "Torpedo Racing"!!

Then it was off to the beach, and back for the
Grand Firework Finale!

Wednesday morning was another warm sunny
one! I'm amazed, no complaints from wardens
or security! Various item of lost property were
found/reported, including a pair of Sean's
Boxer shorts, (what a surprise!!)

One week on, and some of us are still peeling
- shedding skin like snakes!!

The highly coveted awards! Normally (a five
day Brean could never be classed as normal!)
the following type awards, get awarded to non
host/local area members! However, due to
some extraordinary qualifying sessions, the
following awards were made:

"Beach Bum" = Paul Cull (Swindon)

"Complete Party Animal" = Shawn Hindon
(Swindon)

"Did you have to get them out that much
award" = Sean Jones (Somerset)

"For services to Queen, Country, and
Members at the Bar Award - You came, you
enjoyed, and you behaved in a most disgust-
ingly civilised manner, and not in the true
spirit of the Brean Beach Party 2002 - Lighten
up or don't come again!" this had to be
reworded to "You came, you enjoyed too
much, and you behaved in a disgustingly
uncivilised manner, and certainly exceeded the
spirit of the Brean Beach Party 2002 - Lighten
up, but DO come again!" = Nev Carr (Avon)

Yet again, Rob Newton Allen did a superstar job on the above
awards! Two post-Brean awards were created :

"Absent Friends" award = empty bottle of wine =

Rob & Hen Newton-Allen

"Shameful Lost Property" awarded to Sean Jones =
you guessed it, the lost Boxer shorts framed!!!



Before we left we provisionally booked Xmas Brean - The return of,
for 13-15th June 2003

All in All 110 people came and enjoyed, our Jubilee 5 day special!
Our Brean event just seems to get bigger and better each year!

This would not be possible, without the help and support, from
many people.

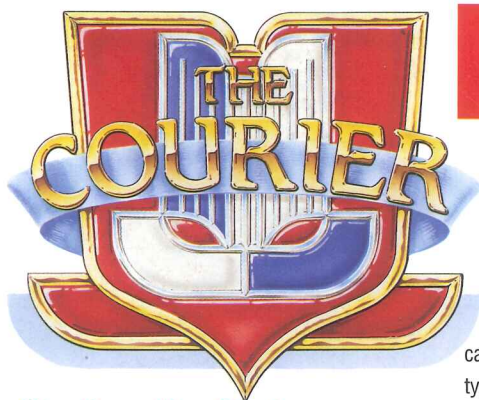
We, the Brean Team would like to formally thank the following
Bill Davies - RareBits 4 Classics. Classics Magazine. Club Triumph.
Footman James & Co. Ltd, Haynes Publishing Group PLC. Holiday
Resort Unity, Brean. Imaginations Gallery. Ken Pearce Badges .Les
& June Wrighton. Mark & Jo Field - Jigsaw. Mendips Raceway.
Patchway Photo Centre. Paul Cull - Triumph Auto Classique.
Practical Classics Magazine. Rob & Hen Newton-Allen. S.O.C.
Spares Ltd. Triumph Sports Six Club. Triumph World Magazine.
2000/2. 5 Register.

Not forgetting, You, all of you who came and enjoyed!!

For 2003, having given you over a year to recover, we are doing
"Christmas Brean" again, due to much popular demand (god knows
what we will do for 2004?).

This again will be held at Unity Farm, June 13-15th 2003.

For a memory jogger/taster of what to expect, dig out March and
April 2002 Couriers! As to the full story of 2003's event we suggest
that you book up early, and come along, and take part in making it
happen. Alternatively, you may be reading the report in 12 months
time thinking "that sounded good wish I'd gone and taken part!"



READERS

Stating the Obvious

At the time of writing I am patiently waiting for my wife Sue to return home from picking the kids up from school as I am in need of an antibiotic eye drop to be applied. Like so many people before me, I thought it would never happen to me. I was grinding down the underside of the rear boot panel in preparation for fitting a new valance. I wore a dust mask, ear defenders and gloves, but deliberately did not wear eye protection because I wear glasses and they get steamed up under the goggles. Guess what... My left eye had a large piece of metal deeply embedded in the cornea and the right eye contained two smaller pieces in the white. All of which had to be removed by hand with a needle. Let me tell you terror does not begin to explain how I was feeling staring at the sharp end of a needle and having it gently caressing my eyeball. This was definitely the most UN-nerving experience of my life. Those doctors and nurses are each worth a hundred David Beckham's. You have been warned!

Harry Abraham
West Kent

Local Classic car thefts

I've had info recently about an outbreak of classic car thefts in the SE London - NW Kent area. It seems that cars have been taken, despite having - in some cases - mechanical anti-theft devices on the steering wheels and/or the manufacturer's steering wheel lock. One - a members

car - was recovered eleven miles from the members home, but the tyres were worn through to the canvas. It seems that the car had been dragged for some considerable miles and then, in this case, abandoned before the Police recovered it. When collected from the stolen car pound, the member's car was one of many - Triumphs, MGs, Lotus Elans and the like, all in the pound at the same time.

I have tried to chase up further details from the Kent Crime Management Unit, but all I get is an answer machine. I left a message to call me back with info, but I'm away from home, returning on the 9th, so timing will be a bit tight for the 10th.

I think it would be appropriate to give members a warning, and, if you or the office are able, chase up details on the Kent C M U via Swanley police station on 01 474 331 055 but this number seems to be a call centre, who put you through to the CMU answer machine !! The original info came from John Macrow, SE London AO. Best wishes,

Del Holman.

Rust Treatment (April 2003 Courier, pp54)

I was disappointed by Richard Stubb's article. Not his words on preparation, with which I thoroughly agree, but the chemical treatment of the remaining rust. Anyone who wishes to read a comprehensive discussion will find much help on the InterNet, in particular at

<http://www.geocities.com/goodytommy/rust/index.htm#naval>

This is a US site, so some of the products may not be available in the UK, but it goes into useful detail about the chemistry of rust, the theory of the six different methods of treatment, and describes 'Which?' style testing done on sixteen products.

However, Jenolite is no longer available. The parent company has been taken over by the US chemicals giant Pennzoil that has its own rust treatment product. This, I think, is Hammerite, but this formulation is not phosphoric acid based. Naval Jelly, which is, is no longer made by the parent company, Loctite, "for health & safety reasons." They recommend "Frameto 7500", but at 65/litre,

I don't think that they will be selling much to Classic car owners. However, if you live outside a city, and can find a farmers' supplies depot, you can buy "Milk Stone Cleaner". This is concentrated phosphoric acid that your friendly dairy farmer uses to clean out his milking machines. At 10 a gallon it is twenty times cheaper than Jenolite was, and over thirty times cheaper than the Loctite product! I have tried using this mikstone cleaner and it converts rust into a hard, black surface, ready for priming just like Jenolite used to do. On the other hand, I'm not so keen on drinking milk any more!

John R. Davies

Race Thanks

I would just like to say a big big thank you to the Competition Register for a great day out at Silverstone on 5th April. The Club race was simply brilliant and one of the most entertaining races of the day. Congratulations to Jon Wolfe for over powering the entire field and to John Thomason for a magnificent class win, despite brake trouble. Thanks must also go to Paul Lucas for entertaining all of us from Thames, South Bucks, Hants and Berks and HQ with his dust trails as he exited Copse Corner with two wheels in the dirt! But the over all best entertainment came from Karl Dandridge in his newly built racing GT6 (see Courier articles) who dazzled us with several complete spins after a death defying overtake at Copse. Karl restarted and later retired with overheating (I think). Thanks to you all for some great racing, the first race of the season got off to a great start, we even came home with a suntan! Good luck to you all throughout the rest of the season. If you haven't been to a club race then it is well worth the effort, it really is very spectacular.

Mike Crewes

"Caravan Quest"

I have a MKIV Spitfire that I am using to tour a small caravan, weight 500 kgs which is suitable for the Spitfire, as it is below 15% of the car's weight.

I would be grateful for any members with any experience of touring with a Spitfire to get in touch either by phone or letter, with details of any mods, either to the car or van and any good sites.

SR McLaughlin

86 Glenhugh Road Ahoghill
Co Antrim N.Ireland. BT42 1JD
Tel. 02825 878195

Brake Expert?

Two recent near misses helped me decide it was time to get some better braking system fitted to my 1500 Spitfire. So whilst in Leicestershire on business, I went shopping at TSSC headquarters and bought the full kit: Goodridge S.S. brake hoses, EBC turbo grove brake discs and EBC green pads.

Like all other sceptical classic car owners, as I was paying for the goods I had this reservation about whether this was going to be money well spent. I was even more sceptical about the assurance being offered that it was not going to be a hard job for the D.I.Y. mechanic to fit the kit themselves. Four days after the long afternoon's work, we were ready for the test drive - the we being my friend 'Spitfire'Jo Speck ' and myself. The results? FANTASTIC. Now I have total confidence in using the middle pedal. The brakes are now 100% efficient and the pedal is right up every time. I now touch it. The money was well spent and the D.I.Y. mechanics agree the job wasn't difficult, even enjoyable. Cost of parts £170.50 (inc. VAT).

Now I want to stop every classic car owner and be a right boring so and so as I ask if he/she is looking for advice on an improved braking system. Remember, he who hesitates might not be able to stop!!

David Turner

(newly qualified brake expert!!) Newent, Glos.

Spare Keys Cut

I have recently restored a 78, 1500 Spit, and I realised that I had only the one set of keys, luckily originals with Nos on, when I phoned up TSSC to get advice on getting a spare set cut they couldn't really give me any useful leads on this matter, however, after making some local enquiries, I found that a small local locksmith was able to supply and cut complete set of keys very quickly. (and they all worked first time) I thought perhaps you could put in a note giving his contact details as there may be other members who would benefit from this service. I asked him if he would like to be put in contact with other members and explained that most of the work might be postal and he said he was quite happy to work on that basis. Contact details: **Mr Rob Mathews, J&S Locksmiths, 1 King St, East Grinstead, Sussex Tel. 01342 313184.**

Phil Wade

Arctic Vitesse Challenge

Arctic Winter Trial Vitesse makes it to the North Cape – and back to Helsinki and home – without missing a beat: and with a healthy result, too!



By Malcolm McKay



PHOTOS - by
Mike Johnson
and John Brown

The ultimate winter rally...



It was a sobering thought, as we crossed the Arctic Circle, that we were barely half-way to our northernmost point, Nordkapp (North Cape) in Norway – yet we were already five days into the Arctic Winter Trial.

After that embarrassing beaching on a snowdrift in Gothenburg, which lost my Mk2 Vitesse its Gold Medal entitlement before the rally had even officially started, things had got better – though our Hankook studded tyres continued to prove their inability to grip as effectively on ice as other tyres. After much discussion and comparison, we came to the conclusion that the Hankooks were designed to be scrubbed in on tarmac for 1000 miles or so before they would be truly effective on ice – as we hadn't had that opportunity, we would suffer on the few seriously slippery flat-out tests. Sure enough, whenever a test was on a snow-covered surface, the Vitesse could mix it with the Volvo PV544 and Amazon, the Sunbeam Rapier and the Mercedes 220, all of which were quick in our class, and comfortably outrun the big Rover P5B (the only other on Hankook tyres). But if the surface was polished ice, we would lose 30 seconds or more to the fastest cars. Scandinavian surveys show that Finnish Nokia Hakkapeliitta tyres are the best on ice and snow, so it was little surprise that the leading Volvo was the only car using those, everyone else being on Vredesteins – though that's not to diminish the speed and consistency of Paul and Jayne Wignall's driving and navigation. On regularity tests, where it is necessary to maintain precisely the specified average speed whatever the road conditions throw at you, they were

always close to the top. Here again, the Vitesse performed well, its perfectly balanced brakes making it good at pulling up on timing lines without sliding over, even when the marshals had sneakily hidden them around corners or behind snowbanks.

On the roads, an ice covering – sometimes with a sprinkling of sand on top – was the norm and we quickly became accustomed to driving on



We became good at pulling up for the Marshalls even when Hidden.

these surfaces, happily cruising at 60-70mph on dead straight roads. The trick was remembering to start slowing down early enough for corners or turnings: once or twice discretion was the better part of valour when turnings came up unexpectedly and we overshot before reversing back to turn in, as the ice on the entrance to side roads was often exceptionally well polished! On the tracks, we tried harder; few competitors could claim to have got to the end without spinning at all on tests and we were no exception, pirouetting rapidly enough to clout the snow bank and knock off one corner of the front valance on one particularly steep and icy test. No matter – on the next lap I picked up the errant part and that night, was able to bodge it back in place. OK, I'll admit it – it wasn't particularly secure anyway, as I'd bodged it back on a



Winter wonderland: not much snow fell during the rally but, when it did, it added to the beauty as well as the challenge of the terrain

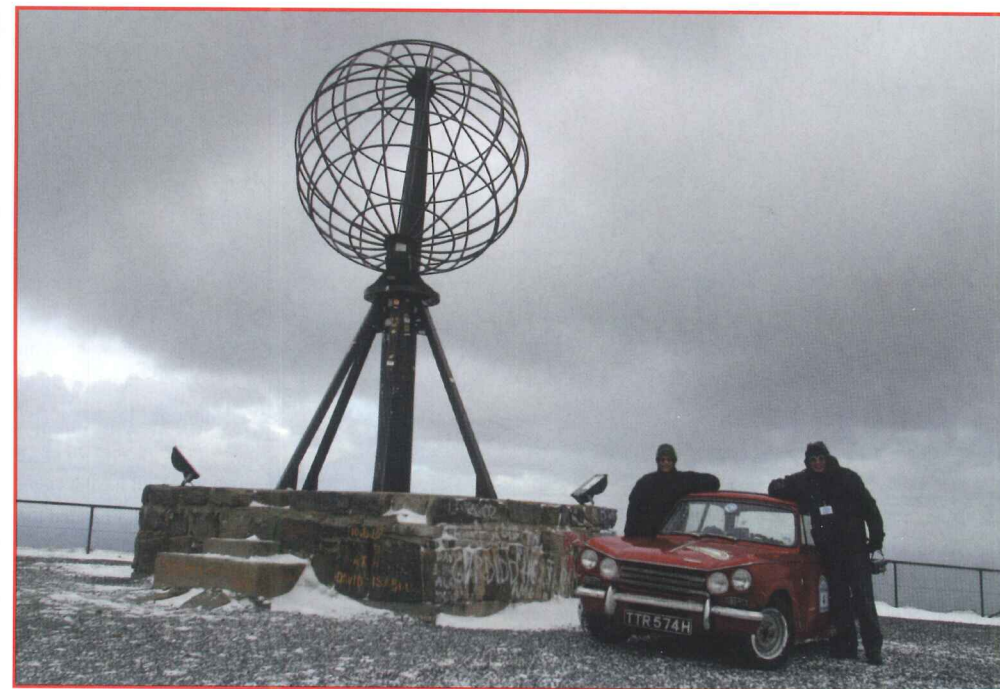
few years ago after inadvertently removing it when reversing out of the garage!

As the rally headed resolutely northwards, we crossed the mountains into Norway and down to the coast. In Sweden, we'd traversed almost unceasing straight roads through forests; among

them we drove Sweden's highest pass - not, in fact, very high at all but demanding nonetheless as it dipped and rose like a rollercoaster straight over the mountains, linking two villages. As we drove the pass, the wind rose and within



Relaxing on a rare day off - on Husky powered Sled



Mission accomplished: Malcolm McKay (left) and Tony Caldwell at the North Cape, Europe's northernmost point.

Yes, that is a snowstorm blowing in behind them...

minutes drifts were forming on the road and visibility was reduced almost to zero by wind-blown snowclouds: in fact, the pass was closed as soon as the rally had passed through. Norway brought fjords full of clear water warmed by the Gulf stream, carving up beautiful snow-covered mountains. Ever northward we trekked, until a night at Alta on Norway's northern coast preceded the most dramatic two days of the whole rally: the drive to and from the North Cape. North Cape island is reached after a long northward trek through barren countryside; once again, wind-blown snow clouds did their best to bring us to a halt; as we crawled through, peering for the next pair of posts marking the road, we stayed cosy in the twin-heater Vitesse, forced to keep the windows shut to avoid snow blowing in (some still found its way through invisible cracks). Others, we learned later, were scraping ice off the inside of their windows on this chilly trip, as the temperature outside dropped to -12°C and the strong wind negated the effect of their heaters. Finally we reached the tunnel to North Cape island, emerging several kilometers later to clearer skies. The final drive, on a single strip of tarmac for miles across barren Arctic tundra, frozen but with little snow as it all is blown straight off, could only take place once we'd waited for a snow plough to lead

our convoy through. The Nordkapp visitor centre is normally closed in winter: it had been opened specially for us and the wild weather at the Cape, with snow showers blowing up in seconds off the grey, sullen Arctic sea, made it every bit as forbidding as we had anticipated. That night we stayed in the surprisingly picturesque port of Höningsvåg, tucked in the lee of North Cape island; next morning, snow was falling heavily as we left town, building up on the road so fast we wondered if we would ever make it off the island. We did, but the road was, once again, closed shortly after we'd left! Back on the mainland, the weather improved and Finland would be almost constantly sunny and surprisingly warm as we headed south.

A day off at Kiruna, Sweden, gave us all the chance to relax - driving on ice is huge fun but very demanding of concentration - and enjoy local pursuits. We had a fabulous time driving snowmobiles and riding on husky sleds across



reindeer sledding and eating a meal outside on benches in the sunshine, alongside our parked cars on the frozen surface of a huge lake! Worries about cracks in the ice and cars disappearing through were dispelled when we tried ice fishing – drilling through the ice with a five-foot drill – only to find that the drill went right down to its handle without getting through the two-metre ice. Ice driving tuition was included here, but having spent

vast expanses of countryside sheathed in snow about three feet deep. As snow falls all winter and gradually builds up, by May there's twice as much snow on the ground as in December; it only starts to decline in April. Another day off half-way through the return leg, at Rovaniemi, Finland, a week later, brought the added delights of



Warning signs for elk (above) and reindeer adorn almost every road in northern Scandinavia, though the animals themselves are rarely to be seen

the last 10 days teaching myself I handed the wheel to co-driver Tony Caldwell and to Alex Brown, daughter of rally organiser John Brown, so they could have a go. Both pronounced the Vitesse great fun and very controllable, Alex particularly enjoying hurling the Vitesse around the frozen lake on opposite lock, having only driven modern front-wheel drive cars before.

Continuing through routes used for decades on rallies such as the Arctic Rally and the Thousand Lakes, the driving became steadily more enjoyable and challenging, winding roads through hilly terrain still mostly sheet ice at first, but gradually becoming a treacherous mix of clear tarmac and icy patches. Despite the potential for disaster, not one car on the rally crashed. A few participants on the parallel 4x4 Adventure Drive explored more of the roadside scenery than they had intended, but almost always at very low speeds and without damage. For virtually the whole rally, we ran in fourth place overall, unable to climb higher due to the consistently strong performances of all above us; we managed to fight off a determined challenge from a Dutch Porsche 356 but expected to finish fourth. Then, on the final morning, the reason for such events being called Reliability Trials



Rare sight – the Vitesse's bonnet was rarely up; Malcolm fills in time waiting for the snow plough by clearing some of the snow that packed itself around the wheelarches.

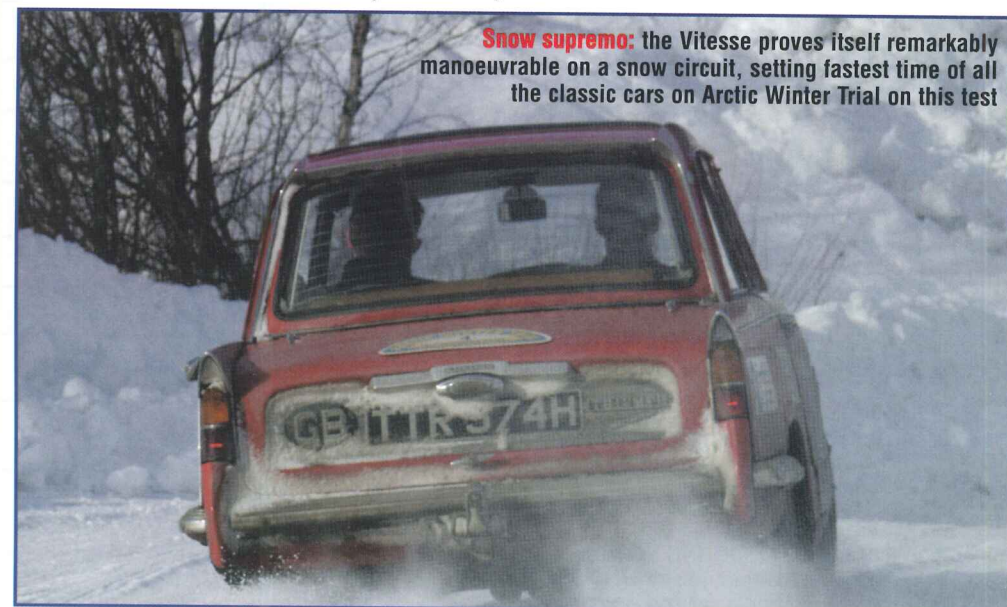
became clear as we came upon the third-placed Sunbeam Rapier at the side of the road, on a regularity test.

A top wishbone had fractured and the Rapier had to be recovered to a local garage, where the wishbone was welded and braced; the car was back in the rally within four hours, but so close was the scoring that it had dropped to last place, **leaving us to finish third overall and first in class!**

The Vitesse didn't miss a beat all rally: I

topped up the oil a few times and replaced the brake light switch; that was it. Full marks to Canley Classics for rebuilding engine, gearbox, overdrive, diff and driveshafts in double-quick time and bolting it all back together so securely that absolutely nothing worked loose or fell off. We proved that Vitesse's can more than hold their own in Historic Rallying – now let's see some more out there! I'm so pleased with it that I may enter it for LE JOG in December (also a HERO event, details on [01886 833505](tel:01886833505) or www.hero.org.uk); two Vitesse's started last year, but none finished. Now that record needs to be set straight...

See you there?



Snow supremo: the Vitesse proves itself remarkably manoeuvrable on a snow circuit, setting fastest time of all the classic cars on Arctic Winter Trial on this test

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£35.00 UK £38.00 EUROPE £42.00 OVERSEAS

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e-mail: courier@tssc.org.uk

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

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e-mail: technical@tssc.org.uk

HERALD 948/1200

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

HERALD 1360

Derek Giles 7 Homefield Close, Winscombe, Somerset. BS25 1JE.
Tel: 01934 842841 e-mail: herald1360@tssc.org.uk

SPIRITFIRE Mk I/II/III

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

SPIRITFIRE Mk IV/ 1500

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

VITESSE 1600/ Mk I/ II

Forwarding address: Mac Reynolds,
macfreedom@hotmail.com

GT6 MkI/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.
Tel: 028 38 849063 e-mail: gt6@tssc.org.uk

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

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Tel: 01372 452292 e-mail: specials@tssc.org.uk

2000/2.5PI

John Macartney, 2 Town Farm, Stretton on Fosse,
Moreton in Marsh, Gloucestershire. GL5 9SB
Tel: 01608 662970 e-mail: jonmac@ndirect.co.uk

AMPHICAR

David Chapman, e-mail: amphicar@tssc.org.uk
Tel: 01684 592985

TSSC MODIFIED

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Nigel Gibbins 10 Dean Road, Hampton,
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e-mail: nig.inthehouse@blueyonder.co.uk



MAY 2003

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

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

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





AREA DIRECTORY

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

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

SCOTTISH AREAS

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

64 NORTH EAST
Danny Stroud:
01224 742315
NORWOOD HALL
CULTS
Last Thurs. Eves.

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

NORTHERN AREAS

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

75 CUMBRIA
Phil Evans
01946 861548
Troutbeck Inn
Troutbeck
Last Sun. Lunch

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

20 NORTH EAST
Andrew Dunning
Tel: 01915485188
The Travellers Rest (A691)
Durham to Consett Road
1ST SUNDAY 8.30 P.M.
andrew.dunning@email.net

26 LANCASHIRE
Karen Gaskell 01704 220260
Ray Evans 01772 744809
The Plough at Eaves
WOODPLUMPTON - PRESTON
Last Tuesday.
From 8pm.

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

42 NORTH YORKS
Nigel Penistone
01405 720857
The White Swan
DEIGHTON
1st Wed. Eves.
nigel.penistone@virgin.net

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

44 WEST YORKSHIRE
Bob Yeomans
Telephone:
01924 441955
The Black Bull
BIRSTALL
2nd Tues. Eves.

NORTHERN IRELAND



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

WELSH AREAS

MID WALES
Jeff Jones. 01970 880222
Maes Bangor Arms
CAPEL BANGOR
CEREDIGION
Last Wed. Eves.

37 NORTH WALES
Michael Cohen
01978 359263
Golden Lion
ROSSET
1st Tues. 8pm.

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

83 SOUTH WALES
Neil Hicks 01684 290494
Mob. 07970 743273
Jarvis Hotels
WENTLOOG CASTLE
NEWPORT
Last Mon. 7.30pm

EASTERN AREAS

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

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

19 NORFOLK
Joe Craske:
01493 728764
Auto-Pilots Bar
NORWICH AIRPORT
1st Mon. Eves.
triumph.hul@aol.com

45 SUFFOLK
Colin Wake:
01206 250360
The Magpie
STONHAM PAVA
1st Tues.
Eves.



OVERSEAS AREAS

INDIA
Shyam.K.Chary
Hubsiguda
Hyderabad (Andhra Pradesh)
India 500007
(91) 40 7171173
krishn_sk1981@yahoo.com

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

BELGIUM
Stefan Vandendijk:
Luikersteenweg166
Tongeren
Limberg 3700
00 32 12 23 34 76

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

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

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

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

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

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0553 Oslo Norway
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president@tssc-norway.org
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Urb. Portela Lote
180-52-Di2
2685 SACAVEM
00 351 1 9433002

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E-MAIL:
vthompson@ivycottage17.freemove.co.uk

00 COVENTRY
Kevin Murray: 02476 410180
The Weaver's Arms, Fillongley,
1st Tues. Eves.
The Old Smithy, Church Lawford
3rd Sun Lunch



66 DERWENT VALLEY
Kirsty Guy/Kev Stubbs:
0115 9217616/0115 9550893
Horsley Lodge Golf Club
Horsley - 1st Tues. Eves.
derwentvalley@tssc.org.uk

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

79 LINCOLN
Garth Jupp:
01529 307302
The Pyewypp Inn
LINCOLN
Last Tuesday 8.30pm on

47 NORTHANTS
Graham Nobbs
Telephone:
01604 846908
The Red Lion
BRAFIELD ON THE GREEN
2nd Weds. 8pm.

25 OXFORD
Cathrine Deacon
01865 863467
The Black Horse
GOZZARDS FORD
Nr ABINGDON 3rd MON
andy.cathy@btpenworld.com

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

22 STAFFORDSHIRE
Adrian Palphreyman
Telephone:
01785 621851
Lakeside Tavern
BARLASTON
1st Wed. Eves.

40 WEST MIDLANDS
Chris Allen:
0121 3846509
Moxhull Hall Hotel
SUTTON COLDFIELD
1st Tues.
Eves.

AREA NOT REGISTERED
CONTACT
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vthompson@ivycottage17.freemove.co.uk

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

SOUTH EAST AREAS

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

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

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

SOUTH EAST AREAS

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

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

AREA
NOT
REGISTERED

12 HERTS & BEDS
Les Read
01582 862176
The Bull Inn,
Whitwell
4th Mon 8pm

87 WEST HERTS
Randal Merlino:
01442 381658
or 07939 760505
Rose & Crown Hotel
TRING, HERTS.
2nd Thurs. Eves.

62 ISLE OF WIGHT
Chris Dean
01983 613353
Woodmans Arms
WOOTTON
Third Mon. Eves.

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

14 MID KENT
Colin Jackson:
01634 246205
The Freemasons Arms
A228/Ham Hill
SNODLAND
1st Wed. 8pm on.

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

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

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

33 SOUTHERN
Suzie Singleton:
01672 514241
The White Horse
A32 DROXFORD
1st Tuesday. Eves.
spitfires.tssc@virgin.net

AREA
NOT
REGISTERED

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 Royce:
01594 563411
The Waterside Inn
LWR LYDBROOK
3RD Thurs. Eves.



AREA LIAISON OFFICERS REPORT

This month's area draw winner is Avon, so if you give HQ a call they will dispatch your regalia vouchers.

We hope those who attended the AO seminar found it interesting and useful. For those who didn't manage to get there, we will include details of the discussion in a Pen torque which will be coming your way soon.

Now that we are getting to the start of the show season we hope to see many of you out and about.

Divien and Victor

AVON

April's meet! A huge turnout, car park full of Triumphs, all sat out in the Beer Garden, with drinks on the house, all night! Really? Who knows - have to wait till the next report to find out!

MAY'S MEET WILL NOT BE ON THE 1st MONDAY OF MAY, i.e. BANK HOLIDAY, BUT WILL BE ON THE 2nd MONDAY, i.e. AFTER S.E.M.

The sun is out it's double Deg. C, the hood is down, and all is well! The motorway is flowing freely, even better, it's a Friday, and I'm driving to Paul's (Triumph AutoClique) in DNP, and not in work!! Left DNP for MOT and service, and drove back in Nev's Vitesse - so a double Convertible Vitesse orgy! Paul has come tip trumps, sponsoring our Breen Beach Party, just as he did last year! He's a Super Star!! Thanks Paul!!

Castle Combe Charity action day. Met up with Nev, and some of the SAAB gang just like us, up for a laugh, just different cars!! Became Nev's passenger during the SAAB display laps (cheers Nev!) Following the course car around Castle Combe, certainly gives a few good pointers, on racing lines etc.! Nevs Diner had it's first (that I'm aware of) opening of 2003! This is a legend in itself! Then, to top it off, spent the best £10 ever! Passenger, for 6 laps, in a 1959 Aston Martin DB4 - with no horses spared! A sound combination of a tuned straight 6, and tyres fighting for traction! Superb!!! 120 mph on the straights! Who needs traction control, and launch control anyway?? The following week at Goodwood, Nev had a similar experience in a triple Webbered TR6 - fantastic - until the Ferria in front lost it big time! Later, at Castle Combe, we bumped into Swindon's very own Sue and Yvonne, taking part in a charity tour, in the Vitesse! If they passed the 100dB sound limit they got to have fun out on the track!! They just about crept under the limit 99.7dB - close! Sounded fantastic out on track!!

ALO REPORT . . . AVON . . . EAST BERKS

Best wishes to Andy and Cathy, who are getting married in a couple of weeks time! Hope the weather's good, it's S.E.M. as well!!

Back by much popular demand: BREEN 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 (a few suggestions for you!):

May 10-11th S.E.M. a real chill-out and a great show. Best bit is catching up with the Essex Crew again having missed the Xmas do, long time no see gang!!!

June 8th Club Stand at Bristol Car Show - On The Downs!

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

July 5-6th Heading & Stockley Rally + Tractor Pulling!

July 11-13th Stafford! guess it's time to get dressed-up again!

July 26-27th Wroughton, has moved venue, but still on!

August 2nd-3rd Knebworth Hot Rod SuperNationals - Party Time again!

August 16-17th Great Glos. Rally.

Sept. 7th W.A.C.

Sept. 13-14th Wamping at and Duxford!

Sept. 21st Tredegar House show - the last one ever!!

Sept. 26-28th - Mega Mega party (Hen's Birthday!) at Unity Farm, Breen!! 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!

Forward planning I know, but we need to plan early for this one!! This could be the Event of 2004!! (well, next to Stafford, Breen and S.E.M.) What is it? Le Mans Classic, September 2004. I'm no Spitty expert, but I'm told that this is the 40th Anniversary year, of the Spitty at Le Mans! Sounds good enough reason to me! So do we go across and party en-masse or what??? Another rumour, is that Neil Hicks (he of 2002 LeMans trip fame) could be pulling the rabbit out of the hat for this one well!! Talking of Le Mans, I hope Daniel and Keith, and Andy and Marc are getting their GT6s ready for Le Mans next month! If it wasn't for Breen, would be there as well!! Have a great trip, chill, and enjoy!! Same goes for everyone else going there!! It's fantastic!! Party On People! Summer is a comin'!!!

Col

P. S. VOTE MARK FOR SANTA!!!!!!
P. S. Remember - **2nd Monday in May, not the 1st!!!** Bound to catch someone out though!! Probably me??

EAST BERKS

We had a great turnout this month - at least a dozen of us, 3 Herals and 2 GT6s! What a change from the normal plethora of Spitfires! Nice to see Helen, Duncan, Pat, David and Trevor again, also nice to see Alan again after his eye ops and I'm

glad to say he seems to be OK again now. We also had Marcus, Carl and Allan from South Bucks down as well as the usual suspects Peter and myself, apologies to those I've forgotten!

It's getting oh so close to the Isle of Wight Camping Weekend now and by the time this comes out I'll just about be there! Allan's going, as well as Rob (also from South Bucks).

Speaking of which, Rob's car was the red MkII Spit on the front cover of Classic Cars magazine last month! Very impressive coverage for our cars, and Allan's had the front cover laminated!

Did I mention there were two GT6s in the car park this time? One of them being Peter's red MkII, the other being MINE!! 7 YEARS!!! Yes folks, after 7 years in the making, it's finally made it to a Club meeting! Still a few niggles to sort out, but the plan is to get it run in and reliable before going to the IOW in it. Bought a new propshaft since the original needs balancing (I'll do that and use it to convert Dog to 6cylinder power!), slight overheating problem too and then when I went to leave the meeting the other night it wouldn't start. Got it to run eventually with the choke full out and it raced round the revs, ran like a pig and made this swishing sound. Not good! On closer inspection it seemed that one of the core plugs in the end of the balance pipe that runs between the two carbs on the inlet manifold had fallen out! So much for my brand new inlet manifold with core plugs installed by me! Anyway, I found it on the floor where the car was stood and bashed it back in with a hammer I cunningly had in the boot, and staked it in for good measure! Ran fine after that, but it was a little embarrassing - the anti smug device fitted to all Triumphs had kicked in again.

The other problem I have to fix is the overheating - it WILL NOT stay at half-way on the temp gauge and the oil therefore eventually overheats with a corresponding worrying drop in pressure. After help from Johnny Spitfire at JY Classics, I think I've isolated the problem to the fact that the new type of Kenlowe fan I put on there manages to block off about 30% of the radiator core on a GT6! This being due to the fact that a GT6 radiator is small and fat rather than being wide and thin. I'm going to try a scrapyard fan instead (from a Renault 19 I think), suitably renovated of course. This thing is brilliant - designed to fit in FRONT of the radiator, the motor is long and thin instead of short and wide and therefore blocks off far less of the radiator. It also comes mounted on a pressed steel frame which fits the GT6 rad and should pop-rivet or cable tie to the rad vertical side supports quite nicely. I'll let you know how I get on. Failing that it's going to get the engine driven fan back as well!

Helen's got her Herald running too, or rather her dad has (who runs the local TR register meetings)! The charging problem has been diagnosed with help from Trevor who lent his old dynamo and regulator box from his Herald. Not sure which was dodgy but it's fixed now. He's since converted his Herald to an alternator so didn't need them but knew they worked. Bringing it to the next meeting then

SOUTH BUCKS

Helen? We'll see! (These things always seem to take longer than you first think!).

Coming up are the South of England Meet at Leatherhead on **10th/11th May** and the Triumph Marquee day at Gaydon on **Sun 25th May**. Both really good shows for parts hunting - I'll be attending both, as will several of our group. Hope to see Gary again soon too, either at the Isle of Wight or at Leatherhead. Wonder if he's picked up any more Spitfires for a tenner! The GT6 MkIII I mentioned last month is still up for grabs if anybody's interested. It needs a sympathetic home but is definitely saveable. At odds with that is the fact that I'm still on the lookout for GT6 parts for Dog. I'm still going to resist temptation though as I'm sure there are plenty of parts out there already without the need to break another car.

There's also a Steam Fair event coming up in which South Bucks have reserved some stand space for our cars. I think it's in June, I have the details at home so ring me if you're interested.

June's a quiet month as far as car events goes so I think it'd be a good time to have a Sunday lunchtime outing for our Area and South Bucks, I suggest **Sun 22nd June**. The Stag pub in Burnham Beeches turned out to be a good venue last year. It could be a good trip out and a chance for me to get photos of those cars I haven't got so far. Also, on **12th June**, we've been invited to Thames Area by Mike and Tracey Crewes and I think it'd be a nice idea if some of us went down to say hello and make or strengthen some connections. I'm told there may be a Barbecue. June is a pretty relaxed month anyway as I say so there should be time to do all of these things before July comes and we're all thinking of Stafford!

Well I think that's quite enough for Bernard so I'll see you all next month. As ever, at the Seven Stars pub on the A4 between Reading and Maidenhead, **Tuesday 13th May** from 8pm.

Mark

SOUTH BUCKS

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

March saw a at least a couple of weeks of great weather and a record number of people turning up for the monthly meet.

Robin's car took a starring role on the Classic Car Magazine front cover, and was asked to take his car along to star on their stand at the Alley Pally show on the 15/16 th March. After a little mechanical work at short notice by JY Classics (01494 866087) Robin's MkII Spit took its place on the stand. It looked superb, with many admiring views and pictures being taken. Even the original owner of the car recognised his car and had a chat to Rob. This chat also proved very useful, as Robin's car travels at speed very well but without overdrive. It turns out it has a higher geared diff! Now you may realise that we weren't all moaning about your speed without good cause Robin! As the weekend weather was so good, I took the Herald and gave Robin and Dan a lift down to the show. I asked Dan if he wanted to take his jacket

but he said no. At this point, I should have realised that he had not been in the back of a Herald Convertible with the roof down! The windblast at motorway speeds meant I took pity on him and gave him my coat! Marcus and his kids were following in Marcus's WRC Subaru. I don't think that his car has every travelled such a long distance at such a slow speed! The show itself was pretty good and seemed busy. Not that I'm a particular fan of Ferrari, but hearing a 360 scream its way down the road of the Alley Pally with its exhaust note reverberating against the walls was a truly magical sound! Not so magical was the state of John M from the Club Office. Somewhat oily to say the least! Well done to all concerned in rebuilding the Spitfire in front of all those people! The Club stand looked very good, with Tony L-L's famous Spitfire, a yellow MkII Vitesse Convertible and a Herald Estate with a period press picture, and the contents of the car replicated on the stand. The seat made out of the back of a Vitesse made many people stand and take another look! After a good look round, Dan and I made our way back, somewhat slowly as the North Circular was very busy.

My Herald ran fine, except for its usual reluctance to engage first gear, which would get progressively worse until the following Tuesday when I couldn't engage a gear at all! I had been using the Convertible for travelling to work and collecting the children from school, and was about to go out in the evening, when I just couldn't get any gears. I thought I had finished off the clutch, as without first, I'm using second to pull off. A panic call to Len Young Triumph (01494 533011) was made as I wanted to take the Convertible for the monthly meet the next day. I let the car cool down, managed to get a gear and got it over to him. I will just mention one thing. I was quite convinced the clutch had gone, so I pushed the car back onto the drive. I rang Footman James recovery, and after answering was the car diesel and other non possible Triumph questions, the operator then said "you don't have at home service" I quite frankly don't recall this being offered, but anyway, even though I pushed the car back onto the drive, it didn't make any difference. "Recovery doesn't start until your car is one mile away as the crow flies", she added. If I wanted someone to come out, it was going to cost £36 plus VAT. Worth nothing if you need them in the future!! I rang Len, and it turned out not to be the clutch, but an operating pin for the clutch, so it was repaired so I could collect it the same day. Thanks Len! Wednesday 19th March saw, unlucky for some, hopefully not for us, thirteen people in attendance at The Squirrel! Firstly, a big hello and thank you to John from Chinnor who came along for his first meeting since joining the Club. He has brought himself a MkII Vitesse Convertible, which has some interesting electrical gremlins he is resolving! Great to see you John and look forward to seeing you again. Alan and Ian from Tring came along again. Great to see you both again, and thank you for making the trip to see us! Hope you come again soon. I had offered to pick up Roy in my Convertible and very sportingly, Roy agreed we would leave the roof down! We had to make our

way around rocks, thanks for moving them Roy and confronted by dumped tree cuttings that the Herald could just about fit round! We were travelling along quite well when we had the doors blown off by an E Type out on a run! Still, no shame in that! Daniel seems to be getting to the pub earlier, if only to secure the spot next to the fire! Rob is joining the seven strong team from South Bucks going to the IOW w/end. Robin has done a great job of organising everything needed for the trip. He was giving everyone the details. Paul and Liz were there, and we were asking if he will be racing at the first event of the TSSC/TR race series at Silverstone. Fingers crossed, he is! Nick came along with the news that he has sold his GT6, but may buy himself another Triumph in the summer when he starts his new job. Job being used in its most extensive descriptive sense, as he only going to work ONE day a week! Allan came along too, a little late as the Fire Fighters had turned up to attend a false call at his school! Marcus came along, trying to decide what car he is taking to the IOW. He also uncovered a master find plan by our new Treasurer (who is also a trainee accountant!) to move funds around! I don't know Robin, you try to help people and look what you get! I still trust you mate! Anyway, a good evening had by all, and it was getting to the point we were causing a bit of disturbance to the pub! Robin's Spit and my Herald were the only two Triumphs in the car park, both with their roofs down! Boy was it cold on the way home! Personal thanks to everyone who makes the effort to come along to the meetings. It really is a case of the more the merrier!

The following day, I travelled down to visit the Thames Area where Mike, Tracy, and all the other members made me feel very welcome again. Thanks guys! You can tell I have a limited life can't you, as Marcus and I went down to visit them once again on the 3rd April! Thanks for driving yet again Marcus! A good number of members and Club cars made for another enjoyable evening, so thanks to all concerned.

Saturday 6th April was the first date of the TSSC Racing Championship from Silverstone. Marcus played taxi to Rob and I again! With some deft road planning, we managed to make to Silverstone in time for the TSSC practice/qualifying! Robin came up on his bike a little later. Silverstone has changed quite dramatically in the visual sense, but nothing else, i.e. rather unhelpful marshals, and a lack of open stands! Anyway, it was great to see so many Spitfires racing, plus two GT6s and a Herald which was great to see! Paul Lucas seemed to have a problem half-way through practice, so after it finished, we



SOUTH BUCKS Contd

went to see Paul. Liz was in support of Paul repairing the selectors in the gearbox, as he didn't have 3rd or 4th gear! Repairs made quickly, everything seemed to fine for the race. The big V8 TR7s are superb to watch and listen to, and on the long straights, were flying. The superb looking GT6 (as shown in The Courier) was going really well and passing people until a minor mistake at Copse corner saw him pirouetting in a cloud of tyre smoke! Paul seemed to be struggling with grip, as his Spit seemed to be overting on the exit of Copse. I would presume it was the heat of the circuit that affected his tyres, and therefore grip. I believe John Thomason finished 4th, and Paul 5th or 6th. Better luck next time out! It was a great day racing which was made better by the weather which was an incredibly bright sunny day! It was also great to see Mike and Tracy Crewes, Andy, Bernard Robinson and Craig Gingell and two his friends that have obviously heard about South Bucks, so wouldn't come to sit near us!

May is going to be a busy month, with an event every weekend if you decide to join in! The first weekend **2-4th** is the IOV w/end. I would love to go, but I'm waiting for the stork to arrive! (If you do go, and see me there, then it did come early!). **10-11th** is the South of England Meet at Leatherhead Leisure Centre. If you haven't been before, I fully recommend a visit! It's on the **Saturday and Sunday**, with Concours on the **Sunday**. The following **Sunday** is our first Area show of the year. The Chiltern Hill Show at Aston Clinton has been visited by members in the past, and said how good it was. Allan received an invite, so we are going with seven cars hopefully! If you would like to come along, give me or Allan a call, and we can give you the details. **Wednesday 21st** is the monthly meet at The Squirrel. After a phone call from Les, the Herts and Beds Area may also be paying us a visit to our Monthly meet too! You are all more than welcome! The following w/end **24/25th** you have two choices of events. The racing boys are at Rockingham for the w/end. There is a meet of the Standard Motor Club with a run to the Museum of British Transport at Coventry. The next day is the Triumph Marquee Day at the Heritage Motor Centre, Gaydon, which should see a huge collection of Triumphs. Gaydon is a reasonable run up the M40. Hopefully, a good number of us will be attending this event too. Let's all hope that the weather is kind! If you would like to attend any of the events, please don't hesitate to get in touch for details! (0705 010 3934) Hope to see you soon! Kind regards

Carl

SOUTH BUCKS . . . CHESHIRE COTSWOLD . . . COVENTRY

CHESHIRE

cheshire@tssc.org.uk

At least two Triumph owners have sent mail to cheshire@tssc.org.uk, and one was Mike Banks, who I intended to meet at the April meeting but, unfortunately, I could not attend.

In my absence Adrian tells me we had eleven people at the meeting, so I was rather sad not to be there. Mike Banks came along with a friendly MG owner, and a father and son from Warrington came in a white J reg Spitfire. There was mention of a TR6 here too. Stephen Morris and his friend Alan also came along but the GT6 was not with them. I hope that's just because Max has been a little tardy fitting the new bits.

Summer is coming, folks, and even my Vitesse has made it to work four times in the last two weeks, and that takes us to forthcoming events: The first Tatton Show is at the end of **May**, which means there is just one meeting between now and the Show. I would like to try and fill our five allotted spaces this year, so it's requests at or by the next meeting please. Ian Stuart has emailed a request and now has a reserved ticket. Then the first evening run of the year should be at the June meeting, and the Peak Run on the **28th and 29th of June**. If the Cloudbase Run happens this year I shall be on holiday! Perhaps it was me who attracted the rain?

Ian mentioned Triumph Nutz in his mail, and Mike Banks mentioned a useful garage near the Miner's Arms in Poynton.

Our next meeting is on **Thursday 1st May** at the Cock and Pheasant in Bollington.

Henry

COTSWOLD

Summer is a comin! Get those cars out; get those hoods down, and enjoy! Better still go along to a local meet (Avon/Glos)! Even better still, find your tents, and get yourself a Breaun Booking form - you don't want to miss out do you?

Good to see some Cotswold Area people making use of the Avon Area Meet! 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. The good news for you is, that the existing Avon Area meet, is moving closer to you, with another Avon Area meet happening soon! For what's happening, see Avon! Cheers,

Col!

IMPORTANT NOTE ALL AO's
Area News Guideline length is 500
words approx - of relevant news.
HELP!! Bernard. ED

COVENTRY

tssc_coventry@hotmail.com

There was a good turnout at the Weavers Arms, Fillongley last month, with at least 20 of us filling the bar, as diners occupied the lounge all evening. Now the sunny days have returned (well its fine at time of typing this!), with stretched evenings, we should be able to resume outdoor discussions around the cars again. At last we have good news regarding the long awaited car park extension! Dave Barlow has informed me the widget of land has been acquired at long last; this will provide access to the area behind the pub, which I'm told, should be able to accept around 40 cars better late than never! There is an attractive pub garden to the side, which includes childrens play-area, which is currently being revamped. Dave intends for work to begin as soon as possible, hopefully, in time for our next meeting. There were a few new members at the April meeting, I hope you enjoyed the evening and will return as and when you can.

I shall be joining Dave and Julie Walker and others to our first event this year on Easter Sunday, to the Midland Festival of Transport at Weston Park, Shropshire. We should make the most of the spring/summer, and get that Triumph out more often! The next major event is the Standard Triumph Marquee Day at Gaydon, Sunday **25th May**. This is a special year, as the Standard Motor Company celebrates its 100th Birthday! We have had at least a dozen cars travelling in convoy from Coventry to this event on the past two occasions; we meet at the Burnt Post pub on Kenpass Highway (A45) at 9.15 am, as show opens at 10.00 am. Further details and list of attendees to be confirmed at next meeting. What other events would you like to participate/plan for this season? The main ones are, of course, listed at the front of The Courier, but there are several others, some local, such as the annual Birdingbury Country Festival, **12th and 13th July**. Perhaps we could meet up with other Triumph clubs, or arrange a rally of our own? Your ideas, suggestions and support are welcome.

Karl Dandridge (and his dad) did a fine job on that GT6 Racing Project Just in Time! See this month's Courier article to discover if it was a success or failure; but either way, it was a great effort and achievement to build a car and race such a car in five months - well done Karl!

I'm sure Rachel must have a few outstanding DIY jobs requiring your undivided attention!

As I suggested in last month's article, why not have a bit of a garage spring-clean and sell-off any unwanted Triumph spares? Perhaps when we gain access to the extended car park, carburettors and instrument panels could be changing hands.

Let us hope for fine weather at our next meeting at the Weavers Arms, Fillongley on Tuesday evening, **6th May**. Why not also try and get along to the Sunday lunchtime meeting at the Old Smithy, Church Lawford on **Sunday 18th May**? Regards,

Kevin

CUMBRIA . . . DERWENT VALLEY DEVON

CUMBRIA

Hope all you convertible owners are making the most of the good weather we have had recently and travelling top less in the best Triumph traditions. Our March meeting [Mums Day!] was well attended by 12 members/friends and 5 Club cars, four of which arrived and departed top less, well done folks and you also saved 50p. John A was excused with his Herald and I did not have my can opener with me to peel back his roof anyway! Good to see our walking wounded are now on the mend. Helen's toe is sorted. Lindsay recently had his cast taken off and was about to spend 2 weeks at a Police rehabilitation centre! In Harrogate for intensive physio and massage. Sounds interesting, hope all is well when you come to read this Lindsay!

Jan and Alan had been busy preparing for our Treasure Hunt in April handing out advance instructions. We are all looking forward to getting lost but at least we should make it to the start and finish. What happens in between is another matter!

We had a good lunch as usual but with John A under strict instructions to just have soup as Marie was at home slaving over a hot stove [on Mothers Day!] ready for a big family nosh up later in the day. He even declined Joe's left over chips, under the thumb or what?!

Ann selected the mystery prize in the raffle and was rewarded with a flower arrangement courtesy of Jan. Very nice it was too, if you are into that sort of thing! We decided it would look good on the bonnet of Roy & Ann's Spitty but may not survive long on the journey back to Walney. Roy has done quite a bit of work on his car over winter and had to make up some coil spring compressors. This raised the question of special tools etc available to borrow/share and making a list for our area. If I recall we did have one a long time back. I will resurrect it at the Hethersgill Show and circulate when complete.

April 27th - No regular meeting at the Trout Beck. Meet at the Punchbowl, Greenside [A65 south of Kendal] for 11:00 hrs for the Treasure Hunt. Back to the Punchbowl for a late lunch on completion or if you give up!

May - 4th Hethersgill Show, Carlisle Airport. Will distribute the instructions / passes etc when I get them. We have 12 car entries in all + Andrew W's rolling chassis.

11th Heart of the Lakes Classic, Penrith Auction Mart. I have received no info. from the organisers but John A tells me it has been advertised in the Penrith area press. I will try and get a Club stand entry but Sue and I are away elsewhere that weekend.

18th - Classic Rally, Maryport, Netherhall Rugby Club. I will put an entry in for the local West Cumbria contingent. If anyone else wants to come along just let me know. Ray K. should be up over this weekend.

25th - Monthly meeting at the Trout Beck. Bank Holiday weekend so I will check around as to who can attend and confirm numbers for lunch. Car comings and goings: The Westgarth fleet has changed, in: rac-

ing Spitfire Mk II with a Midge thrown in! and out: 2.5 saloon and 1500 Spitfire [sold at last]. The Spit has gone to a namesake of mine in Barrow, Peter Evans. Hope/trust you recruited him to the Club as a condition of sale?

Lindsay is getting nearer with his Spitfire. He is currently awaiting another engine from Spitfire Graveyard. He may have made it back on the road for the April Treasure Hunt?

The Evans fleet, The Spartan is a bit further on and a concerted effort over Easter should see it on the road but with lots of bits and pieces to finish. We did not bother with a TR7 for Sue in the end. A Metro based Audi TT look-alike part finished kit car came our way instead. I have also come across an abandoned rebuild project in Whitehaven, Spitfire 1500, BRG, over-drive, hardtop, new hood, rebuilt bonnet [painted] and engine [not fitted], re-upholstered front seats, fair to good body shell and chassis [still together] requiring prep and re-spray + reassembly thereafter. Asking price is £800 o.n.o. Ring me for contact info. That's all this month folks. Cheers

Phil

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

Firstly a quick hello to Steph who lives in Nottingham and runs a GT6 as her everyday car, she is a very busy lady but maybe if I mention her she'll pop up and see us/show her car off sometime! Let me know how you get on with the garage or where you end up getting your locks sorted out, we are short on recommended places but us!

What a great turnout to the first mini run of the year despite the atrocious weather, in fact probably the only day it was that windy, rainy, dark miserable etc. We die hards can't be put off though! We were actually blessed with dry weather and almost some sunshine when we met and did the run although it was short lived! We had four official Club cars, Stuart's Spit looking rather gorgeous, Bri's Spit sporting a brand new windscreen expertly fitted by him and Ed and weren't they just proud as punch! Don's GT6 that was great to see as always and lastly Xena, the common girl Herald who is getting passed around like some loose woman! Good fun to drive despite being a bit rough in places - and she's for sale, any reasonable offer to Pete Rose on 07970043073. A fifth car masquerading as the all-new GT5 but looking suspiciously like a Volvo? But complete with Triumph badge on the front, who are we to argue? Plus loads of others from the Club turned up all nice and warm in their modern cars.

The mini run put together by Rich M was fantastic. We went past some beautiful scenery and gorgeous properties, including John Eade's house. We were probably navigating the local roads for about an hour before it got dark which was just long enough to have a lot of fun, travel in a bit of a convoy and get the locals talking! We finished at The Bear Inn, the venue for Peak Run Sat night, and took over these large tables in the corridor. We had a mega

Easter raffle with loads of Easter eggs, and Cadburys creme eggs, amazingly the kids (including Chris!) and especially Colin's clan all got a big egg and the adults had to make do with the creme eggs was this a fix who knows? Don won an egg, tried to return it to the table but he was put in place told not to be miserable and take it home to Pearl who is suffering with Bronchitis - little things might help cheer her up and show her we miss her!

Poor Kev and Amy got stuck in the cold when they tried to catch up with us all at The Bear; Queenie gave up just short of the car park and had to be pushed in. After a good hour freezing their butts off outside they decided to call it a day and got Peter Best recovery out to fix it, at least he'd have a sensible coat on!! It didn't take long to sort the problem out once man with lights, warm hands and warm coat arrived, a dodgy rotor arm was to blame but was soon fixed to enable them to get home safely.

The other major excitement was the old magazines Chris had found in his mom's loft, with features such as the preview of the all-new MkII GT6, with the original prices, which obviously made us grimace! The adverts were interesting too; John enjoyed reminiscing over the Skoda features too and some of the accessories that we remember such as clip-on head rest. The flurry of excitement had set in and all present were vowing to search lofts this month to find the mags that they remember so well!

Lastly a few events coming up are **May 3/4/10/24/25** Kev had racing, fingers crossed as all is not well with the big purple at the moment but we have faith in Kev! Plus see our website for Herald spares he is selling. **June 18th** Midsummer night Car Show get booked in on www.carshow.btinternet.co.uk for the show of all shows. And of course, get booked in to our very own **PEAK RUN June 28/29**.

Well, see you all on the **3rd May**, we are well into Classic season now so get them taxed and get driving.

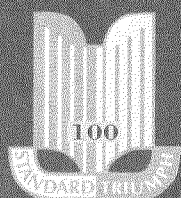
The Guys!

DEVON

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

This weather is having a good effect on our meeting turnouts - loads of people at the April Sunday meeting in Princetown - good job we booked a table, it was absolutely packed. Thanks to all who came, and hope to see you all again soon.

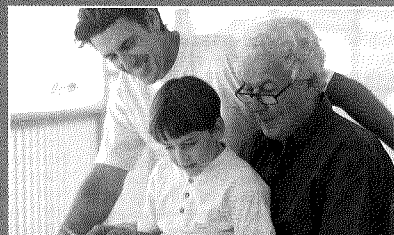
It has been suggested that we try a different venue for our Wednesday evening meetings, as the Cowick Barton seems to have gone downhill a bit since a change of



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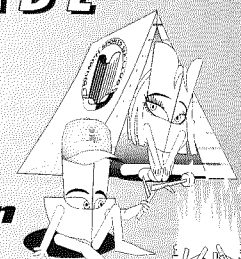
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**Or to Angie & Graham 23 Vectis Rd, East Cowes
Isle of Wight PO32 6HG. Tel 01983 281 427**



DEVON Cont

ownership. So, the **May 21st** meeting will be in the Imperial (near St David's station) to see how it goes - so please take note and don't look for us at the Cowick Barton!

We're right up to the deadline for news this month, so just a short one...

Next Sunday meetings are **May 4th** in the Hunter's Inn, Heddon's Mouth and **June 1st**, which will be a TREASURE HUNT starting from the castle car park in Lydford at 10.00 am, finishing for lunch. If you want to do the treasure hunt, please try to let us know in advance so we know how many clue sheets to print, and note the early start.

Finally, a reminder that entries for Powderham (**12th-13th July**) have to be in by the end of May, so please let us know by the **20th** if you want to go. We're also planning a Club stand at the Branscombe Air Day on **July 27th**, which is always a good day out, so if you're interested please let us know ASAP. Thanks.

Rob and Helen

GATWICK

What beautiful weather I had on my drive in the Beast up to Alexandra Palace on Friday afternoon and in only two hours, despite taking a wrong turn onto the M26!

The Spitfire was going to be part of the Club stand. I had been told that the petrol tank had to be empty (or nearly empty) for the display inside, so I had driven up with very little petrol, but loads of petrol filled cans in the boot! As I came off the motorway, the gauge was very close to empty, but I pushed on hoping I might just make it, but I hit heavy traffic less than half a mile from Alexandra Palace, but the Spitfire kept going (I think on fumes), then at last I was there, but as I drove up the hill, the car started to splutter. I was so close, but decided to pull over and put half a gallon in. John Muggleton met me outside and led me through to the stand where I set about polishing! As the day ended, we (John Muggleton, Nigel Whale and our illustrious editor Bernard Robinson) all retired to the bar for some well deserved refreshments. We were later joined by Nigel Gibbins and Angela Francis, who had their GT6 Mk1 on the stand and Alison with her Herald Estate along with Phil and Graham Wilcocks and their Herald seat (the back-end of a Herald converted into a seat!)

The TSSC had a challenge set up by Practical Classics between MG Owners Club and TSSC. It proved to be very interesting with the MG gang trying to put a V8 engine into their MGBGT and sadly failing

DEVON . . . GATWICK GLOUCESTER

to succeed by the end of the weekend. The TSSC HQ gang consisting of John and Bernard with support from Quiller Triumph. Their aim was to dismantle and refurbish a Standard, inexpensive Spitfire and to be able to start it up after its partial rebuild by the end of the weekend ... they actually succeeded!

I saw many of you over the weekend, it was great to see you and I hope you enjoyed the show as much as I did. I would like to thank John, Nigel and Bernard for having the Beast on the stand and for being great company and very entertaining over the weekend!

Anyone looking for directions out of London in the future, I strongly suggest you don't ask Graham, as I did. My initial two hour journey to get there transformed itself into a four hour journey home on Sunday evening. I have a feeling Graham's ears are still burning!

I have some very sad news now. Ron Wood has sadly died of cancer which he had been fighting for some time, but still had managed to make the effort to come to our meetings when his health would allow him. I would like to offer our sincere condolences to his wife Inez. Ron was in the process of completing a rebuild to their Herald 13/60 Convertible. It has had everything done to it that you can think of during its chassis-up rebuild, including fitting an unleaded head. The car is almost complete, but just needs that final bit of hard work of putting it back together. With Ron now gone, Inez feels that the Herald should go to someone who can complete the work and will love the car as much as Ron and Inez did.

If there is anyone reading this who feels that this sounds like the car for them and that they can offer a good price, then please call me on 01293-885420.

Well, we certainly have been having some fabulous weather just lately, so I made the most of it and went for a brilliant drive down to Winchester to look at another Spitfire! On the way I passed a smart red GT6 Mk1 in Petworth (who were you ... do you live close enough to come to a meet?)

Another great drive was also enjoyed in the Beast when travelling up to Silverstone. It was my first race meet for the TSSC. What a great day and good to see our cars used with such aggression. John Thomason was the winner of the race and I expect you will be able to read about the race in a later Courier. Nigel Gibbins informed me that there is going to be a Track day at Mallory Park on **Thursday 22nd May** and that the cost will be around £95.00 for the day. If you are interested then please get in touch ... a chance like this should not be missed!

I saw a lot of familiar friendly faces at Silverstone, two of them being Dave and Lynn who had come up in their GT6. If you fancy a great day out with some Triumph action then go to one of the TSSC Race days!

Our meet on the 7th April was not quite as well attended as I had hoped and with all this good weather there were only two Triumphs in the car park ... Peter's and mine!

But those of you who came along set about having an enjoyable evening and the talk again came to Bromley and

Ardingly shows, both seem to be attracting good interest, so if you are interested please let me know as soon as possible. Ardingly will, as usual, have a number of us staying overnight. It really is a good show with one of the best autojumbles in the area.

Events coming up are:

2nd - 5th May: IOW

10th - 11th May: Leatherhead SEM

17th - 18th May: Beaulieu Autojumble

22nd May: Mallory Park - Track day. If

you are interested,

please get in touch asap.

25th May: Gaydon Standard

Triumph Day

29th June: Bromley Pageant

of Motoring

Gatwick meets are on **Mondays 5th and 19th May** at 8.00 pm at Rowfant. We are now back to our regular **1st and 3rd Monday** evening slots at Rowfant. See you there!

Tony

GLOUCESTER

www.tssc.org.uk/glooucester

Hi Everyone. Welcome to the summer, well that's what it feels like at the time of writing, and it's only early April! As you can probably tell already from the dribble that is clogging up the Area News, that it is not our articulate scribe as he and Lyn are sunning themselves in a far away land hopefully re-charging their batteries (it's amazing what you can get on eBay for a fiver these days!). I don't know, look after the delightful Belle for a couple of days whilst we take in the Piste etc. and he needs a holiday!!!! Hey we don't need to tell you to take it easy Andy 'cause we know you will!!!!

With a tear in the corner of my eye I must tell you that my Vitesse has failed it's MOT, nothing too strange there I hear you say, but the test date was on April 1st!!!! I'm not sure if the examiner was having a laugh at my expense or I at his!!!! Watch this space though I'm sure we will be gracing the streets again soon as if excessive corrosion is going to put us off!!!!

In March our meeting was well attended, as we have come to enjoy of late, with much banter, advice and offers of help circulated. Thanks to all 17 who played skittles against the MG mob they very kindly arranged the venue and the food but could not arrange the result, what a Triumph!!! Jane, Belle and I showed our faces at the spring restoration show at Stoneleigh and came home a few pounds lighter!

We bumped into Emma Mark Mike and Richard amongst the other bargain hunters.

Good luck to Dave, Karen and Becky for your house move, hope all goes well! I'm already in practice for the house warming! Forthcoming events:

2nd - 5th May Isle of Wight Camping Weekend

4th May Blue Peter Bikeathon at the Cheltenham Racecourse (cars wanted)

10th - 11th

May South of England Meet

19th May Area meet at the

Kings Head Norton

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

25th May Standard Marque

Day at Gaydon

13th - 15th June Gloucester Area

Camping Weekend Slimbridge

27th - 29th June

Cornwall Camping Weekend

Fan and Jane

HANTS & BERKS

www.tssc.org.uk/hantsandberks

e-mail: hantsandberks@tssc.org.uk

Another quick one this month. If you get this in time, we're off on **Friday 2nd May** for a great weekend away on the Isle of Wight. Full review next month. On **10th/11th May** it's the South of England Meet at Leatherhead, a show not to be missed. The week after that it's The Beaulieu Spring Autojumble on the **17th/18th May**, and the following **Sunday on the 25th May**, '100 Years of Standard/Triumph' at the Heritage Museum, Gaydon.

So there you have it, a full calendar of events this month.

Get out and enjoy your Triumph!

Contact us for further details.

Craig and Sarah

HERTS & BEDS

Congratulations to Gill and Paul on the birth of their baby, Heath Richard Squire, born at 0420 hrs on 26th March 2003. Weight 8 lbs 11 oz!! All doing fine and all back at home now.

As I said last month, I had a nose around to see what everybody had been doing on their cars, Carl is doing the rotoflex doughnuts. Michael has removed the front Valances off his Spitfire and realigned them. Patrick has had a new roof lining and welding done on his Bond.

Andrew has rebuilt the top end of his engine. Stuart is after a sun visor for his Mark 2 Zodiac. Give me a ring if you have one and I will pass it on. Eddie is still soldiering away with his Spitfire, I'm sure you will finish it one day mate. Sam seems to be cornering the market on Heralds. How many is that now Sam? Alan has his Triumph GT6 up for sale Mk II for 1800.00 ovno Mk1 for 500.00 o.v.n.o. One of the mechanics in the Club has agreed to show any novices where to grease and oil your Triumph; hopefully we will do that at June's meeting. Speaking to people at the meeting everybody liked the idea of visiting other Areas, so I spoke to Carl from South Bucks and we will be going to their meeting Wednesday 21st May (if you were not at April's meeting give me a call and I will let you know where we are meeting.) I thought it would be a nice idea to have an informal show and present a cup to the best Triumph at the August meeting. We will discuss this at the next meeting and you can let me know what you think - so get out the polish and start buffing up those cars!

TOOLS FOR HIRE

Tools we have for hire to members for no charge other than a returnable deposit:

Wheeled hydraulic engine hoist
Rear spring lifter (for Her/Vit all cars with rotoflex suspension Front coil spring compressor)

Door gap adjuster (Spit/GT6)
Door gap adjuster (Spit/GT6) for making sills fit when welding
Door skinning pliers

Brake pipe flaring tool and copper pipe/fittings (members will be charged for the pipe and fittings that are used as they are brass and will soon run out!)

Welding clamps for holding metal together for butt welding - set of 5

Welding clamps for holding panels together for a doddled (overlap) joint, 10 pieces which are special re-usable rivets with the necessary removal/fitting tool.

All tools hire to be via Matt Hollingsworth Tel 01462 814051.

And now a report from our roving reporter Ashley who will be going to these shows I hope you can go along as well.

2nd to 5th May

Triumph IOW Camping Weekend
9th to 10th May Triumph South Of England Meet at Leatherhead (Kirsty's 9th and Jannet's 40th Birthday Party)

Camping Weekend

7th to 8th June

Luton Festival of Transport
14th to 15th June TSSC Avon Mega

Triumph Breaan Christmas Beach Party
Camping Weekend

22nd June Rare Breeds Classic Car Show near Ashford Ref Harry

27th to 29th June Golowan Mazey Day Party Penzance & TSSC Cornwall

Camping Looe

5th to 6th July Harry's Event at the Hop Farm in Paddock Wood in Kent

Camping Weekend

9th July Classics on the Common Harpenden

12th to 13th July The Ultimate Triumph Party Weekend at Stafford

Camping Weekend

19th to 20th July Classic car show at Bentley in Kent Camping Weekend

14th September TSSC Herts & Beds Triumph event at Duxford

20th to 21st September Mile of Triumphs Great Yarmouth Camping

Weekend

I understand that Sam and Paul are going to join us at the IOW camping weekend on the **2nd to 5th May** and have already said that they will come and support Harry and myself at the Hop Farm on the **5th & 6th July**.

As you know Harry has supported our area attending most of our Area's events. Because of this I would request that you put a plug for the event that he is currently running in West Kent Area news.

Please find details and a brief report on last years event. Last Year Harry and Ashley went to the KM Motoring Pageant at the Hop Farm Country Park in Kent. It was a very well organised event with plenty of things to do which included a Museum (regarding hop growing industry and how they were used to preserve beer), Shire Horse display, Children's Zoo, Military Vehicle displays, Commercial Vehicle display, Auto Jumble, Robot Wars etc..

However although Triumphs were very well represented from various Areas such

as Essex, Norfolk, Cornwall, Herts & Beds there was no TSSC Club stand. Therefore, this year West Kent have decided to have a TSSC Stand at the show.

Ashley

Thanks for that Ashley. I hope you send me a report on these events mate.

That's it for now, next meeting is **May 26th** Spring bank Holiday, The Bull Inn Whitwell.

Cheers for now.

Les

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk

www.triumph-iw.co.uk

We have had really nice weather this month and have finally got the Spitfire, known as MR U back on the road, but not without a few problems which we will talk about later. We have been on 2 tea runs this month, the first being on Sunday March 16th organised by Angie and Graham. It was a really nice spring day and 14 cars with approximately 30 people enjoyed the drive through Ventnor onto Shanklin and Sandown into Bembridge and ending up at The Oasis shop and tea-room in St Helens. Lin and I borrowed Graham's Triumph 2000 as our car was still off the road at the time. It drove really well but I have to admit I still remained a little bit sulky because I wasn't driving MR U. Maybe next time. The second run organised by the VHVH was held on Sunday March 23rd still no MR U. Graham has been good enough to let me borrow the 2000 again, I think I'm driving it more than he is! This tea run had an Irish theme to it. It was billed as St. Patrick's Day run but of course it wasn't St. Patrick's Day. We had to guess the estimated mileage before our destination was known and the quiz which was about Ireland was all most impossible to answer. Guess who won! It was a little Irish lady who just so happened to have a book on Ireland in the car with her, she got 29 points out of a possible 30.

The run took us through Gatcombe, Chillerton, Shorwell, Brightstone ending up at Ventnor botanical gardens, the scenery was stunning and the cakes were delicious.

The preparation for the IOW camping weekend is hotting up. One of our projects was to prepare a convoy route and to check out a route done by Linda and David, they in turn would check ours. This time we were in MR U. It's a few miles but we'll see how far we can go, we have a full tank of gas, half a packet of crisps, it's dark and we're wearing sunglasses, let's hit it! Half way around the route we could smell petrol - this time we had half a tank of gas and the "Cruise Brothers" were going nowhere. Garth our previous AO was well



ISLE OF WIGHT Cont

known for getting lifts home on the back of a low-loader ... it must come with the territory because that's how we got back home that evening (hope the neighbours weren't looking). MR U was severely dealt with the next day and has promised to behave himself in the future. Do 27-year-old cars behave themselves?

Well, that's it for this month, don't forget we meet every **3rd Monday** of the month at the Woodmans Arms, Wootton if you live on the island or just visiting please come along, we would

Chris

MID KENT

Hi all! Apologies due for a lack of news in April, I'm sure someone wipes the first week of every month from the calendar - where does it go? Before I know it, it's the 10th and I've either forgotten the news completely, or I'm frantically typing for my life, trying to get some garbled semblance of a newsletter together at some ungodly hour!!

Well, another quiet month, no major events going on. The April Club meet had a good turnout, despite my not realising that England were playing Turkey that night and the pub was already bursting at the seams, even before our mob got there! A big "Hello" to Tony, our brave new member, who wow'd us with tales of free GT6s and bomb disposal ... we are easily impressed, us lot! Hope to see you again next month.

'Happy New House' to Ade and Emma who should just have moved into their new pad in Gillingham - so when's the party?! (Before you put down new carpets, I would advise!!!)

Belated Happy Birthday to Sarah for April and early Birthday wishes to Mark. Hope you both celebrate in your own special style ... Sarah probably with fluffy hand-cuffs and a Bobby's hat, and Mark probably in something similar... and now I'm scared.

The real event calendar kicks off in May ... at SEM. We'll be there, as usual, so come along and say "Hi". We'll try and get ourselves a Mid Kent parking area, supported, as always, by trusty Timeless Classics, so you can't miss us.

Hopefully, Colin may have got his fingers off the Playstation controls and into his toolbox to get the Spitfire and/or the Herald into shape. The words 'fly', 'pigs' and 'might' come to mind!!! Sam has promised to consume a splendid quantity

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

of beer and dance recklessly on the tables, so don't miss it for the world! I expect Jon B will be busy flier-ing and touting business for Timeless Classics, on anything that looks vaguely like a Triumph.

Colin is entrusting his life to Jamie, Stag Weekend Organiser (Extra-ordinaire), at the end of May for his Stag weekend in the Netherlands ... so expect tales of shock, horror and shaving foam next club meet!! As long as it all grows back by the wedding, I'm not panicking ... (too much!!).

OK, enough rambling from me, take care, have a good May and see you at SEM, hopefully! See ya!

Carol

WEST KENT

mary@kent77.freemove.co.uk

The pub was really crowded this month and the faithful few were squashed together in the bar - very friendly! It was lucky that everybody didn't turn up or we would have overspilled into the car park.

Harry had brought in his photos of the Isle of Wight Weekend and they certainly seemed to have had a good time. He also brought in the ones of his Spit restoration - not having such a good time. It is taking longer than expected to complete: Now where have I heard that remark before? The main trouble seems to be with the wings and John wasn't at all surprised as he had come across this problem before, so he made a few suggestions to Harry as to how to overcome the problem.

Ian told us of someone who had an immaculate Courier Van which he reckoned was even better than Ray's but that is Ian's opinion. This man also had an immaculate Triumph Estate which he said he kept in order to transport his double base - a likely story.

Del and Ian had both arrived a little later than the rest of us and their excuses were that they were celebrating; Del, his wedding anniversary and Ian, his wife's birthday, but at least they were let off the hook to attend the meet. By the way, Del was elected to the TSSC Management Committee - congratulations Del, and be prepared for us to load our moans onto you instead of just keeping quiet in the hopes that they will go away.

Talking of Del, here is his contribution to the report:-

Did you notice West Kent for the fore again in the March Courier? It was Harry's Spit that was being re-silled in Clint Gummer's piece about the modified door gap clamp. Nice one Harry. Will there be photos for the April meeting? Other known engineering works this month include Ian who is seeking a pair of 8 inch long-shaft rear brake back plates. Can anybody help?

My Spit is progressing nicely. At last I have re-venered the dash and got an acceptable finish. I used African Bubinga - a wood with a strong grain pattern. Several coats of 2-pack clear varnish have made it look good, but the varnish does tend to be very slow to go off in this weather. The engine has been run up to temperature again to test the modification to the heater. If you solder a bleed tube and a bleedin' nipple into the highest

point of the heater, it can be bled to get rid of trapped air that renders one half of the heater being cold.

Makes you wonder how Smith's got away with such crap OE installations.

The Vit V8 chassis was ready to receive its mechanical bits. I say was, because in the light of John Thomason's article about the twist-strengthened Spit chassis, I shall review the Vit chassis to help it better cope with V8 torque. I had been pondering where to add strengtheners and between the sump and the bell-housing seems like a good idea, so that effectively the front outriggers become one continuous beam. Between the chassis bridge (behind the gearbox) and the diff does seem likely to trap the propshaft in place for ever (when the body is in place) unless the strengthener site is chosen very carefully.

John still has a near perfect Spit Mk4 body, chassis and all mechanicals, but no soft internal trim, for somebody to buy and spray their chosen colour. (01 689 829 231). But here's an idea. The Area is putting on a display at the Kent Messenger Festival of Motoring at the Hop Farm, Beltring on **July 5 and 6**. Perhaps we could assemble John's Spit in those two days. Anybody for a challenge?

With so many serious engineers in West Kent, I pose this suggestion to us all, to create a more formal group. What I had in mind is something like the West And North Kent Engineering and Restoration Society. Well it is April 1st. Best wishes to you all.

Del

None one Del. To end with here are few dates for your diaries:-

TSSC SEM, Leatherhead **10th/11th May**
Ravens Wood Custom & Classic Car Show, Bromley **11th May**

TSSC Open Day,
HQ, Lubenham **21st May**
Standard Triumph Marque Day,
Gaydon **25th May**
26th May Enfield

Vintage Classic Car Show & Giant Autojumble, Petersfield **1st June**

There are also quite a few other dates at the front of Your Mag - Read It! Happy Motoring.

Mary

LANCASHIRE

rayalun@aol.com or
karengt6@hotmail.com

What makes a good Club? No that's not a rhetorical question, but when 31 members all attend for a weekend away in March, traditionally the wet and cold season and nearly all take their Club cars and thoroughly enjoy themselves; I reckon Lancashire TSSC is that Club.

All thanks must go to Bill and Ruth for organising the weekend which God also seemed fit to deliver some of the best weather usually associated with summer. No major drama was involved in getting to Coniston nor for that matter on either of the convoys to the Drunken Duck on Saturday or Keswick on Sunday, apart from some serious bottoming-out of exhaust pipes over the tops, led by John and Julie in their TVR.

Talking of thirst, petrol first, Ian Armitage

LINCOLNSHIRE . . . LONDON SOUTH EAST MANCHESTER

used the weekend for his maiden voyage in his yellow Corvette, sounds great but used 30 pounds of petrol just to get to Coniston. Now being a drinking man, that equates to 13.6 pints of either Bluebird Bitter or Old Man which is probably the amount drank by the small gang of revellers following their excellent walk through Yewdale and on to Tarn Hows which produced some fantastic views not only of the countryside but of knees as well; draining the calories ready for the fabulous meal in the evening.

For evening entertainment, again the Club seemed to split into 2 groups, 1 which stayed in the hotel to enjoy its luxury and friendly atmosphere the other to find the 2 lost souls who decided food was not a necessary aid to pulling power but small bottles of pop (alcohol) was. Country folk sometimes get labelled Bunkins but realising a group is going to drink the whole contents of your fridge, promptly put the price up 50p a bottle, market forces or what. However, this did not deter the mission, even lipstick nipples, and premature St Patricks night high jinks with the locals could not stop this pair. Despite all the boasting to being able to find birds, the couple were later seen scaling trees looking for muggies (Shearer) followed closely by diddy men wearing Guinness hats.

Things definitely looked better in the morning with everyone making breakfast on time (just). It was nice to see new faces with Peter and Karen joining us from Morecambe and old faces; Andy and Sue, David and Liz from Leeds (thanks for the advice Liz) and even Harry Graham and LJ who turned up just for the evening.

The tour around the museum Sunday again proved to be the icing on the cake which saw Norman drooling over a very nice Daimler Dart and us all in amazement at such a jewel in a private collection. I for one am looking forward to next years return and in answer to my question of what makes a Club? You do. Both in your enjoyment of each others company and the support you give to the Club by joining in.

TECHNICAL TIP: If you are replacing pistons make sure that you place them in the right way round as it is possible to get them 180 degrees out, there is normally an arrow directing the way.

Some new faces at March's meeting including Dave Marrin of Southport who made sure Karen didn't get lost on her way home as she did getting to The Phantom Winger!!

Once again, a car has passed hands and has been sold within the Club. Glenn and Lorraine have bought Jill Cox's Herald, which Jill purchased at Woodvale last year. Glenn and Lorraine have bought it for their son and it has successfully made it's way up to Bonnie Scotland where Lee is at University.

CAR FOR SALE in Burnley HERALD 13/60 Convertible, J Reg, had lots of time and money spent all round, has to go due to ill health - would like 3000. Tel: 01282 458618 ask for Craig.

DATES TO REMEMBER: **SUNDAY 27th APRIL**, Jeff Cox from CLUB TRIUMPH - Trough of Boland Run, contact Jeff on 07788 755528. **FRI 16th-SUN 18th MAY**, John and Julie's AYSGARTH camping

weekend - please contact them asap on 01706 227268. **SAT 14th JUNE** for Dave Ivins 'Annual' BBQ. Paul and Geordie's HEARTBEAT weekend - **Sat/Sun 6th-7th SEPTEMBER**.

APOLOGIES to 'Hairy' Graham about the March's monthly postal leaflet, the Scalextric night ISN'T in APRIL but will be later on in the year - so Paul, tell Lee he can get some more practice in before then with his Ferrari.

See you at the next meeting, Happy Motoring.

Ray and Karen

LINCOLNSHIRE

I have done my map plotting and it would seem that the greatest concentration of people live in a triangle formed by Lincoln, Sleaford and Grantham, so for the foreseeable future the meetings will be at The Pyewyke Inn off the A57 Saxilby Road, on the last Tuesday of the month.

The last meeting was not very well attended, but I think that it was due to a misunderstanding of places and dates by the more regular attendees. We batted a few ideas around for the camping weekend and I am going to see if I can get us into the castle and park the cars up there along with reduced or free admission. This will tie in nicely with the medieval night at the campsite bar/restaurant. I have also been contacted by a chap in Brigg who is organising a classic car do in June, however it is on a weekday evening, and it might be a bit early for some people to get there. Phone me for more details, or see Toby at the next meeting and he will hand out copies of the details. Speaking of the next meeting, Ellie and I will not be able to attend as we will be down on the Isle of Wight for the May camping weekend, however Toby will be standing-in for me.

Does anyone have any preference for when we should go bowling and also when to organise the trips to Bateman's and to Melton Mowbray for the pie making evening. Is anyone else making the trip down to Leatherhead for SEM on the second weekend in May? If so, let me know and we can go down in convoy. Sorry it's a bit of a short report this month, see you at the May meeting.

Gareth

LONDON SOUTH EAST

I have been trying to write this letter for The Courier, from this time last year ready for Leatherhead 2003 SEM Meet.

It's a shame to let the South East London end. Also Triumph 60 and 70 cars are being stolen in the South East London areas, to give warning to you all. I know of 4 cars myself and when I last went to the pound to help recover an MG, I was told by a man working there that this year joy-riders are using our cars for show kicks.

I'm going to Leatherhead on Saturday and Sunday to try to get to meet people and cars who live in the South East London Area, to start a meeting any day of the week, except 1st Tuesday of the



month as I am at the Sevenoaks meeting.

A little about me: I have a 1500 Spitfire which has just passed 180,000 miles. When I bought it it had 40K and a MK1 Vitesse which we never used. It's still not finished. I've had parts for my Spitfire for 21 years. I'm now retired and class myself as a Hobby Restorer and housewife/dog walker and general odd job man to my wife, having done 6 body-offs on Spitfires, 5 Heralds, 4 Viteses. I look after 5 Triumphs for MOT and services and various other historic vehicles, so I have experience of many years old older cars. Last year with Mary Jenner and West Kent volunteers, we changed Mary's chassis on Henry.

John Mackrow

MANCHESTER

Hi Folks. Well firstly I would like to say a big thank you to Les for taking the Area meeting last month, and to Laraine for taking the seconds Ops I mean minutes, it was much appreciated.

I would also like to say a big thank you to everybody for the well wishes I received whilst I was incarcerated.

Frank and I attended the AGM at Marston Trussell which we found interesting, membership into the TSSC seems to be on the up coming into this year end, although the committee seem to have to take an awful lot of mud slinging and verbal attacks due to opening it's doors to all Triumph members, hopefully this sensible and logical idea will soon be accepted by all Triumph owners in the true spirit that it was meant.

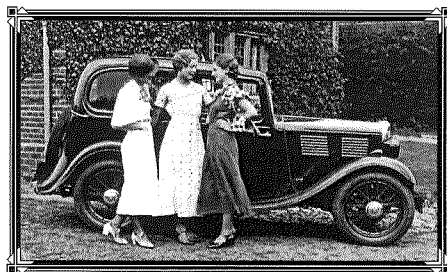
Myself and other members of the Manchester Area happen to be very proud of our club and enjoy driving and showing our Triumphs (that means any vehicle that bears the Triumph name) because we are true Triumph enthusiasts.

I would like to congratulate Angela and Andy for winning the TSSC member of the year award. We stayed over Sunday night so we could visit and shop at TSSC H/Q. I would like to thank everyone who made us feel welcome. TSSC H/Q is well worth a visit. We have also purchased a durable dot punch (a tool to fit poppers to your car) from the Club for the tool pool, which is available to anyone to hire for a nominal fee along with any other tools, which are in stock.

We held the Sunday meet at The Rope & Anchor. It was good to see Andy and Janice and the boys and also Karl, Gina and Rachael. May I say a big thank you to everyone who made this meet special, I was presented with a birthday cake decorated in my beloved football team colours (bet you don't know who they are?) cards and presents.

Also congratulations to Pat who celebrated her birthday on the same day.

AN INVITATION ...



...TO THE STANDARD TRIUMPH 100 WEEKEND

A CELEBRATION OF THE CENTENARY OF
THE STANDARD MOTOR COMPANY

SATURDAY MAY 24TH AND SUNDAY MAY 25TH 2003

WE ARE celebrating the centenary of the founding
of the Standard Motor Company in Much Park Street,
Coventry, by Reginald Maudslay in 1903.

For Details & Booking form

Tel. 01373 300115

SUSSEX AREA SUMMER LUNCHTIME MEETING

SUNDAY 1ST JUNE 2003

**THE SWAN INN, FALMER,
(NEAR BRIGHTON)**

**30 MINUTES FROM THE M25 AND 10
MINUTES FROM THE SEAFRONT.**

NOON UNTIL 3.00PM.

**SUNDAY LUNCH AND HARVEY'S
REAL ALE AVAILABLE.**

**THE PUB IS LOCATED AT THE JUNCTION
OF THE A27 AND THE B2123 MIDWAY
BETWEEN LEWES AND BRIGHTON.**

**FOR FURTHER DETAILS CALL
MARTIN MARRISON ON 01444 450 941**

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. YOURS ARE ALL BURNT NOW.
SO COLIN'S OFF FOR MORE. FROM DOWN THE TOWN.

IF IT SHOWS. 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 WILL BE THERE AGAIN!

All details tel
Colin 01179 691322

PEAK RUN 2003

Derwent Valley Area TSSC
15th Annual Peak Run
28th & 29th June

NEW VENUE

Saturday 28th June
From 12pm meet at Bolsover Castle for formal concours
and mini run to the Bear Inn at Alderwasley for social
night, live band & beer raffle. Local camping available
with shuttle bus to The Bear Inn.

Sunday 29th June
Scenic run through Peak District, lunch & Peoples
Choice concours judging. Small after-lunch run followed
by prize giving and MEGA raffle at approx 3.30 pm.

Price - Advanced bookings
£10 per car (Sat and/or Sun) Plus
£3.50 per adult / £2.50 per child for pre-booked
tickets for Bolsover Castle (Saturday only)

Price - On day
£10 per car (Sat and/or Sun) Plus
£6.00 per adult/£3.00 per child for admittance to
Bolsover Castle (Saturday only)

Payment
Send cheque (made payable to: Derwent Valley Area
TSSC) with name, address, phone, car's make, model
& registration, & number of Castle tickets required to
Mr D. Heathcote (Treasurer), 14 Paxton Road,
Tapton, Chesterfield, S41 0TN.

For more information call:
Kirsty 0115 9217616 Or Don 01246 278149

Lakes Triumph Weekend Keswick Rugby Club 13th to 15th June 2003

Friday night get together starts with a giant BBQ where you bring
along your meat and we provide the means of cooking it and some
salad. The Rugby Club will be open or bring your own beer and chat
in the open air round the campfire.

Saturday starts this year with a convoy run around 11.00 am to
return about 1.00 pm for lunch where the Rugby Club will be serving
meals and breakfasts during the weekend. We will have our
autogymkhana and junior version during the afternoon where the
aim is to enjoy yourself by joining in and there are trophies up for
grabs. The evening can be spent in the Rugby Club where we will
have some entertainment, competitions or games prepared for you
to try.

Sunday is concours day with all cars lining up at 12 o'clock ready to
be judged by yourselves. The prize giving end raffle draw will
conclude the weekend around 2.30 pm.

There is no need to book just ring for further details on 01946
832080 or send a S.A.E for directions or information to:- Shirley
McKeown, 17 High Close, High Harrington, Workington, Cumbria.
CA14 5RQ. The cost for weekend camping is £12 per
tent/caravan/motorhome plus £1 each person per night. One night
camping is £7 plus £1 per person. Weekend visitors only £2 per
car, per day, or £4 for all weekend.

Please note - This is a family event strictly for Triumph
enthusiasts. Noisy, unruly campers are not welcome and will be
asked to leave immediately if any site rules are broken.

Cornwall Area CAMPING WEEKEND

JUNE 27TH TO 29TH

**At
Camping Caradon, Trelawne,
Looe, Cornwall.**

**Come and join the Fun!
BBQ - QUIZ - CAR RUN TO
BEAUTIFUL LOCATION
CREAM TEA
AND SUNDAY LUNCH**

Price for camping

£6.00 per pitch per night

**CONTACT
Carol & Les Coventry**

01726 824523

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MANCHESTER Cont

On the car front, some of you are still busy getting your Triumphs ready for the new season. Hugh is just about to put his Vitesse through its MOT; us likewise with Milly; Kate is busy getting her Triumph ready for Tatton and Les is still working hard on Emily.

Dave and Paula are selling a 1961 Herald 1200 and a 1971 Herald 1200, both have current MOTs and are runners, anyone interested in either car can ring me on the usual number 01524.791607. Karl is selling a Triumph 13/60 Vitesse chassis with shock absorber modification, rebuilt on a jig, with reinforced outriggers £250.

What else have I got to tell you? Oh yeah! We set off on a bright sunny Sunday morning at the beginning of our Goyt Valley run, tops down, wind in our hair, lead car keeping in contact with yours truly bringing up the rear by radio, brilliant route, (Thanks Les) what could go wrong? How do you lose somebody in the middle of a convoy? Well we did!!! Pat and Colin managed to get lost. The Key Stone Cops had nothing on us, we gave chase flashing lights, sounding the horn but Colin put his foot down thinking he could catch up with the non-existent front car. Whose fault was it!!! Colin is blaming Pat after all she was navigating, Pat is blaming Colin cause he was driving and certainly not listening. (No one can blame Colin of being a sheep!) Still all's well that ends well and we did manage to all meet up at Castleton and have a good laugh about it over Sunday lunch. It was a brilliant day the scenery was breathtaking and I think I can safely say every body enjoyed it.

Thanks for all the work that went into the route it was much appreciated. Next club adventure will be Betws - y - Coed weekend full report will appear in next month's issue of the Area news.

Tuesdays meeting was as usual well attended with plenty of discussion and pee-taking. It was good to see Hugh looking pleased with himself, as his Vitesse has just passed its MOT, and Pauline is getting all excited at the thought of owning a STAG, she obviously is all in favour of the TSSC policy to welcome all Triumph cars into the Club.

I was glad to see Paul make the meeting; we were all quite worried to see him limping. Oh! I've just hurt my back he said nonchalantly. (It's a man thing) Kerrie told us he had hurt his back the night before. She did the loving wife bit and massaged him with Radium B liquid. It ran down his back Oohh No!!! Along his botty Sh... On to his dangly bits Ouch! Ouch! Ouch! Hence the

MANCHESTER . . . NEWBURY NORFOLK

limp. (Not much sympathy there then.) Changing the subject, if anybody requires an up to date events calendar please give me a call on the usual number.

Don't forget its The Ian Hartley Trophy at the Tatton show on **31st May/1st June**.

Next area meeting is **6th May** at the Rope & Anchor 8 O'clockish see you there. Best Wishes

Dip and Frank

NEWBURY

dave.rumens@btinternet.com

What fantastic weather we had over March. Yes, it is here at last, Spring! So let's get those Triumphs on the road. Nice to meet Malcolm and Josie who are embarking on finishing-off a Spitfire restoration. Let's hope it's back on the road again soon. Good to meet another local member, Jon, who has been having fun changing his rototex coupler - well maybe fun is not a good choice of word if you have ever spent hours changing one! Don't forget, if you live in the area and haven't come to a meeting you will be most welcome. You may win a prize in our raffle, and there will certainly be a variety of Club cars to chat about outside when the weather gets warmer.

Don't forget the South of England Meet at Leatherhead coming up on **10/11 May**. Lots of cars to see and autojumble to fill your sheds and if you haven't got a shed, well then that is your next buy. Always a good start to the season this one and it looks like most of us will be going on the **Sunday** so see you all there.

Sean has now sold his Vitesse 1600 to concentrate on the 13/60 which should be back on the road by the summer. Colin tells me he is not looking for a new project. Hmm- honest. I am about to convert our 13/60 Estate back from a 2 Litre 6 cylinder to a 4 cylinder (1500) car to see how smooth running I make this engine. Mad I know, just a bit of fun.

The Newbury Autojumble on 6th April was not quite as we were led to believe, as there was an arena and more cars than advertised. We spoke to the organiser who stated that the original concept had been an autojumble with a small show of cars, but it had grown into a full-blown car show. We met up with Sean, Bob, Suzie, Guy and Gerry. Bob had his bomber so he had lots of those spares for sale, plenty of room in a 2500S you know! There is another show scheduled for this September and, hopefully, the organisers will have got their act together by then and we may be able to put on a club stand. Watch this space.

Camping Weekend - Midsummer Madness with the Southern Area on **20th-22nd June** at the Flowerpots near Winchester. If you haven't sent your application off to Suzie don't forget to do so and if you need a form then we have some spares. It promises to be a fun weekend on the longest day of the year.

We will have our annual 'Car I would like to take home' evening at the club night on **9th July** so let's have as many cars as we can in the car park.

We have several entry passes for the Newbury Charity Classic car show on **August 10th** so ask if you need one.

Next meeting: **Wednesday May 14th**

(main meet) and **Wednesday May 28th** at the Spotted Dog, Cold Ash
Events: SEM **10/11 May**
Camping weekend **20/22nd June**
See you all at the next meeting.
Keep 'em flying.

Dave and Mary R

NORFOLK

Summer must be on the way, 27 members turned up last evening for our April meeting, the biggest crowd we have had for some time. This included two new members so welcome Andy Curran and Carl Rush; hope you had a good time and that we see you in the future. Sue missed her first meeting in a very long time as she was busy tiling the bathroom, talk about Bob the Builder, in female form of course!

A crowd of us attended the classic show at Alexandra Palace and I think most of us were a little disappointed. We felt that there was too much emphasis on show cars and not enough on everyday classics that most of us own. Having said that there were some absolutely fantastic cars on display but where could you park them without Securicor watching over them? It is bad enough that some of our lesser models suffer vandalism for no other reason than spite. It was worth watching the rebuild race just to see John sweat (sorry John) - when we left Triumph appeared to be in the lead. The ladies enjoyed their day out having been dropped off at the Brent's Cross Shopping Mall. On their return to the coach there were some worried looks on a few male faces. Many thanks to Mick Kirton for organising the trip.

On a serious note, as a result of organising the trip Mick was left out-of-pocket by a considerable amount of money due to people not turning up on the day. As three of these non-attendees were Club members it was felt that Mick should not have to bear the cost. At our meeting last evening it was unanimously agreed that the Club funds should reimburse Mick, it was also agreed that this would be a one-off, any other events would only be organised on a money up front basis.

I am pleased to say that bookings for the M.O.T. have already started to come in, as we have said before early bookings are a great help to the organisers so if you are intending to be with us please let us know as soon as possible. Do not forget caravan deposits are now due and the caravans are in great demand so late payers could find their caravans re-let.

Would members please note that our May meeting is **TUESDAY 6th MAY** to miss the Bank Holiday, this is a change from our normal practice of having it a week later.

We have a member who has just become the owner of a MkIII Spitfire fitted with what we think is an Ashley hardtop. If anyone out there is familiar with this hardtop he would like to hear from you as he believes that he may be missing some fittings. Steve can be contacted on 01493-658184.

Future Events:

Breckland Show - **5th May**
Club Meeting - **TUESDAY 6th MAY**
The Skeyton Goat - **11th May**
Swafton Historic Rally - **11th May**

NORTH EAST . . . NORTHANTS PETERBOROUGH

Felbrigge Hall - **26th**
Fakenham Horsepower - **8th June**
For further details contact Dave James.
Safe driving to all.

Joe and Sue

NORTH EAST

Hi All. Busy night last meeting, absolutely loads of people and cars about, good to see. As usual, I'll credit those new people turning up.

First we have Dave Snailham. Dave has an MGB but before you cry out, he also has a Spit MkIV which he says is much more fun. Dave wants some seats with headrests and a good bonnet, if you can help call him on 01207 232752. With Dave was his dad Ray who has got the bug also and wants either a 13/60 Herald or a Vitesse Convertible. Contact for Ray is 01207 237428.

Sort of new (haven't seen him since he went to get married two years ago) is Simon Robinson and wife Versha from Darlington (not the garage Simon Robinson though). Simon has just finished his spit 1500 after 4 years and had just gone through the run in period on the car, looked lovely.

Welcome also Paul and Margaret Rigg, owners of a multitude of MGs and also a Dolomite Sprint that has been in bits for ten years, hopefully ready soon.

Bill Meson arrived to collect the rest of the LeMans money, quite late though. This was because Ashley's car had been in the way, when the keys were finally located they were 10 miles away, then Bill's battery was flat, as was their spare. And the one on Ashley's car! Ashley had a bit of a downer after working really hard with a mate and renewing lots of metal on the drivers side of his car, he was showing Bill how good the other side was with a hammer, it went straight through. "At least the sill is solid", he said giving it a squeeze only for it to give way as well. Not a happy bunny! This is the car they are going in Le Mans to as well. Good luck. On another note Ashley now has his own business doing auto electrics. He will fit Trackers, hands free kits, reversing alarms and sensors, security alarms, and he's also a whizz with alternators and the like, Contact ASV vehicle Systems on 07766 414658.

Peter Wharton has a car up for sale, his rally car in a specialist mag, and also his GT6 MkIII for £2500 ono. He is keeping whichever one doesn't sell first, for more info call him on 0776 5516762.

I popped in to Willow Triumph in Darlington and had quite a chat with proprietor Tim Willis. Very welcoming, had an Austin Healey, an MGB and Spitfire in his workshop, a GT6 MkII and MGB outside. Tim specialises in Triumphs but works on all classics as you can tell. He couldn't resist showing off his baby, a Spit MkIV with Rover 3.5 ltr V8 and 5 speed box all in and working. It's a fantastic job and apparently not too difficult to do. If you have jobs needing doing contact him on 01325 483456 or 07833 502811.

Future run plan, **May 18th** Geoff's 5 counties run. This is a shakedown run for the Le Mans trip cars but all are welcome,

it'll be a full day 160 ish mile round trip, lunching in Kirkby Stephen, also calling at the Tan Hill pub for a drink of pop. Start A1 Washington services northbound at 10 am with a full fuel tank.

Meeting comedy moment was Ian suggesting what size T-shirt Fiona would want for the Le Mans trip, either very brave or stupid if Fiona finds out what he said.

Good to see so many Club cars out on the road recently, keep it up. Next meetings **May 4th and June 1st**, 8:30pm Travellers Rest in Witton Gilbert. Collect your Le Mans T-shirt kits in June!!! all the best

Mark

Ashleys TTOTM - A Lucas A127 alternator is a direct fit onto Club cars and being modern is well up on the output over the original unit.

NORTHANTS

What a start to the new season? Beautiful weather for our cars to grace the roads! Most of the regulars will know that we have changed the venue for our meetings, check out the Club website for details or our own Northants Area homepage on www.tssc.org.uk/northants for details and a map. It is a great venue with everything we could want or need, so come and see us! A great day out was had by all last Sunday on our trip to Bletchley Park, eleven cars took advantage of a glorious day, and I must take this opportunity of congratulating and thanking Christian and Alex for the bacon sandwiches and for organising the whole trip! great job guys, thanks and well done from us all!!!!

Not having a Triumph on the road at the moment, (tut tut but I am working on it) I took my 1934 Austin 7 affectionately known as Albert, along to Bletchley. Not being a Triumph, he misbehaved on the way there several times due to a fuel blockage, but once the problem was sorted he performed surprisingly well for a car nearly 70 yrs old!

Lots of events and details of past events including pictures are being added to our website all the time, so make a point of checking us out at regular intervals, and if any member of the Area wishes to add something, just get in touch with me. We will be adding features on members cars and restorations soon also.

That's about it for this month, see you all on the **second Wednesday** of the month, Red Lion, Brafield, Northants 8.00 pm.

Graham

PETERBOROUGH

April once again saw a decent turnout for our monthly natter about all things Triumph. With the recent good weather and the forecast set fair for Easter we'll be hoping for a few more club cars outside the Bertie Arms over the next few months. Richard is unlikely to be one of those as he has resigned himself to a long restoration of his Spitfire and has even submitted a Statutory Off Road Notification for the vehicle. We wish him luck and look forward to seeing his Spit returned to the road as soon as possible.



The major topic for discussion this month was the number of shows we intend to visit during the summer months as an area. Some of these are confirmed and some still subject to confirmation of dates. Rather than go through the merits of each individually suffice to say that each of these has been enjoyed in the past by members from our area and therefore comes recommended.

The list at present is as follows:

May 3/4/5 Rushden Historical Transport Society Cavalcade
May 24/25 All Triumph day at Gaydon
June 7/8 Ingoldsbys Village fete
June 28/29 Peak Run
July 20 Sporting Bears, Kimbolton
Aug 10 Stanford Hall
Sept 14 Duxford

Sept 21 Mile of Triumphs, Yarmouth
We are still looking to confirm dates for the Maxey Classic Car Show and the BMC Annual Rally at Ferry Meadows, Peterborough, Hopefully by next month we will have the list finalised and copied for distribution.

In the meantime if anyone would like any further details of any of these events please feel free to call either Doug or myself (our numbers are in the Area Directory at the front of this Area News).

Moving on Doug took a call recently from a disabled member who has owned a Herald 1360 for many years.

Unfortunately in order to continue to drive it he is going to have to look at a conversion to automatic and is looking for some advice on the best options available to him and the likely cost. Does anyone out there have any experience of such a conversion? A call to Doug would be appreciated if you can help.

Finally a couple of months ago I mentioned a British Racing Green TR7 which is up for grabs for free! It's not been used for some years, the bodywork is described as 'tatty' and it has 54k miles on the clock. No takers to-date so this will be your last chance before it goes to be scrapped. Call Doug if you are interested.

I've also had news of a MOT failure Citroen Dyane that is also on offer for free. Quite a bit of body rot to deal with here but an easy car to work on - so I'm told!

If anyone is interested please give me a shout.

That's my lot again for this month. Our next meeting will be on **Monday 12th of May** at the Bertie Arms, Uffington near Stamford. Please feel free to join us for a beer and natter. I look forward to seeing you. Cheers

Paul

IMPORTANT NOTE ALL AO's
Area News Guideline length is 500 words approx - of relevant news.
HELP!!! Bernard. ED



SCOT CENT WEST

centralandwestscotland@tssc.org.uk

No doubt as outlined elsewhere in this Courier I've had an e-mail to say that the Area News Review is now available online at www.tssc.org.uk/areanews. I'm not sure yet what the timing of this will be compared to the printed copy in The Courier on around the first of the month given copy from AOs has to be filed by the preceding 10th but I'm slowly gathering up a list of e-mail addresses for local members to push it out to you soon after I've filed - got e-mail and not seen this in your in-tray? Then drop me an e-mail to centralandwestscotland@tssc.org.uk.

The instructions for the run to Dumfries on the **18th May** are now available and were included in the aforesaid electronic copy but space precludes inclusion in the printed version. For anyone whose not connected or didn't get them at the last meeting (we were some 12 or so at the Lochinch Sports Club on the 3rd April by the way) can get them at the next meeting on the **8th May** or phone me and I'll post out a copy.

Car news: Jim Watson (01698 374874) has a red G registration MkIII Spitfire which was totally restored 3 years ago with no expense spared as his daughter's 21 birthday present (and Jim has the receipts to prove it.) However, his daughter's circumstances changed and she is now married with a family so it's not really as suitable car for her now. Although it has only done about 70 miles since the restoration, it is not currently MOT'd - waste of money until someone wants to drive it rather than anything else as it should breeze through by the sound of things. Jim and his daughter are open to a 'sensible offer' from an enthusiast who will look after the car. Location is South Lanarkshire.

Donald Kerr has a GT6 he'd like some help with, to quote his original e-mail 'I have a GT6 MkII which was my father's car some years ago. This was restored (poorly) some years ago and has been off the road for the last 5 years or so. I would like someone who knows the ins and outs of these cars to look it over with a view to making sure that it is safe to drive and to carry out any remedial work required on brakes and other vital parts. If you can point me in the right direction then I'd be very grateful. I'm from Bothwell, near Hamilton, but would be prepared to transport the car across the UK to the right person. Any thoughts? If so then e-mail Donald at donald@dkerr.co.uk any copy me in please.

One final point: While we are still meeting at the Lochinch on the **8th May**, I afraid it is going to be very busy - The

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

Secret Policemen's Ball or some such grand function is on that night.

We'll need to play it by ear and be on our best behaviour! Yours aye

Jim

SCOT NORTH EAST

northeastscotland@tssc.org.uk

Hi. So far it's been fairly quiet on the classic front but there have been a few more of our cars venturing out especially when the sun shines. There were 3 Spitfires and a Stag seen in the car park at the Alford Autojumble. The Autojumble was a wee bit disappointing as I was unable to source anything, although I did see a pair of Spitfire rear lights on one stall. I hoped to get a few bits and pieces for my TR7.

The classic events in this Area for this and next month are as follows,

16-19th May Triumph Westcoast Run, if you are interested contact Bob (TR reg) on 01224 313516

25th May Crathes Motor Rally, this is the first event in our area.

1st June Fraserburgh Car Rally,

8th June Kildrummery Rally,

15th June Fyvie Castle Rally,

Great setting.

21st June Triumph Day, in conjunction with the Thompson Rally. This is the big event for Triumphs in our area.

Please let Alan or myself know if you will be joining us.

29th June New Byth Rally.

The next club meetings are **8th May** Triumph Pub Run meet at the Potarch Hotel 8 pm, food evening, partners welcome. **29th May** Triumph Clubnight meet as usual at the Norwood Hall 8pm. Unfortunately, I won't make it as I am working. **12th June** Triumph Run meet at Skene House for a club barbecue, 8 pm. **26th June** Triumph Clubnight meet at the Norwood Hotel, 8 pm. That's all for this month, hope to see you at some of the meetings. Keep driving your Triumphs.

Danny

SOMERSET

Well another month's letter to be written, time flies by these days as no sooner I have done one letter it is time to do another!!! Thank you for the good turn out at the last meeting, it was lovely to see you all. When it came to the raffle I think everybody seemed to be after the Easter eggs but, unfortunately, not everyone can win. A date was brought up at the Club meeting to do a Sunday run which will be on **11th May**. The venue and time will be discussed at the April meeting so anyone interested and unable to make it then give me a ring to get the necessary information. With the lovely fine weather we have been having of late 'Olive' our trusty Herald has given Barb and I a few long, pleasurable runs. It is good to be able to go out and enjoy some classic driving and not have to keep up with the rat race. Well that is about it for this month, see you at the next meeting.

Bye for now.

Peter

SOUTHERN

e-mail: spitfires.tssc@virgin.net
<http://triumphsouth.20m.com>

Many thanks again to Alan for his Area News Report last month. He does a great job, anyone like to join me in trying to convince him to take it on more often?? Votes on a postcard please ...

As you'll have guessed from seeing my by-line again I got through my surgery ok, though at the time of writing I'm still barred from driving (though hoping that by the time this is published I'll have the all-clear from my surgeon) and still not quite up to lifting an iron or Hoover (ah, shame ...)

I am improving steadily though and looking forward to a busy year of meets and shows and hoping to meet even more of our Southern Area members.

Also, plans are going full-steam-ahead for our own camping event **20th-21st June** so please, if you haven't already received an application form for that and would like to join us then please do contact me so I can send more out.

Even if you can't quite get to grips with the idea of camping out, or B&B seems to make the weekend a bit pricey, then please do consider joining us for the drive through Hampshire's hidden back lanes on **Saturday 21st** and/or for our Club trip to Hollycombe Steam Park on **Sunday 22nd**.

Our last Sunday Lunch of the winter couldn't have been better. Twelve of us had a good meal (though some a little late to be served) sitting out in the sun at The George at East Meon. Huw and his daughter arrived later in his MkIV Spitfire to meet us all for the first time bringing his daughter - showing off her wonderful pink wellies - but Chris and Carol Moore arrived just too late to meet everyone else.

Guy and I had a trip out to Goodwood race track on 29th March for a track day and even I enjoyed going round the track with him in the Bond convertible - interesting following the fella in the Rover 214 round but he kept a good pace.

I was happy enough though that it was just parade laps - not full throttle! It was nice being there on a 'quiet' day and just a shame more from the Area couldn't join us.

This month the show season really gets under way so time to get those cars out, throw the occasional bucket of water over them and flick a polishing cloth around - if you're feeling energetic - otherwise, just blow off the worst of the cobwebs, stick some petrol in the tank and fill up your Thermos, pack the beer and we'll see you at one of the shows.

The first event in May is the Auto/Aero Jumble held at Popham Airfield. We've had successful trawls through the autojumble there in the past - and I've also been rather tempted by odd things like a Supermarine Spitfire Spare Wheel (a bit more expensive though than the Triumph equivalent) or propellers and even an entire aeroplane for about the same cost as a Bond or a Spit at one show - I did try to persuade Guy we could squeeze it into the garden but he wasn't having it!

STAFFORD . . . SUFFOLK . . . SUSSEX SWINDON

The following weekend is SEM, the TSSC South of England Meet held at Leatherhead Leisure Centre. This is definitely a show not to be missed if you can possibly help it. Guy and I will be camping from the Friday night on as part of the Bond Camping weekend. We had a great time last year and Alan and Wendy will be joining us too this year with their Portafold (don't forget to bring the hot water bottles though, it could be a 'little' chilly) and I'm looking forward to having a really good time.

For May's roaming meet we've decided to try somewhere new for us, The Castle in the Air in Fareham. To find it take the A32 from Fareham towards Gosport, (off the big roundabout where it crosses the A27), go under the viaduct with Fareham Creek to your left, then, at the next small roundabout take a left turn and the pub is just down there on Old Gosport Road. I was a little wary at moving the meet down to Fareham as when we move towards the edges of the area we do seem to 'lose' people so please prove me wrong. I do hope some of you living in Gosport or Fareham will take the opportunity to join us there, especially if you can't usually get out to Droxford for the meets. The main point of the roaming meets (other than to give the regulars a change of scene) is to bring YOUR meet to YOU, to allow those of you who find the trip to Droxford a bit too far in an evening a chance to come along to meet others in the Area.

The SHVPS show at QE Park will be held on **Sunday 1st June** this year. Having originally been missed off their mailing list due to it being drastically reduced this year we did finally get some application forms so I look forward to seeing those of you who have got tickets there on the day. As they're not having Club stands as such this year we hope to meet up somewhere and drive up together to still make a good showing. The meeting place(s) haven't been confirmed yet but we can do that at the regular meet on **6th May** and I will contact those who aren't there to let them know what's been decided.

Bank Holiday **Monday, 5th May** - Aero/Autojumble, Popham Airfield
6th May - Regular meet at The White Horse, Droxford
10th - 11th May - SEM at Leatherhead
15th May - Roaming meet at The Castle in the Air, Fareham
10th - 11th May - Beaulieu Spring Autojumble
25th May - Standard Triumph Marque Day at Gaydon
1st June - South Hants Vintage Show and Autojumble at the Queen Elizabeth Country Park on the A3 (M)
3rd June - Regular meet at The White Horse, Droxford

Suzie

STAFFORDSHIRE

There was great excitement at the April meet as we looked forward to our first camping weekend. Yes, by the time you read your Courier we'll have been to Weston Park. Hopefully, the glorious weather of late will continue to the Easter weekend but for those of us with Dandy's

it doesn't really matter. Hopefully, we'll also have a few cars on the road for the club stand. I have now virtually finished the rebuild of 'Bob' and had him up the road for a quick spin, amazingly he runs superbly - the investment in the unleaded head looks to have improved things considerably. Tony should have put the racing engine in his GT6, Roger continues with his Spitfire restoration and Simon just continues to sell all his Triumph bits! Never mind perhaps the offer of a vitesse will come again one day ... At the meet we welcomed new members Glen and Dave who have Spitfire MkIII, sort of on the road but not going too far from base, perhaps it'll make it to a meet in the summer. Also discussed at the meet was the possibility of a return clay pigeon shoot with Derwent Area possibly late August. It also looks like the Wales weekend could turn into a week, we are thinking about going to Newquay and the site a few of us stayed at last year first week of September. Tern Valley (Ecclestone) has been confirmed as **16/17th of August**. Next meet is **Wednesday 7th May** at the Lakeside. See you there.

Ade and Patch.

P.s. Patch says thank you to his Uncle Stuart, Aunty Bev and Benson for his new home.

SUFFOLK

Suffolk@tssc.org.uk

Our last meeting, on the 1st April no less, was again well supported with the promise of Colin's quiz drawing the crowds. Two 'newbies' came along, Simon Hailes who has a Herald and is currently rebuilding the engine, and Julie Sewell, owner of a yellow Spitfire. Hope you enjoyed the evening and that we will see you again.

Made a slight drop-off in last month's notes for the Courier, put in the wrong name for Lloyd's girlfriend, it's Trina - sorry about that. I blame Colin but he blames me, but really it was COLIN'S FAULT. (What power when one writes the area news!).

Colin held his 'spot the part' quiz. There were 23 sports six parts to identify, 7 non-sports six Triumph parts, 3 from 'mystery' manufacturers, and a mystery item worth five points - in all 35 questions. (Yes I know that does not make 35 in total - duff info from Colin again!). This was all really good fun and everyone seemed to enjoy it, so thank you Colin for arranging it all. The points scored ranged from the low teens (well I really only know about Vitesse) to the winning score of 38 achieved by Dave and Andy Cox. Mind you they did have help from someone who runs a restoration place near Stowmarket.

Now to events for the fine weather ahead. Following a conversation with Nigel Gibbons, one of the TSSC racers, at the Ally Pally Classic Car Show, Colin is planning a trip to Snetterton to cheer on the TSSC racers. This will be on **Sunday, 17th August**. Put that date in your diary and watch this space for more details.

Steve suggested we go to the Euston Rural Pastimes Show on **Sunday 8th June**. The show is located on the



Norfolk/Suffolk border and includes classic cars. Let us know if you might be interested in this (email Colin at Suffolk@tssc.org.uk). We could discuss this at May's meeting.

Also, let Colin know what trips you would like arranged and also what activities you would be interested in for the club night. In the past we have met at a central location and driven to the event all together - it makes a splendid sight.

The next meeting dates are: **Tuesday 6th May, Tuesday 3rd June, Tuesday 1st July**. See you at the Magpie, 8:00 pm on **Tuesday 6th May**.

Peter

SUSSEX

A month of finished cars appearing! Pete and Gill appeared with their MkIII Spitfire, after a few hassles and several months, the rebuild is complete! Well done, just the MkI to get few bits and bobs for, and I promise not to mention the h***** ever again (sorry Pete). Neal also brought his recently acquired MkII GT6 along, having begged/borrowed a variety of bits to get it roadworthy. It all looks very tidy, and slowly he is managing to get some of the interior. My Vitesse went straight through the MOT, just a word from the examiner to get the handbrake adjusted 'soon'. Well, it was last done 18,000 miles ago, so fair enough.

Jason was about to pick up his second Herald, but phoned me a couple of days later to say it had broken down on the way home. I hope the overheating has been sorted! A number of people were interested in Area polo shirts, so these are in the pipeline, subtle embroidered logo on black shirt is the favourite. I have had a few phone calls recently from people wishing to sell cars, including a one owner 1960 Convertible, 22000 miles and as new! Serious money to reflect all this, but if you are looking for a car or have one for sale give me a buzz.

Don't forget Leatherhead, main group meeting at the peace pottage services to leave at 9.30. Also Martin's gathering of Triumphs at the Swan, falmer on **June 1st** TTFN

Clive

SWINDON

Hello everyone. First of all a big THANK YOU to Karl and Lyn for rescuing us on the way to April's meeting. Yes, we had run out of petrol - the 2000 has this really annoying low fuel warning light that comes on when you've still got half a tank. So you ignore it ... far too long! In the current climate we couldn't have found a worse

CLASSIC CAR AND MOTORCYCLE SHOW

Incorporating

The 6th MILE OF TRIUMPHS

Supporting

East Anglia's Children's Hospices

19th – 21st September 2003 at Broad Farm Caravan Park,
Fleggburgh - on A1064 Acle to Great Yarmouth Road

Friday evening 19th – In the Club House for an informal get-together

Saturday 20th – Show starts at 10 am

People's Choice Concours, Sideshows etc. Lots of Trophies to be won.

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

Sunday 21st – THE 6th MILE OF TRIUMPHS

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

Followed by Auto Funkhana – starts at 1.30 p.m. approx



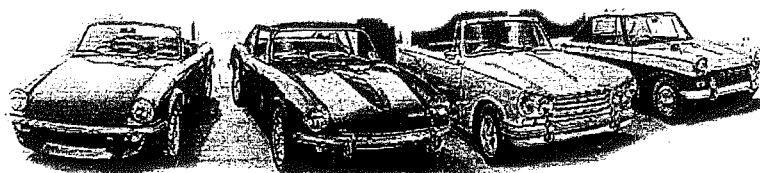
For Further Details -

CALL Joe on 01493 728764

email: joe@norfolk-tssc.co.uk

website www.norfolk-tssc.co.uk

2002 Event raised £3000



CLASSIC CAR AND MOTORCYCLE SHOW

Incorporating

The 6th MILE OF TRIUMPHS

Supporting

East Anglia's Children's Hospices

Advance Booking Form - 19th – 21st September 2003

Name

Address

Postcode Tel. No.

Club

Vehicle Make/Model

Reg.No. Year of Registration



(n.b. Please indicate the name/names that you would like on your certificate, if different from above)

Entry to Event : Please indicate below the number of days you will be attending

	Number			Cost	Subtotal
	Fri	Sat	Sun	(Per weekend OR day)	
Adults				£4	
Under 16s				FREE	
CAMPING – special rates for bookings through Norfolk TSSC (includes facilities, disco. etc)					
Friday & Saturday (per tent)				£10.00	
Saturday only				£5.00	
Mugs - please indicate number required				£3.00 each	
				TOTAL	

Commemorative mugs available for sale over the weekend

Please return completed booking form with cheque to:

Joe Craske, 16 Halt Road, Caister on Sea, Great Yarmouth, NR30 5NZ

Cheques to be made payable to: "TSSC MOT Event"



SWINDON . . . THAMES . . . NORTH WALES SOUTH WALES

SWINDON Cont

place to come to a grinding halt - just outside the main gate to RAF Lyneham! Karl and Lyn made a last minute detour to come to our aid, complete with a very large can of petrol so we were on our way again in no time. When we did eventually get there we found a new member, Conrad (hope I spelt that right) who has a 1500 Spitfire in need of some TLC. He has used it as daily transport but it's been laid-up for a few years now. The sunny weather must have inspired him as he wants to get it back on the road for this summer. Sue and Yvonne had the photographs of their Bognor Regis Motor Club rally, it seemed to be a tour of very nice stately homes. Nice to see the proof that you do 'scrub up alright' (quote from Sue) for the posh evening dinner. And they got to go round the track at Castle Combe. They raised several hundred pounds for charity as well as having a great time. They have already put down the deposit for next year's event. Hopefully, Bernie has found a space for the advert for the "9th Nostalgia Show", this has been known to us for the past 8 years as Wroughton Nostalgia, but this year it's being held at South Cerney airfield (so it can't be called Wroughton anymore!).

Shawn will be organising the Swindon Area stand as usual, so he should have passes in time for the July meeting. If you can let him know in advance if you can attend it will help him. Andy and Cathy are currently fitting up the new 13/60 Convertible so it should be ready in time for the big event this month, good luck and I hope the weather is kind to you. May is a busy one for classic car owners, with three weekends on the trot, so I'd better give you the dates for your diary.

Thursday 1st May - Area meeting at the Black Horse, Wanborough
Saturday 10th/Sunday 11th May - SEM, Leatherhead
Saturday 17th/Sunday 18th May - Beaulieu Spring Autojumble
Sunday 25th May - Triumph Day at Gaydon See you there,

Karen

THAMES

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

After only one person noticing my lack of report last month I thought I would do some catching up.

The meetings so far this year have been very quiet, with the same half dozen people braving the warm spring evenings. Things are now picking up though and we have even seen a few Triumphs out and about. Our Triumph 2000 Register comrades have been noticeable by their

absence, but new members David and Jenny have promised to give them a showing more regularly.

The great weather recently saw a small contingent make the short run up to Silverstone for the opening meeting of the Club Racing series. It was a beautiful day, suntans all round. We met up with members of South Bucks, Hants and Berks and Bernard The Courier Editor with his son Jack. Standing at Copse Corner we saw some spectacular racing. Well done to Karl Dandridge for firstly building a really competitive car and secondly for giving us some really spectacular incidents. Karl flew into Copse overtaking a couple of TR7s and then promptly did a triple spin on the exit, with no damage he was soon on his way, but the engine temperature finally got the better of him and he had to retire. None the less it was one of the best races of the day and it was surprising to see that our cars are as fast as anything else around Silverstone. Comparing them to all manner of MGs and Jaguars our cars are quicker than you would think.

This month sees the start of the show season and a small bunch of us will be going to the Isle of Wight Camping Weekend again. This is one of the most enjoyable weekends in a Club car and we understand that even more has been organised this year, so we're looking forward to it even more. The following weekend we will all be hard at work at The South of England Meet, which includes the International Bond Weekend again this year. Another great weekend and a chance to catch up with old friends we haven't seen through the winter. Then at the end of the month we have the Standard Triumph Marque Day at the Heritage Motor Centre, Gaydon. There seems to be quite a lot of interest again this year, so maybe we can form a convoy. So as you can see May is very busy.

One Saturday in June we intend to have a run with other Areas up to the Club HQ. If you fancy a nice run out let us know so that we can arrange it.

Now the lighter evenings are with us we hope to see some more of you attending meetings. After a full house at the Christmas Meal it's been a little bit depressing since.

May Dates:

Thurs 1st Social at the Swan Inn, Moor Lane, Staines
Fri 2nd to Mon 5th Isle of Wight Camping Weekend
Sat/Sun 10/11th South of England Meet, Leatherhead
Thurs 15th Social at the Swan Inn, Moor Lane, Staines
Sun 25th Standard Triumph Marque Day, Gaydon
Thurs 29th Activity Evening at the Swan Inn, Moor Lane, Staines
See you at one of the events.

Tracy

NORTH WALES

www.triumphwales.co.uk

Another busy meeting. Lots of events were discussed for May. Entry forms for Bodolwyddan Castle Rally on **12th/13th July** were needed back plus forms were

collected for Cholmondeley Castle Rally on **11th May**, the Mike Kingston Classic Vehicle Run on **17th May**, Kelsall Steam Rally on **25th May** and 4th Prestatyn Classic Car Run and Show on **26th May**. It looks like May will be a very active month so let's hope the weather is kind. It's still possible to enter some of these events but ring me very soon. One of our members is leaving the area and selling his nice Vitesse Convertible, ring me for details.

My Stag is running well and the brakes feel very sharp with those Kevlar pads. Darren has got his Spitfire on the road again after the AA man failed to fix it after a sudden breakdown which he is not happy about, as it seems like the AA man made the problem worse!

Michael

SOUTH WALES

Let's start by apologising for the cancelling of the Dutch Spitfire Weekend Trip. Unfortunately, it has only been in the last week that I have received details of the event from Holland and it takes at least 8 months to organise and advertise these trips! We did think of organising a small trip to France but, unfortunately, again we had left it too late as people have been forced by their employers to book their holidays. It was then impossible to find a suitable date which suited the Key organisers, never mind general members wishing to attend.

With this in mind, we have decided to abandon 2003 and start organising 2004's event. Yes, we are starting organising now for 2004 - it takes that long! Preliminary view was to do the Alpine Rally, OH YEA! Mmmm, not such a bad idea with a few teetots! So, it's a trip to France, to the Bugatti Museum, the one I will never spell, let alone say! Moving on to a drive up the Alps and all over two weeks. It's early days yet, so we have not set a date but by next month we hope to have a date and provisional costs - watch this space!

On to the Area: A fine turnout of GT6s, the odd Spitfire too but where have all the Heralds gone? Come on Sue, you've been threatening to come along and we need your Herald! The day was formally saved by Derek and Sarah with the latest addition to the Ford Fleet, (unfortunate name I know!) turning up in their freshly acquired Herald Coupe; a nice buy requiring only a respray to give a very nice car indeed.

Richard is still playing with the paint on his bulkhead of his GT6 Mk1 and I do mean playing! Come on Richard, pull your finger out! I can't say too much though as Lewi is progressing, albeit a little behind schedule. Clive has gone mad and pulled his GT6 Mk1l to bits, it's only needed titivating Clive! Howard has the GT6 Mk1l going but is yet to discover that putting the tunnel in stops that excessive heat in the cabin everyone moans about and stops your change dropping on the road! But Howard does have the last laugh as his GT6 Mk1l has just returned from the painters and all I can say is its very nice indeed, very nice!

Those who are disappointed over Holland, how about a trip to the New Forest and Beaulieu **August 15th-18th**? This follows the success of the Haines

SOUTH WEST WALES . . . WEST MIDLANDS WIRRAL . . . WORCESTER

weekend in March and should be even better! Coming up:

May:

10-11th - Leatherhead South of England Meet
18th - Pencoed

25th - Triumph Day, Gaydon
26th - Meeting, Wentloog Castle

June:

1st - Prescott Hill Climb, Cheltenham
7th - Summer BBQ, Porthcerry
See you all son

Neil

STH WEST WALES

southwestwales@tssc.org.uk

The March Sunday meet saw fourteen members enjoy an excellent Sunday lunch at The Gower Inn, Swansea, this having been arranged by Barbara. We then moved on to The Gower Heritage Centre where we enjoyed a guided tour of the only working water/cornmill in Wales followed by a stroll through the grounds beside the mill stream. A large variety of wildfowl inhabit the grounds and ponds and there is also a large display of vintage farm equipment together with a number of craft workshops some giving demonstrations. A very nice cream tea rounded-off the visit.

Regarding the April Sunday meet it was pointed out that this falls on Easter Sunday, the general consensus was that we should move the meet to the Sunday before Easter and everybody was asked to put forward a suggestion for an alternative at the April club night.

March club night brought nine members to The Gwyn, Gladys and Tony, Joy and Keith, Mark and Alison, Jeff, George and Bryan with apologies from Marryl and Ken and Steve and Christine. Bryan gave out the details for the April Sunday meet. Following another request from a film company for a Herald, Bryan has arranged to provide his Heald 13/60 convertible for two days filming during May at Crymyrch, West Wales, again a programme for S4C - Welsh Channel 4. This will be the second Area car featured within a couple of months of each other.

Entry forms for Ammanford Carnival/Car Show Saturday **12th July** were distributed. If any members wish to exhibit contact Ken.

EVENTS DIARY

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 - Pencoed Show

Sunday 18th Meet - Run and lunch

JUNE

Tuesday 3rd Club Night, The Gwyn Hotel, Pontarddulais 8 pm

Sunday 15th Meet - Run and lunch (Fathers' Day)

Saturday 21st Show - Tycroes - Club Stand

Sunday 22nd Show - Swansea Festival of Transport - County Hall, Swansea.

JULY

Tuesday 1st Club Night -

The Gwyn, 8 pm

Sat 12th Show - Ammanford Carnival - Club Stand

Sun 20th Meet - Lunch at the Phoenix, Gorslas and visit to Aberglasney Gardens
For further information contact
KEN 01269594578

Marryl

WEST MIDLANDS

Hi everybody, another good turnout this month with around 20 of us in attendance. It was good to see a few Triumph's in the car park (five) as well, even if Steve and Liz did look as if they had driven up in a freezer! There were quite a few from the TR Register as well and the room was pretty full, roll on the longer, lighter evenings when the car park should become a real talking point.

It was a surprise to find that the road to Moxhall Hall had been re-opened, the M6 Toll road works will soon be a distant memory?

A suggestion was that we have a trip out on the **first Sunday** of next month. There is a classic car meet at The Royal Oak, Hampden in Arden (on the A3400, not far from J4, M42). If you are interested meet there from 11 o'clock.

I will be running the navigational scatter again this year, provisional date will be the **2nd Sun in Sept**. It was good fun last year, hopefully as many as possible will be able to be there.

Not much more to report this month, hopefully see you on the **4th May**, if not then on **Tuesday the 6th**.

John

WIRRAL

Hello again to all our happy readers. This monthly report must of necessity be brief for the simple reason nothing, I say again nothing, has happened. This is not quite true as I have taken advantage of the sunniest March since 1881 (so the pundits tell us) to take my 'Spitfire' out and about for a few runs, better than it sitting idle in the garage, you know the old adage, "If you don't use it, you lose it".

Andy gave out a few dates in the April Courier, some in the distant future. I have here a few due to take place a little sooner, some of which are in conjunction with Wirral Triumph Appreciation. In January we mustered eleven cars, I hasten to add, not all Triumphs, but we don't mind, the more the merrier. For those desirous of being acclaimed by the assembled multitude in Llangollen (of Eisteddfod fame), they can join the 'Motorcade' round the town, led by the May Queen in a veteran car on **Monday 5th**. Meet at Gill Owens (Motor Museum) about 11.30 am. Mr and Mrs Owen kindly provide coffee and biscuits and you can also purchase Triumph necessities in the museum shop. After the parade, a concours takes place in a local playing field judged by His Worship the Mayor. Also some side shows and the usual bric-a-brac and junk available to dis-

cerning purchasers - what more can you ask? Fantastic! **May 11th** is Colmondeley Castle. This is an extra event they have there now; the other event is at the end of August. This is a fabulous setting in the Castle grounds, so keep your fingers crossed for fine weather.

We hope to assemble a posse from the Wirral to attend the Lake District weekend **13/14/15th June**. Its gotta be drier than last year but take those green wellies you all purchased last June - just in case. For the first time Bettine and I will be camping, yes, in your actual tent, not caravanning. This has nothing to do with being stuck in the mud last year, just that Bettine does not want to trail along behind me for 150 miles driving our Spitfire - I can't think why not, such luxurious travel!

Andy is making a few adjustments to his GT6 and Pete Dunn is proceeding apace with his GT6 restoration project. Let's hope we see them on the Queens Highway in the near future.

That's about all for this month folks, looking forward to a good and active summer for one and all. Cheers,

Ray

WORCESTER

The annual dinner at the Hadley Bowling Green was well attended and the food was excellent. Our thanks to Pete for all his efforts organising it and congratulations to Mike for being voted 'Member of the year'.

Several members joined the Gloucester group for a skittles match against the MG Tewkesbury Musketeers, the TSSC won, watch out for the return match.

8 cars travelled to The Woodbridge Inn in Coalport on April 6th for the Humber annual rally, it was a beautiful day for the run and was enjoyed by everyone.

It was a dry, if cold, day for the monthly meeting so most of the time was spent inside in the warm. I did, however, enjoy the hood down ride there and back in the Vitesse's first trip outside Evesham this year. There were nearly 30 members, including 2 new faces, Malvin from Astwood Bank in his very nice 1500 Spitfire and Nick Gilman from 'just down the road' in the GT6 he has owned for 19 years (he's been a member of the TSSC since the beginning 29 years ago) nice to see you both, we hope you will both come again.

Our best wishes go to Pat who has just gone into hospital, hope you are soon out and about again. Pete is organising an evening meet at the Lenchford Inn, Holt Heath on April 30th at 7.30, why not join him for a change of scenery.

May 18th will be The 'Black and White



WORCESTER . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

● WORCESTER Cont

Village' run around the picturesque villages in the Leominster area, this event is being organised by Debbie and Eddy Crowley, please let them have numbers at the next meeting.

On **May 21st (Wednesday)** there will be an open day at the TSSC museum, so for those who have the day off, it should be an interesting visit. **May** will also be the evening run organised by Tim Main, starting and finishing at the Berkley Arms.

June 8th will be the Vintage and Classic car show at Chipping Campden 11.30 to 4.30, entry £3 per car. **June 15th** will be the Vulcan bomber and classic car display at Wellsbourne airfield. The Vulcan will be run down the runway at close to take-off speed at 12.00. Go along, it should be quite a sight.

June 14th and 15th is the North Worcestershire vintage tractor and engine club meeting at the Sandhills Farm, Astwood bank. A mid month meeting is also planned for **June**, TBA.

July 6th is our own Triumph Day at Hartlebury Castle. We can use the cafe to meet between 1.00 and 2.00, go for a run and end up back at Hartlebury, watch this space for more details.

Mike and Gill Redmond have offered the use of their farm for our annual Barbecue in **August**.

There is also a 'Nostalgia Day' at Gupshill Manor, Tewksbury on the **9th and 10th August**.

September 20th/21st is the Hanbury Steam Fair.

September 21st is WAC (Worcester Area Concours).

October 4th and 5th is the Malvern show and Toddington is on the **18th and 19th**.

5th May. 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).

2nd June. Monthly meeting - **7th July**. Monthly meeting - **4th August**. Monthly meeting - **1st September**. Monthly meeting - **6th October**. Monthly meeting - **3rd November**. Monthly meeting - **1st December**. Monthly meeting

Divian

● NORTH YORKS

Well March turned out to be a superb month with plenty of sunshine; I hope you made the best of it. Let's just hope that it's just the start of a glorious summer of Triumph motoring.

We have had an invite from the Brigg Community association to attend the Brigg Classics Night on Tuesday the 3rd June

and Brigg Fair on the **30th August**. Anyone interested in getting involved and going along please get in touch or come along to the next meeting on the **7th May**.

We had a good turn out of club cars at April's meeting and that's without the cars of our usual stalwarts; Tim and Zoe and Mike being there. Tim and Zoe were entertaining Tim's sister out in York whilst Mike was suffering with a cold. (I'm still not sure why Tim and Zoe didn't bring Tim's sister along to the meeting, we could all have tried to act normal for once and we could have helped spread the word of 'Triumph' motoring across the water.)

As mentioned previously we had a good turnout of cars this month. New to the car park this year were Les Jones in his Royal Blue Vitesse Convertible, Chris Macey in his blue 13/60 Herald Convertible and me in my MkIII Spitfire. Chris Macey, embarrassed because he couldn't remember the registration of his car last month, brought it along this month just to prove he does have a Triumph. In fact Chris, like Les and me, braved the cold weather to travel to the meeting with the hood down. Boy was I glad to find Lynne had brought along her magic hand warmer! (The ones you bend and it sets off a physical reaction and gives out heat in the process) I must have looked mightily strange to the rest of the pub though with it perched on my ears whilst I tried to warm them up.

We had quite a feast in the pub whilst we all gathered around the TV to watch the football. I think the football must have kept the dinners at home because the chief came out with all the spare chips and jacket potatoes to help us keep drinking. Once we had polished off the vegetables we started on the Toblerone that I brought back from my recent trip to Switzerland. (Where were you Mike and Zoe, I thought you liked chocolate. Actually if you lucky're the kids might not find the remainder in the Spitfire boot so you can have your share next month).

Paul arrived with an elbow injury (it looked like an inflamed bursa, quick look it up in Gray's anatomy to find out what it is). Actually, Lynn told me he'd been playing on his bike in the house again and managed to drive it through his hall wall - so nothing to do with work then Paul.

Judy has got her blue Herald 13/60 back to Yorkshire and is looking forward to getting Katie (OKT 413G) on the road. (It's no good going to Yorkshire Triumph looking a Stag now until you and Scott get this project completed.)

That's all for this month folks, but don't forget to put in your diary the weekend of **29th-31st August** for the Rudding Park weekend. A poster should be in the June Courier.

All the best,

Nigel

● SOUTH YORKS

A big thank you to everyone who came to April's meeting, it's a shame given the recent good weather that our meeting had to be on the first wet day in a few weeks. Nevertheless, it obviously didn't put folk off as you were out in force, it was great to see the room full once more. A warm

welcome to Brian who is a multiple Triumph enthusiast owning a Herald 1200 and a Vitesse 2L MkI, hope to see you again soon.

Mike Robinson kept us entertained with a motoring quiz that had us all scratching our heads (thanks Mike!!) and was won by our motoring trivia expert Pete, well done.

Our events folder is starting to fill up nicely, and as I mentioned I recently had a telephone call from a gentleman called Cliff Wood who is organising a Classic Car night in Brigg on the **Tues 3rd June**. It looks as if it's going to be a cracking evening so I've suggested we have our **June** meeting there as it falls on the **first Tuesday** of the month. The only fly in the ointment is the fact that the event starts quite early and you have to be there between 5.00 and 6.30 pm, because the streets will be closed to traffic. Every public house along the main street will host a number of classic cars so the general public will be able to view them. Cliff mentioned that he expects around 6,000 spectators who will be able to enjoy a range of events as well as the cars, so come along and let's make a great night of it. See me at the meeting in May for further details or give me a call.

Russell Whitehead as promised is arranging a navigation scatter rally for some time in **mid/late May**. If you've never been on one they're great fun, you have a series of map reference numbers; you have to plot a route over the shortest distance and on the way round you have to spot clues as in a treasure hunt.

Russell did a similar rally a couple of years ago, and I know it's a lot of hard work so let's support him, and again I'll have more details at **May's** meeting.

Hopefully over the coming meetings we'll have better weather and lighter nights, so I intend to bring our digital camera, firstly to up-date the mug shot file and secondly at the end of the year I intend to do an Area Calendar featuring our cars. So get the old pride and joy out, bring the car too and I'll take a photo (I like living dangerously).

A Navigation Scatter Rally is scheduled for the **8th of June**, this is being organised by Russell Whitehead and will be held around the Selby Area. Further details will be announced at **May's** meeting, alternatively contact me but you must let me know in advance if you want to take part so we can arrange maps and inform the pub which will be the start and finish point for lunch at the end of the rally.

This should be good fun so come along and join in.

That's about it for this month, so safe Triumphant and see you all in **May**.

Victor

● WEST YORKS

Advance Notice

June 20/21/22 : West Yorks Branch camping weekend at Appletreewick, Nr Skipton. Dales Runs on the Saturday and Sunday. Informal Concours follows the Saturday run. Contact Bob rpy@batley81.fsnet.co.uk

Now onto this month's news:
Just 5 went to the March motor clubs' Quiz at the Golden Fleece in Birkenshaw.

WEST YORKS

Although we came 3rd out of 8, the TVRs slaughtered us all (that's twice on the trot). Let's see some more of you on **May 8th** and perhaps we can make them work a bit harder.

The same team +1 gained a victory at the New Inn though, probably because they don't ask motoring questions there!

At the Club night Andy and Julie celebrated 20 years as TSSC members. 10/10 for perseverance! Andy also enjoyed a play in my Gifire when we sorted out the Sunday route for the Dales Run. The scenery was at its stunning best with the daffodils all out. Only a worsening misfire took the shine off a brilliant day out. Out with the tool kit again!

Attendance was down a little but late arrivals included new attendee Roy Clarke who has apparently has a rather quick (downhill anyway) Herald which is in daily use.

Tim (NZ) tells us he is going back to basics, having bought a cottage in the

wilds of Scotland with no mains water, sewage or electricity. It does, however, have a quadruple garage which far outweighs all these trivial shortcomings. Tim will be leaving us after the June meeting sadly. Sounds like he's still pouring hard-earned cash into the racing GT6. The question is - will he have to raise the suspension about 6" to get it up to the 'Croft'?

Alan Heaton provided the Quiz, won jointly by Brenda and the Foster's. Sarah Deacon seemed quite pleased to win a bottle of wine kindly provided by Alan for the raffle.

I'm taking entries for Brigg Classics night on **Tuesday June 3rd** - apparently pubs in the town centre each host a different car club for the evening and about 6,000 people turn out to reminisce. I'll be contacting S & N Yorks branches to see if we can put on a reasonable showing between us. So far we look like sending 5 cars from our Branch. Please give me call if you want to join in (01924 441955).

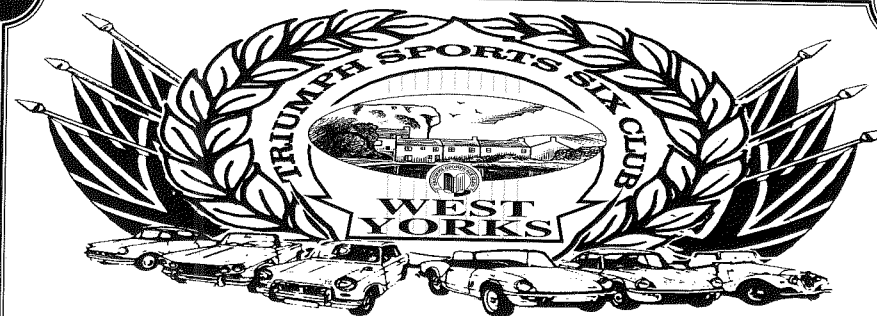


Phil and Sarah Deacon have sorted out route the Treasure Hunt on **Sunday May 25th**. This will be held in the Keighly area and we plan to invite other branches. Details in next month's meeting and newsletter.

At the **May** meeting, I'll be taking entries for Canon Hall (£2.50, **Sun June 8th**), Harewood (£3, **Sunday 15th June**) and of course the Dales Run (for anyone who can't afford the postage).

All the best,

Bob



13th WEST YORKS DALES RUN & BARBECUES 20th, 21st & 22nd June 2003.

Starting at 10.30 from Mason's Campsite in Appletreewick Nr. Skipton (1.5 miles SE of Burnsall) our Saturday run will take you through the limestone escarpments and pavements around Malham, wending its way between the famous three Peaks to a lunchtime stop at the Station Inn overlooking the Ribbleshead Viaduct. After lunch, the route via Hawes and Gayle takes to the High Fells and drops down spectacular Langstroth Dale and Wharfedale via Burnsall to the campsite. Total distance is about 70 miles, so arrive with enough fuel! An informal Concours and barbecue (bring own food please) will follow and the nearby pub with its excellent local brews will doubtless be the focus for the evening!

On Sunday, we leave the campsite at 10.30 for a shorter run up the beautiful Coverdale to a lunchtime picnic stop at Aysgarth Falls, returning to the campsite via Bishopdale.

Saturday price per car £5, Sunday £3 per car. Please note that for each day there is also a £2 entry fee payable at the site office on arrival, unless you are camping there.

The site accepts tents and caravans. Caravans should go via Burnsall. Please make site bookings direct with **Mason's Campsite** on 01756 720275 mentioning that you would like to be with the TSSC group.

Prices per night are £4.50 adult, £2 under 15, free under 2, awning £1, electric hookup £2, extra cars £2. Minimum pitch charge is £5/night, minimum advance booking is for Friday & Saturday night. If you turn up after 9.30 am on Saturday without booking and can be fitted in, you will only be charged for that night.

To attend the 13th Dales Run please send the slip below to Bob Yeomans, 10 Sunnybank Road, Batley, W. Yorks. WF17 0LJ, with remittance made out to R. Waddington, not TSSC

Name: Address:
..... Tel:
Club Branch: Car: Reg:
No. of Adults: Children + ages:
Attending Saturday Run (£5)/Sunday Run (£3) (please tick one or both)
Camping? Yes/No (if yes, don't forget to book with the site!)

LINCOLNSHIRE CAMPING WEEKEND
FRIDAY SEPTEMBER 5TH ~ SUNDAY SEPTEMBER 7TH
LOCATION :- WOODLAND WATERS ANCASTER
LINCOLNSHIRE (JUST A FEW MILES FROM THE A1)
72 ACRES OF WOODLAND AND LAKES
ON SITE BAR AND RESTAURANT WITH REAL ALE
AND THEY SERVE BREAKFAST!
MEDIEVAL BANQUET ON SATURDAY EVENING
QUIZ CONVOYS FUN AND GAMES, LOTS TO DO & SEE.
£8 PER PERSON FOR THE WEEKEND
DOGS AND CHILDREN WELCOME
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CARAVANS OR TRAILER TENTS
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CONTACT GARTH JUPP ON
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OR EMAIL lincolnshire@tssc.org.uk

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DUXFORD

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SUNDAY
SEPTEMBER 14th 2003.

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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

HERALD

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

Cars for Sale
Cars for Sale
Cars for Sale

13/60 CONVERTIBLE 1969. Unused and stored in dry garage since 1979. Chassis welded. Doorskins, sills replaced. Needs enthusiast to complete restoration. £500. Paul (S. Croydon) 020 8657 4515.

12/50 SALOON. White. Red vynide trim. Black sunroof. Original condition with chrome fittings and walnut dashboard. MOT April 2004. 3 owners. Chassis no GD 32558. Reg July '65. BMI HT certificate. Original AA membership plate. Quality Blaupunkt removable stereo. Excellent car! TSSC valuation £1700, sell for £1300. Paul (Norwich) 01603 449 730 paul.donnachie.pt@norfolk.gov.uk

1200 SALOON 1962. Blue. Reg 793 NKK. Original vehicle. MOT Sept 03. 29,500 genuine miles. Valued £2000. Baby forces sale. £1600 o.n.o. Yas (Aylesbury) 01296 337949 - 00/68298.

13/60 CONVERTIBLE. Red. tan interior. Nice, original condition. Long MOT. £2450. Also white 13/60 Convertible. Good condition. MOT. £1950. Private restorer. Ian (Portsmouth) 02392 269846.

13/60 CONVERTIBLE 1971. 1296cc. White with black roof. 67,000 miles. MOT February 2004. Black interior. Tax exempt. V.g.c. No canvassers. £2200 o.n.o. Mrs Streether (Basingstoke) 01256 322941.

CONVERTIBLE 1969. 1360cc. Red. Excellent condition throughout. Regularly serviced and maintained. 6 months MOT. (Tax

exempt). £3000. Kiki (Cornwall) 01208 77074.

SALOON 1200. 1962, 2 only owners from new. MOT April 04. Runs well. Many parts new and s/hand. Genuine reason for sale. Peter Green (Northampton) 01604 710017 - 85/10440.

13/60 CONVERTIBLE. Sienna Brown, tan hood. Tax exempt. MOT'd. Garaged last nine years. 5K miles on new engine. Drives beautifully. £1000. Robin (Bucks) 01494 717551 -

CONVERTIBLE. Concours condition. Fully rebuilt by SW Classics. Body immaculate. Most parts new or reconditioned. 1500 unleaded engine, overdrive, gearbox etc plus many spares. TSSC valuation £7,200 will accept £6800. Christopher (Southampton) 0238 0783321 - 97/55640.

1200 CONVERTIBLE 1966. Red. Mechanically good. Body requires attention. S/S exhaust. Many new parts. Move forces sale. Offers? Dave (Hants) 01276 509418.

13/60 SALOON 1968. Blue. Long MOT. Daily driver that needs bodywork. Original condition. Webasto. £325 o.n.o. Martin (Southampton) 01489 575239 - 87/18592.

1200 SALOON. Royal Blue. 37,000 miles. History. V.g.c. U/head. Alternator. Disc brakes. S/S exhaust. Always garaged. Long MOT. Tax exempt. £1695. Steve (Suffolk) 01986 893117 - 90/32028.

13/60 SALOON front damaged. Non-runner. Herald 1200, runs well. Untaxed few

years. Good boot. 1200 same. Both ungaraged. Dodds (Bromley, Kent) 0208 4605693.

1200 CONVERTIBLE. Signal Red. Black trim. Good sound car. Genuine 60,000 miles. MOT. New bonnet, valances, respray and carpets 3 years ago. Call for more info. £2395 o.n.o. Ian (S Bucks) 01628 440782 - 93/43900.

13/60 SALOON. Valencia Blue. A1+. Original, genuine, full history. Two owners. 75,000 genuine miles. Club valuation £3500, will accept near. P Casey (Warwick) 01926 775180.

COUPE 1200 restored, resprayed, new carpets, roof mint, running, driving. Full MOT. Offers around £3000. may view in Jebbeke in May. Phone Mike (Coventry) 02476644499/mob 07768 775170 email mike.papworth1@btopenworld.com

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 -

13/60 ESTATE 1971. Saffron. A1. MOT. Stainless exhaust. Unleaded head. £2200. Pete Jarvis (Leicester) 0116 2716464 - 77/00208.

13/60 CONVERTIBLE. Valencia Blue. 1969. MOT Jan 2004. Runner. Needs attention. £650. Heather (Bristol) 07968 097048/0117 9694569.

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

MKIV 1972. White. USA import. Tax exempt. Very good condition. Garaged, dry use only. O/D, h/top. TSSC value £3500 offers. Simon (Derby) 01773 827170 - 98/58972.

1500. Excellent condition. Recent respray. White leather seats. Re-upholstered panels. Re-veneered dashboard, wooden steering wheel. H/S top. MOT. Very good runner. £2000 o.n.o. Nick Myers (Newport) 01633 413092 - 00/67898.

MKIV 1971. Used daily. H/S tops. Recon engine. Sill welding for MOT. Chassis spotless. Paintwork tired. Tax exempt. Ideal project. £500. Julianne (Rugby) 01788 537879 - 00/64067.

1500 1978. White. A1+ condition. New interior. Respray. Very good condition. TSSC value £6000. £4500. Mr Stevenson (Northants) 01604 881 529 after 4.00 pm - 00/63479.

MKIV/1500 1972. Tax exempt. B.R.G. Full body off restoration 2 years ago. Excellent

runner. 3 months MOT. Soft top + factory hardtop. S/S exhaust. £2500. Andrew (Notts) 01909 506615.

1500 1976. Preg. B.R.G. Restored. Excellent condition. Good runner. Roll bar. GT6 Heritage bonnet. 12 months MOT. 6 months Tax. Value £4700, sell for £3650 o.n.o. Alastair (Darlington) 01325 263876.

1500 1976. Restored 1999. Yellow. Overdrive. MOT. Taxed. Excellent condition. £3500. Paul (Herts) 01707 331982 - 01/65640.

MKIV 1973. Red. O/D. Good condition. Value £3800, offers. Garaged. No rust. Clean tidy top and bottom. (Horsham, W. Sussex) 01403 250469.

1500 R reg. Carmine Red. Good, reliable car used daily. Needs welding for MOT. Same owner 15 years. £750 o.n.o. Rob (Wiltshire) 01249 891366 - 91/36241.

1500. 1,000 miles on new racing engine. Unleaded. Overdrive. Mechanically sound.

Many upgrades. 8 years current owner. Tax. MOT. £2350 o.n.o. Luke (Paddington W2) 07764 471520 anytime - 97/55335.

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1500 1977. White. 40,000 miles. O/D. New g/box. Original hardtop. Sports exhaust. Kenlowe fan. Complete history. Just rebuilt.

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SPITFIRE

Valued £4200, sell for £3000. Triston (Northants) 07711 397631.

1500 1979. Vermilion. O/D. Ziebart protected. 48,000 miles. S/S twin exhaust. New top, seat covers. One owner £2950 o.n.o. John (Eastbourne) 01323 724587 - 92/39220.

MK4. White. Softtop. Overdrive. One owner since 1975. 48K. MOT 'til October. Needs some attention. Many improvements. Very nice car. Una (Kent) 01732 353169 - 96/52210.

MKIV 1972. Yellow/black interior. Good solid car. Drives nicely. Last 17 years history. New soft top also factory hard top. MOT and Tax to October. £1450. Quiller Triumph (S.E. London) 0208 854 4777. View pics on <http://www.quillertriumph.co.uk>

MKIII 1968. Blue. Overdrive. Hard/soft tops. 58,500 miles. MOT November. Good radio/cassette. This is one of the good ones. £2495. Hatton (SE London) 0207 7035268 - .

MKIV 1500 conversion. Red with O/D 1972 (L). Tax exempt. Reconned engine with approx 3,000 miles. New roof, clutch. Many other extras. New MOT. TSSC valuation £5600. Offers around £3750. Carol Pettitt (Croydon) 020 8654 1483 - 96/52773.

1500. Recently restored. Over £6000 spent. Immaculate throughout. Wedding forces sale. Will sell for £4500 o.n.o. M Miller (Shieldhill, Falkirk) 01324 629440 eves/weekends or Mobile 07803 042484.

1500 1977. 'Midnight'. Restored by Mervyn Stoneman 1997 - 2002 (see Courier articles). Prizewinner at TSSC Jubilee show 2002. Full service/rebuild history. Many extras. £6000. Anne Stoneman (North Devon) 07980 821920.

MKIII 1970. Tax exempt. Excellent condition. 12 months MOT. Service history and accessories available. Good looking and reliable.

Only £3200 o.n.o. Steve (Northants) 01933 354870 - 68934.

1500 1977. Green. Hard/Soft top. 96,000 miles. Solid original car, good condition, ready for selling. Extremely regretful. £1850 ONO. Dan (Cambridge) 07966 140674.

MKIV 1972. Saffron. Tax Exempt. Recon Engine. Full S/S sports exhaust. Hard and Softtops. Many improvements. Very nice car. £2400. Brian (Oxon) 07909 695630. 96/53792.

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

1500 1976. Inca Yellow. One lady owner from new. Good condition. 33,000 miles on new engine. Hardtop. Good runner. Not used last 10 years. Reluctant sale. £1750. Mrs Uwins (Hants/Surrey) 01276 609138.

1500 1980. W reg. Inca Yellow. S/S exhaust. Unleaded head. All solid, original panels. Excellent condition. Tax and MOT. Worth seeing. £3400 o.n.o. Jonathan (Lincs) 01507 524098.

1500 1979. Red. A1 condition. H/S top. One lady owner from new. Original condition. Full history. 35,000 miles. Regular use as second car until last year. Always garaged. One year MOT. Insurance value £4200, accept £3200. Irene Smith (garaged Tamworth, Staffs) 01827 69695 or 01594 544807.

1300 1972. One owner from new. Brown. O/drive. Soft/hard tops. Bills for £8,000. Good home wanted. £3500. DH Sewell (Romford) 01708 744339.

MKIII Red. Rare SAH tuned radical head. Twin Strombergs. Upgraded suspension. 1500 diff. Servo, overdrive, alloys. Good condi-

Cars for Sale Cars for Sale Cars for Sale

tion. Reluctant sale. £1500. Brett (Herts) 01920 466823 - 85/11776.

MKIII. Jasmine Yellow. 1969 (G). MOT Jan '04. Used daily. Excellent mechanicals. Interior v. good. Exterior average. Overdrive. Reliable. New job forces sale. Tax Jan 04 (free). £2600 o.n.o. Nick (Gosport) 01329 313381 - 00/62535.

MKIII 1967. Tax exempt. O/D. L/F engine. Twin webber carbs. Many extras. 40,000 miles. MOT April 04. TS class A1. Value 6K. Offers in excess £4750. Colin (Surrey) 01883 716523

1500 1979. O/D. Pageant Blue. Superb professional restoration. Unleaded engine. Good panel gaps. S/S exhaust. Oil cooler. Roll bar. Canvas hood. TSSC valuation £5000, £3850. Kevin (Suffolk) 01206 396430 -

1500. New O/D, diff, carbs, S/S exhaust. New trim needs some TLC. 6 months Tax, 5 months MOT. Call for more info. £1150 o.n.o. John (Norfolk) 01953 602699 - 95/51988.

1500 W reg. 71,000 miles. White. O/D. K&Ns, alloys, stereo, alarm, S/S sports exhaust. Some history. Most MOTs from new. 11 months MOT. 5 months Tax. Average condition. £1900 o.n.o. Kevin (Huddersfield) 01484 647339 - 01/64555.

1500 1976. Original Tahiti Blue. Hardtop. Move forces sale. Tax. MOT. Only used dry days. TSSC valuation £4600, accept £3000 o.n.o. K Robson (nr. Ilkley) 01943 863088 - .

MKIII 1969. Sapphire Blue. MOT July 03. Tax exempt. Used daily until September. Very reliable. Hard top. £2250 o.n.o. Graham (Kent) 01732 355583 - 98/58025.

MKIII 1969. Excellent condition. O/D. Red. No rust. New hood. MOT Aug 03. Tax exempt. £2750. Graham (Kent) 01732 355583 - 98/58025.

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We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.

FOR DETAILS RING THE WORKSHOP ON :

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Saffron Walden, Essex.

MKIII CONVERTIBLE. 1968. Tax Exempt. Good Condition. Lots spent. Unleaded Engine. Gearbox rebuilt. 2.5 litre. Overdrive and Hard top. Reluctant sale. £5500 ONO. Harriet (Berkshire) 01635 874353 - 97/55150.

VITESSE

Cars for Sale Cars for sale Cars for Sale

MKII CONVERTIBLE 1969. Valencia Blue. S/S exhaust. Garaged. Good history. Club valuation £4000. Reluctant sale £3000. Email murfin@blueyonder.co.uk Michael (Wimbledon) 020 8540 5556 - 96/54701.

MKI 2L CONVERTIBLE. 1967 White. Excellent condition. Chrome wires. Owned 10 years. £3400 o.n.o. (Northampton) 01604 791769 or 07866 541623.

MKII CONVERTIBLE O/D. Unfinished body-off restoration. All welding/panels, bushes/bearings etc. completed. Just needs spraying and trimming. Ring for full details. £3000 o.v.n.o. Brian (Lincs) 01406 426614 - 00/67344.

MKII CONVERTIBLE O/D 1970. Tristan top. Wire wheels. S/S exhaust. Servo brakes. £3000 o.n.o. Mr Clayton (Leics) 0777 967 2514

MKII SALOON 1969. White. Rare spec. Factory fitted sunroof. Leather seats. O/D. Restored 2000. Stainless steel exhaust, Aldon ignition, Magnecor leads. £3995. Sue (Norfolk) 01986 788300 - 00/63779.

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

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BURLINGTON was on the road. New chassis. Comes with 2.5 engine and Ford 1600 (fitted). Complete, just needs labour! £750. Brian (Edinburgh) 01899 220 143/mob 0776226607 - 85/21700.

BOND

BOND EQUIPE GT4S. 1966. MOT failure due to chassis only. Spares included in sale. Good engine, good runner. £500. Dave Hall (Sheffield) 07719 208038 - 00/31119.

DOLOMITE

DOLOMITE 1500 SE. Black with grey interior. Good bodywork. Taxed and MOT'd. EEs spent. Only 2000 built. Reliable, honest motoring. £1099 o.v.n.o. After 6.30 pm Ian (Street) 01458 447861 - 01/65164.

CARS WANTED

HERALD 1200 CONVERTIBLE. Signal Red. Genuine Convertible not conversion. All conditions considered. Money waiting for the right vehicle. Trevor (Southend) 01702 528410 - 00/68285.

HERALD 13/60 SALOON/ESTATE. Genuine A1. Not white. North England pref. Carl (Cumbria) 01229 482326.

HERALD OR VITESSE CONVERTIBLE wanted. Prefer A1/A2 condition. Cash buyer. Jonathan (York) 01904 792560/mob 07801 550917 - 00/69014.

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PARTS

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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 5198004 - 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

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SPITFIRE 1500 black steel hardtop, tonneau and hood bag. All v.g.c. Workshop and Parts Manuals. Offers. Lyn (Essex) 01277 651931 - 97/56111.

MKIV for breaking. K reg. O/D gearbox. Also O/D gearbox for Vitesse MkII and a set of alloy wheels for GT6/Vitesse c/w two new tyres. Ken (Leicester) 07976 728675 - 69048.

VITESSE MKII front end, sandblasted chassis and bulkhead, rotolox halfshafts, engines, gearbox, radiator, aluminium bumpers, bodytub, bulkheads, hood frame, door glass, Coupe roof, Stanparts, 1200 bonnet top, valances, chassis sections, good 2.5/2000, 13/60/1200 engines and gearboxes, diffs, orig. wheels, interior and exterior trim, complete unspoilt dashboards. Also 948cc rareties, Spit IV chassis sandblasted and cheap. Colin (Llandudno Junc.) 01492 53535/07961 982668 - 86/14037.

FIVE GT 6 wheels in v.g.c. Rear bumper for Spitfire 1500, number plate light also. Both in good condition. S/S sports exhaust system. Single big bore, nearly new. Easy to fit. Offers. Tim (Canterbury, Kent) 0789 007 0026 - 00/67544.

HERALD 1200 bodysell Saloon tub in good auralund condition, in Cherry Red. Must go. Ring for more details and price. Mr Stiller (Nottm.) 0115 9562540.

SPITFIRE 1500 two hardtops, one Magenta in excellent condition. Second black vinyl, even better condition! Both dry stored complete with fixings £185 each. Toby (Lincoln) 01522 794679.

SPIT MKIV bodytub, part restored, new sills, wings, floor. GT6 MKIII fibreglass bodytub. May suit racing enthusiast.

Assorted doors. Any offers accepted. Geoff (Folkestone) 01303 269069 - 68612.

3.27.1 Dolomite differential (crown wheel and pinion suit TSSC car) £100 or swap Spitfire 1500 (3.63:1) diff. Could send. Registration KVO557 £500. Simon (Mansfield) 01623 402147 triumphparts@hotmail.com

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SPIT III Eng £165; halfshaft £20; gearbox £40; N/S door fair complete £25; hood frame (late turn lock) mint exchange early sort or £75; O/D gearstick £35; s/h diffs from £50; Vit MKI rear shafts £25; 2500cc eng £250; 2000cc eng £200; recon 1500cc eng £250; carbs from £15. Mike 024 76644499/Mob 07768775170. Email mike.papworth1@btopenworld.com

VIT 2L O/D gearbox and prop mount etc., etc. Works perfect £350. MkII engine, good £200. Rotoflex rear shafts complete £225.

GT6

MKIII White. Rotoflex. Just completed 2 year rebuild. Bills and photos available. TSSC valuation £6500. S/S exhaust system. Tax exempt. £4250 o.n.o. Bryan (Leeds) 01132 777496 - 01/66167.

MKIII 1973. Overdrive. Rotoflex. Excellent condition. Fully restored to original spec. including recent full respray. TSSC valuation £5000. £3750 o.n.o. John Longley (W Yorks) 07714 679297 - 85/10156.

MKIII 1972. Yellow. Tax exempt. Excellent condition. Just serviced. Many new parts including O/D gearbox, suspension. Full photo history. Reluctant sale. £3990. Charlie (W London) 0795 620 8767 - 01/65092.

MKIII 1973. Tax exempt. MOT. British Racing Green. Overdrive. Stainless steel exhaust. Excellent condition. No canvassers. £4500. Dave (Chelmsford) 0786 750795.

MKIII 1972. Saffron. 94,000 miles. Garaged. Good condition. Treated chassis. Overdrive, S/S exhaust, sunroof. New carpets/door seals. Tax exempt. £3000 o.n.o. Andy (Herts) 01727 850672.

MKII 1970. Spax. S/S exhaust Newton Commercial recent gearbox and clutch.

Polybushed braided hoses. MOT'd. Valuation cert. £3850. Photos by email. Derek (Essex/Suffolk) 01440 785980 - 92/39168.

MKIII 1972. Tax exempt. Stainless steel exhaust. Kenlowe fan. SU carbs. Great runner. Genuine reason for sale. With history. Lots of extras. £2500. Chris (Sussex) 01444 870169/Mobile 07796 270072 - 01/65068.

MKIII 1973. Maroon. Rotoflex. 12 months MOT. Needs TLC. Genuine reason for sale. No reasonable offer refused. Phil (Stoke on Trent) 0781 6604572.

MKIII 1973. V.g.c. 35,000 miles from new. Minilights. Goodrich brake hoses. Spare recon. HF6 carbs. Polished rocker cover. £3395. Phil (Norfolk) 01553 674708 - 96/53233.

MKIII 1972. Rotoflex, overdrive, white. 103K. Full history. Stainless exhaust. New MOT. Carpets. £2500. Stewart (Oxon) 01608810462 email stewmoss@freeneasy.net

MKII ABANDONED restoration project. Complete car, partly dismantled. Some new panels fitted plus £300 of new, unfitted panels. Offers in region of £550. Mark (Dartford) 01322 401509 - 68405.

PARTS

*Parts For Sale
Parts For Sale
Parts For Sale*

Frontbrakescomplete£110. Fronthub, good, brg dia £20. Rear driveshafts Mkl £60 pair. 3.89 diff, good £100. Vit/Her bootlid £30. Mike 024 76644499/Mob 07768 775170 mike.papworth1@btopenworld.com

SPITFIRE/1500 O/D gearbox complete kit, v.g.c. £350. Engine parts, head, crank, cam., etc., etc. Diff v.g.c. £100. Rear driveshafts £30 each. Fronts. assy. £45 pair. Petrol tank £30. Seat runners £25 pair. Lots of other bits. Mike 024 76644499/Mob 07768 775170 email mike.papworth1@btopenworld.com

Dunlop 5.5 std. type wheel rims Her/Spit/Vit II only £45 each. GT6 inlet manifold with HS6 (Sprint) carbs fitted v.g.c. £180. GT6 327 diff v.g.c. £150. Mkl plastic grille new £30. S/H Spit MK4/1500 plastic grille £15. Mike 02476 644499/07768 775170 email mike.papworth1@btopenworld.com

FACTORY MANUAL for 2.5 PI, complete but removed from binding and filed in ring binders, with a lot of additional data on fuel injection and overdrive, including service data, training course notes etc. Free to needy private owner but you pay shipping (weights 2.3 kg). Contact andrewhfcarter@hotmail.com

QUILLER TRIUMPH. Herald recon. rolling chassis fully fitted with all parts fully recon. (engine, carbs, gearbox, prop., diff and axle, suspension etc.) - just add body and interior! £1400. Herald/Vitesse Convertible bodytub and chassis choice of 4 £200. Spitfire I/II/III bodytub reconditioned and shotblasted with new floorpans, sills, boot floor etc. Needs 1 rear wing to complete £450. Spitfire IV/1500 bodytub with chassis in good useable condition choice of 3 £200. GT6 I bodytub new sills and floorpans, some rot to roof, small dent in bulkhead £100. GT6 III bodytub and chassis very good £500. Spitfire/GT6 chassis fully recon. £475. Spit chassis good order choice 4 £150. Spitfire/Vitesse chassis choice 4 £150. Spitfire bonnets choice 5 £50-£300. Herald/Vitesse bonnets choice 7 £50-£180. GT6 III bonnet 1 only £200. GT6 tailgate £20. Spit and Herald/Vitesse doors all at £45 - take your pick. Spit I-III/GT6 windscreen frame choice 3 £50. Spit factory hardtops choice 3 £160-£180. Spit IV/1500 hoodframes £45. Spit IV/1500 hood good condition £20. Spit kneepads £2. Spit/Herald/Vitesse seats from £40. Inertia or static seatbelt and anchor £20.

Chrome bonnet clip £4. Spit wingtop and bootlid trims £5. Herald/Vitesse alloy body trims £3. Herald/Vitesse qtr. light assembly complete £15. Complete engines guaranteed and tested (good runners from insurance write-offs) 1200/1300 at £180. 1500 at £235. 2L at £235. Engines unknown condition all at £50. GT6 overdrive conversion kit guaranteed (gearbox, overdrive, solenoid, propshaft, mount, remote assembly etc.). 1 only £500. Gearbox guaranteed (non O/D) £55. Gearboxes unknown condition £15. Carbs from £15. Inlet/exhaust manifolds from £10. Airbox £5. Dynamo/Alternator/Starter £10. Spitfire/Herald radiator £35. Front windscreen Her/Vit £14. Door glass £9. Front suspension corner (hub, spindle, vertical link, trunnion wishbones etc.) complete Herald/Spitfire at £25. GT6/Vitesse at £55. Good steering rack £15. Early Spit/Herald diff (guaranteed) £60. Spit IV/1500/GT6 diff (guaranteed) £100. Halfshaft and hub assembly complete (short) £25. Rotoflex suspension parts - ask. Brake/clutch master or slave cylinder £15. GT6 tailgate choice 4 £20. Spitfire and Herald wheels £10. Dials from £5. We are continually breaking all Triumphs: Dashboards, lamps, switchgear, badges, heaters. Big stocks of everything - help us make space. Also full range of new parts and workshop facilities. All credit cards taken for overnight delivery. See special offers on: www.quillertriumph.co.uk 0208 854 4777 SE

SPIT IV/1500 front and rear bumpers, good 3.27 + 3.89 diffs, 2 litre engine and gearbox. GT6 II rust-free tailgate. Spit IV S/S downpipe. 4 x 5.5 J wheels GT6 MklII. Front and Rear suspension, chassis and rough bonnet. Ian (Kent) 01622 682573 - 88/21320.

HERALD 4 gearboxes, need rebuild, offers? Pete Jarvis (Leicester) 0116 2716464 -

GT6 MKIII late GT6 MklII original bonnet, requires work. £150. Churchill (Hook) 01256 765060.

SPITFIRE MKIII factory steel hardtop. Good condition. £65. Dean (Cumbria) 01900 814958. 98/20821.

VITESSE 6. Rebuilt chassis complete with suspension, diff, springs etc. Immaculate £150 o.n.o. Set 5 alloy Weller wheels with reas. tyres £150 o.n.o. Lots of Vitesse 6 parts. Ring for details. Jim (Kettering) 01536 790672.

SUMMER AGAIN!! Get those jobs done that you forgot. MOTs, servicing, suspension work, electrical, clutches, gearboxes, diffs., most things mechanical and welding. Ring John for a quote and a chat 01933 388434 before 8 pm please or 07777 0944106 mythos650@hotmail.com

SPITFIRE MK4 brand new floor pans £40 each. Inner and outer sills £20 each. Strengthening bars £10 each. Whole lot sale £120. Stuart Roberts (Poole) 01202 669808 - 669800.

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Parts Wanted
Parts Wanted*

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2 LITRE Cylinder Head. Large Valve Type. Suitable for unleaded inserts. Mike (Lincs) 01507 327647 - 90/30000

'J' TYPE O.D conversion parts and labour required for 2L Vit Mkl. (Sussex) 01273 836060.

SPITFIRE MKIII 1967 looking for complete survivor. Must be good condition (unable to source new). Jim (Insch, Aberdeenshire)

01464 820546 - 00/67516.

TRIUMPH VITESSE any original Stanpart items: Bumpers, steering wheel, switchgear, seals, trim, wheel trims, MklII sound deadening panels etc. Please call Gary (Derby) 01283 493467 - 01/65570.

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