



Visit your Headquarters

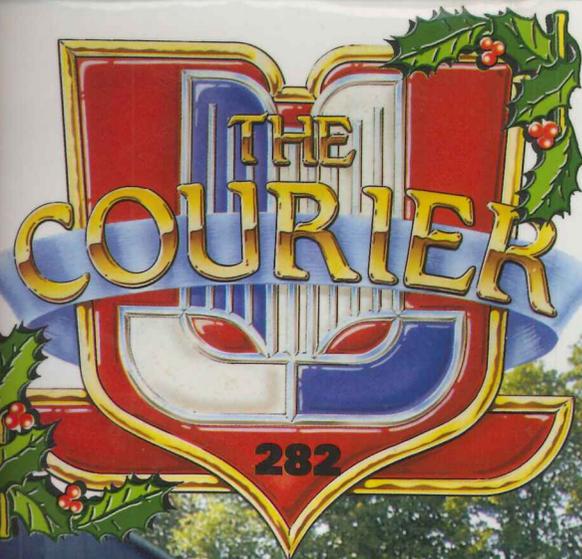
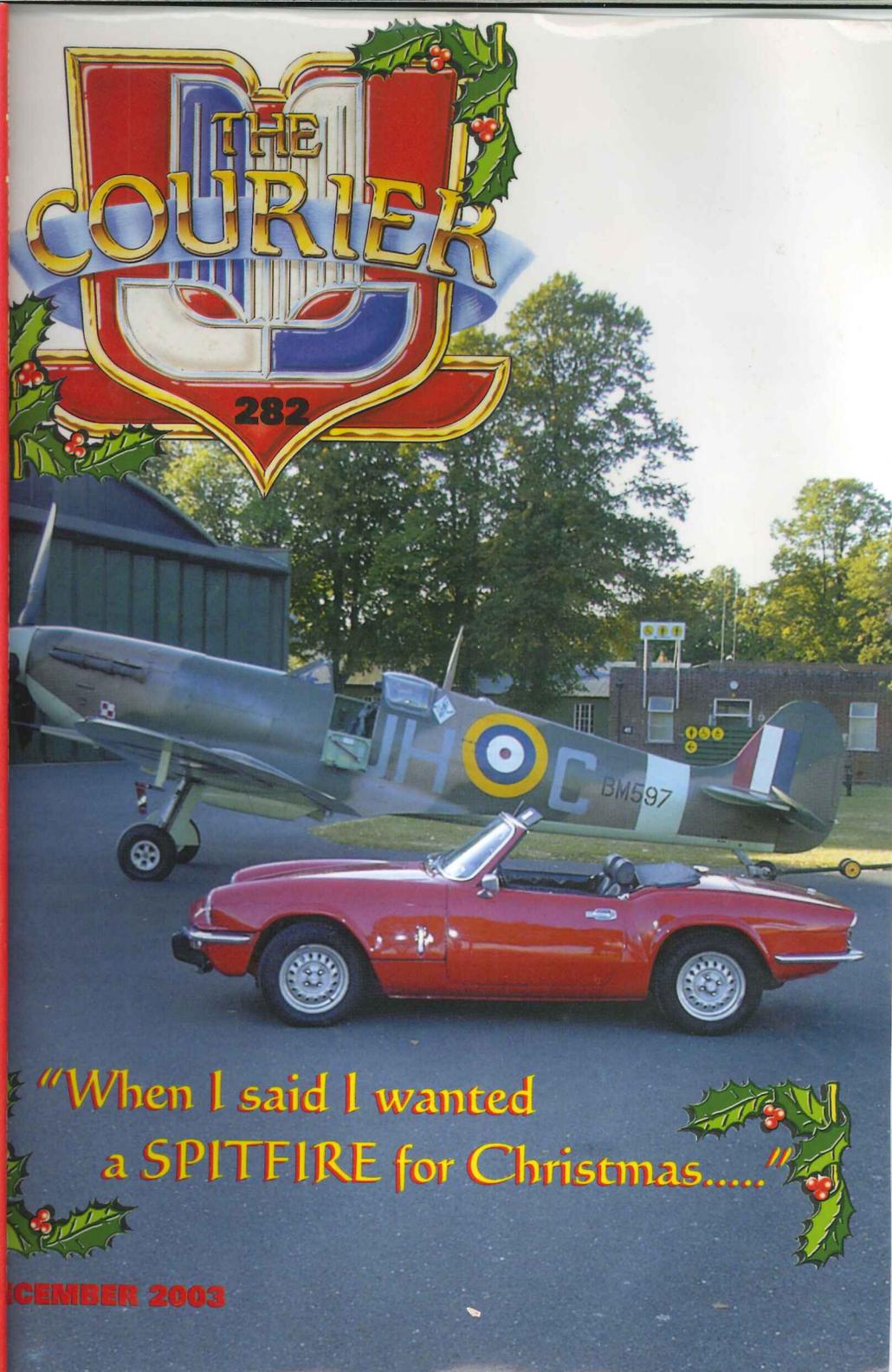
As a TSSC Member and an enthusiast for all things TRIUMPH - a visit to the largest collection of Club Cars and unique Triumph Memorabilia in the UK should be No. 1 on your list of *'Things I really must see and do this year!'* Situated in a lovely rural setting in the Heart of England, TSSC HQ is open 9 to 5 Weekdays all year round and selected Saturdays (ring for Dates) and once on site you can spend an enjoyable time soaking up the nostalgia, studying the exhibits and marvelling at the originality and condition of some of the Top examples of 'Our' cars to be found anywhere.

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

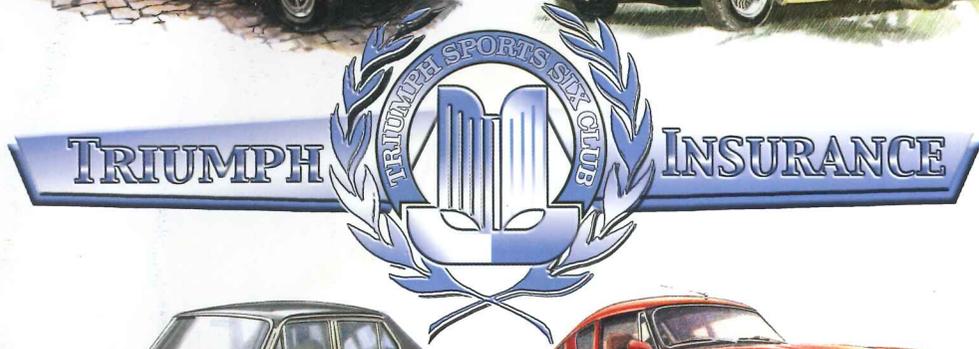
We look forward to seeing you - soon?

How to Find Us

Junction 20 M1 then A4304 to Market Harborough.
TSSC HQ Main Street, Lubenham, Leicestershire LE16 9TF
Tel: 01858 434424 - www.tssc.org.uk



*"When I said I wanted
a SPITFIRE for Christmas....."*



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.282 Vol 23. DECEMBER 2003
Price £2.50 Free to Club Members.

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Saturdays - check Courier P.7

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

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David Aspinall, Chris Gunby,
Derek Holman, Chris Mills,
John Muggleton, Stuart Newbould,
Trudi Prettyjohns, Simon Roberts,
Tim Scrivens, Barry Minett-Smith,
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:
The 'Other' Spitfire
I wanted from Santa.
Pic Colin Daultrey
Duxford 2003.

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T.S.S.C. Events Calendar

PLEASE SEND ALL EVENT INFORMATION TO
TRUDI PRATT-JOHNS AT THE CLUB H.Q.

HQ ATTENDED EVENTS

CONTACT TSSC HQ FOR MORE INFORMATION

July 2004

SATURDAY/SUNDAY 10/11 JULY 2004
INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

May 2004

SATURDAY/SUNDAY 8/9 MAY 2004
SOUTH OF ENGLAND MEET
LEATHERHEAD, SURREY

TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

JUNE 2004

SATURDAY/SUNDAY 26/27 JUNE 2004
PEAK RUN AND CONCOURS
KIRSTY GUY 0789 456815

CLASSIC CAR SHOWS

(CLUB INVITED)

December 2003

SATURDAY/SUNDAY 6/7 DECEMBER 2003
THE FOOTMAN JAMES WEMBLEY
CLASSIC CAR SHOW
WMBLEY EXHIBITION CENTRE
LONDON TEL 01484 452002

February 2004

8 FEBRUARY 2004
THE INTERNATIONAL TRIUMPH SHOW
AND SPARES DAY
STONELEIGH-PARK, COVENTRY
ADVANCE TICKETS 01568 797881

OVERSEAS EVENTS

(CLUB INVITED)

May/June 2004

Fri to Fri May 21 June 4 2004
SWEDEN/NORWAY RALLY
BRITISH CAR WEEK - GOTHENBURG
IAN GLASS 01824 792280

July 2004

FRIDAY 25/SUNDAY 27 JULY 2004
CLASSIC LE MANS
PHILIP WILLCOCKS 07973 333303



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66 Comment

NEC Triumph!

By John Muggleton

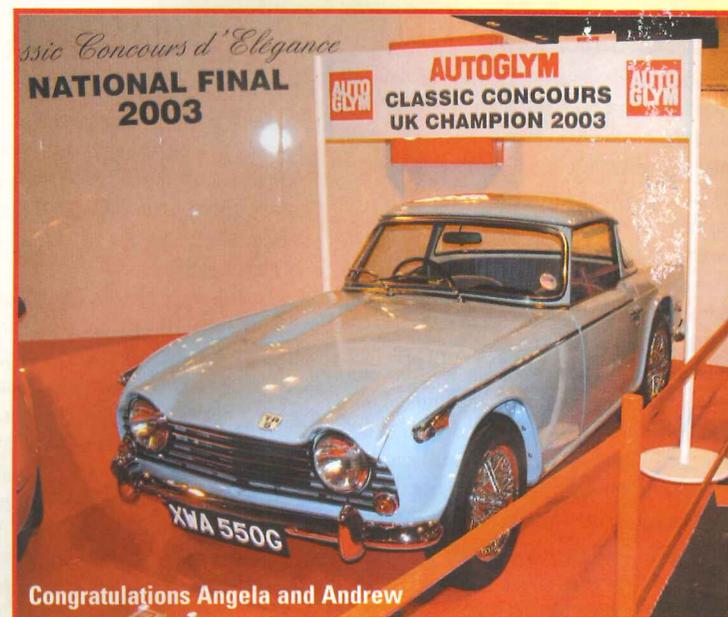
We have just returned from the International Classic Motor Show at the NEC, which was very well attended, my thanks to all concerned who displayed their cars on the Club stand. Congratulations to Andrew and Angela McGowan, who won the Autoglym concours d'elegance final at the show with their beautiful TR5. Competition was very fierce with a wide selection of immaculate cars all competing for the ultimate accolade of 2003 Champion. Very well done guys!!

No trophies this year at the Classic & Sportcar Club Awards, but once again we received an honourable mention for the Club's website. The website has seen many new features added this year.

The addition of the messageboard just over a year ago has proven to be one of the most popular with over 10,000 messages being posted to date. My thanks to Craig Gingell for all the work that he has done this year on the site. There are many new features planned for next year so make sure you keep visiting!

This month sees the annual Christmas open weekend at Club HQ on the 13th/14th December,

free mince pies and drinks for those who visit, plus discounted spares and regalia over the counter. So if you get the chance please drop by and visit. (Full details on Page 34)
This year has been a great year for the Club in many ways, and



Congratulations Angela and Andrew

without naming names I would like to thank everyone who has been involved in organising events, area meetings, race championships, writing articles for the magazines, e.t.c e.t.c., without your input and effort the TSSC would not be the great Club that it has become.

Finally I would like to wish everyone a Merry Christmas and a Triumphant 2004. from all at TSSC HQ



TSSC NEWS

Review

Your Monthly round up
of all News of a Triumph Nature

Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, March 7th 2004. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda is required to put said items in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 20th December 2003. Any item received after this date will be regarded as null and void. General issues can of course be raised at any time through, for example, the General Secretary or Area Liaison Officers for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held in the morning prior to the AGM - see your AO. In the past, a number of wide ranging issues have been discussed and implemented during this more informal meeting. If any member (of at least three consecutive years' membership prior to the AGM) should wish his or her name to be put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me - again by 20th December. A few lines describing prospective candidates will be published in the Courier along with the AGM agenda. All enquiries regarding the above should be addressed to the General Secretary,

address and telephone number as given in the inside front cover of the Courier.

Peter Williams,
General Secretary.

Grove Components - Moving on

Grove Components; the mail order fastener suppliers, are changing hands. Triumph enthusiasts and owners; Andy Challoner and Dave Randles have acquired the mail order fastener business which will now be based in the South Wirral area.

Andy and Dave are looking forward to maintaining and improving the existing business which has a loyal national and international customer base.

"Specialising in Stainless steel fasteners, Grove Components will continue to be a major source of non corrosive fastener solutions", comments Andy. Intending to introduce a broader range of restoration consumables; Grove Components will be an invaluable contact for anyone embarking on any restoration project.

New contact information can be found in our advert in the parts section of this magazine and you can also visit Grove on the web at www.grovec.co.uk The web site will be updated over the coming weeks.

Revington TR New Workshop

Revington TR are pleased to announce the opening of an additional 300 square feet of workshop space, which will help reduce the waiting lists and improve turnaround times at the West-Country Triumph specialist. "For some time we've suffered from a lack of space," says Neil Revington, "and this has in particular affected our ability to take in cars at short notice. The four bay workshop will enable Revington TR to dedicate their workshops to particular areas of specialism - this new workshop will be dedicated to suspension and EFI installations, freeing their other workshops to focus on the engine and restoration work for which Revington TR has built an unrivalled reputation over the last few years.

For more information Tel:- +44(0)1823 698437
email:- neil@revingtontr.com web: www.revingtontr.com



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HQ OPENING TIMES

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

CHRISTMAS OPEN WEEKEND

Sat/Sun 13th - 14th December 2003

See page 34 for full details

PLEASE NOTE: TSSC HQ WILL BE CLOSED ON

WEDNESDAY 24TH DECEMBER FOR CHRISTMAS AND WILL REOPEN

ON MONDAY 5TH JANUARY

JANUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

JANUARY SALE WEEKEND

Sat 10th 9.00am - 4pm January 2004

Sun 11th 10.00am - 3pm January 2004

SATURDAY 24th 9.00 AM - 1.00 PM

TSSC Offers will be attending the following show

Footman James Classic Car Show - Wembley

Sat/Sun 6th - 7th December 2003

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 or Order Online - www.tssc.org.uk

TSSC Christmas Open Weekend 2003

SATURDAY 13TH DEC - 9.00 AM TO 4.00 PM

SUNDAY 14TH DEC - 10.00 AM TO 3.00 PM

T.D. FITCHETT

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

VITESSE

Delaney-Gaber valve valve 560611	£47.50
Petrol tank	£120.00
Front lower valance 1200 O.E.	£115.00
Front lower valance 13/50 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/50 front lamp panel 812140	£60.00
Herald 1200 front wings	£97.50
Herald 13/50 front wings	£80.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£8.75
Windscreens drip channel	£11.50 pair
Herald/Vitesse door skins 901398/9	£60.00
Complete door shell 902256/7	£205.00
Sills 803070/1	£19.00
Tread plate repair panel	£6.75
Front floor mounting bracket fr 607548	£4.75
Front floor mounting bracket rear 607549/50	£4.75
Rear floor mounting bracket 607855	£5.75
B post mounting bracket 703625/6	£14.00
Stainless steel tread plate finisher	£18.00 pair
Boot side panel 804611/2	£29.50
Herald 948/Vitesse rear centre valance	£52.50
Herald 1200/13/60 rear centre valance	£55.00
Rear quarter valances	£21.50
Inner front wheel arch 903075/6	£41.00
Rear outer wheel arch 802845/6	£38.50
Front/Rear wing arch repair panel	£12.50
Rear wing front repair panel	£12.00
All chassis outriggers/side rails/boot extn	£14.50 each
White rubber bumpers (full set)	£105.00
Rear overriders 703708/9	£32.00
Bonnet corner mouldings 706161/2	£21.00 pair
Wheel arch/bulkhead seal 704033	£2.50
Chrome bonnet catch 607663	£21.00
Door hinges 607824	£14.00 each
Boot hinges	£23.50 pair
Door to glass outer weather strip	£5.75
Hoods vinyl inc zip out window	£95.00
Hoods original I.C.I. material	£140.00
Accelerator pedal bracket 147655	£8.25
Set of 8 front suspension bushes 119451	£10.00 set
Front suspension shim 122022	£1.25
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/16PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Recon steering racks RHD	£40.00
Track rod ends	£7.00 each
Rear shock absorber GSA385	£17.50
Front shock absorber	£20.00
Herald 3 Synco recon exchange gearbox	£135.00
Herald 4 Synco recon exchange gearbox	£160.00
Vitesse exchange gearbox	£170.00
Herald rear leaf spring 305945	£77.50
Herald recon exchange drive shaft assembly	£147.50
Herald/Vitesse non rotolux drive shaft	£57.50
Universal joint grease nipple type	£8.00
Herald new alternative distributor (exchange)	£57.50
Vitesse Delco distributor cap	£7.00
Vitesse HT lead set	£8.00
13/60 HT lead set	£7.00
Herald oil filter GFE 119/150	£4.50

MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS
CALL NOW

Herald O.E. head gasket GEG 314	£6.50
Spark plugs 1200/12.50 (set of 4)	£4.50
Recon w/wiper motor	£40.00
Vitesse 2 Litre Q/H clutch kit	£75.00
Clutch slave cylinder 13/60	£35.00
Vitesse sealed beam inner light unit	£9.50 pair
Vitesse sealed beam outer light unit	£8.00 each
Boot catch 611225	£9.00

TR7

Early type bonnet (single bulge) WKC170	£147.00
Late type bonnet (double bulge) XKC3822	£294.00
Front lower valance WKC86	£65.00
Sills L/H and R/H XKC 112/3	£76.00
Doors FHC WKC5286/7	£260.00
Door skins YKC74/75	£47.50
Body shell FHC with sunroof	£2,950.00
Body shell convertible	£4,450.00
Late type boot lid XKC3854	£175.00
Rear deck assembly convertible WKC4255	£87.50
Window regulators XKC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£120.00
Radiator grille R/H convertible WKC3674	£25.00
Petrol tank retaining strap	£8.00
Petrol tank	£110.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£75.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set	£9.00
TR8 electronic distributor	£260.00
Gearbox 4 speed exchange	£160.00
Gearbox 5 speed exchange	£380.00
Recon steering rack	£40.00
Front strut assembly recon/exchange	£65.00
Front lower ball joint GSJ154	£14.00
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£29.00
Lower steering shaft TKC1088	£32.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon exchange	£75.00
Upgraded brake master cyl/servo assy (exch.)	£200.00
Brake pressure valve TKC 3667	£35.00
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
Wheel cylinders 4-5 speed	£15.00
New 4 speed differential TKC2619 (exch.)	£195.00
Jackshaft 215207	£130.00
Recon starter motor	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor	£40.00
Clutch kit Q/H	£65.00
Clutch kit O.E. Unipart	£105.00
Clutch kit TR8 Q/H	£105.00

STAG

Front lower valance 907103	£42.50
Inertia seat belts non sensor original	£115.00
Seatbelts, non sensor	£85.00
Front suspension leg insert	£32.50
Recon steering rack	£117.50
Steering column shaft 151032	£57.50
Recon rod end GSJ157	£12.50
Steering lock 160337	£75.00
Gearbox exchange	£250.00
Rear shock absorbers	£19.50
Rear sub frame mounting 150382	£21.00
Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£117.50
Recon rear hub assy	£69.50
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
Recon brake master-cylinder exchange	£120.00
Recon Servo exchange	£145.00
Set brake pads including pins and clips	£19.50 set
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 fliitch 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
Recon exchange water pump GWP201	£29.50
Recon steering rack	£55.00
Front trunnion 142377/8	£75.00
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

SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£560.00
Nearside/offside front wings	£67.50 each
Front wing 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£39.50
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£29.50 each
Side 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 714482	£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
Rear lamp assembly 208532/21025	£38.50
Track rod ends	£7.00
Gearbox 3 Synco exchange	£135.00
Gearbox 4 Synco exchange	£160.00
Rear leaf spring 305894	£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

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£12.50 pair
Front wings 909663/4	£38.50
Front wheel arch outer 909351/2	£32.00
Front wheel arch inner 909797/8	£34.00
Headlamp support panel assembly 618871/2	£22.00
Front quarter valance 815391/2	£52.50
Door skins	£32.00
Sills non O.E. 903097/8	£24.00
Sills O.E. 903097/8	£42.00
Sill reinforcement panel 806634/5	£6.50
Inner sill 806638/9	£13.50
Front sill end plate 706422/3	£4.75
Half floor (deep pressing)	£64.50
'A' post lower filler panel 706288/9	£11.00
Bonnet hinge pivot box RKC362/3	£35.00
Chassis front gusset 218526/7	£17.00
Bonnet hinge tube L/H/R/H 911107/8	£42.50
Rear wing non O.E.	£87.50
Rear wing front repair panel	£12.50
Rear wing rear repair panel	£15.50
Rear lamp panel 716182	£112.00
Rear valance 908970	£35.00
Boot floor	£69.50
Boot lid 911327	£240.00
Rear inner wheel arch 725563/4	£70.00
Rear outer wheel arch 909661/2	£42.50
Windscreen aperture drip channels	£12.00 pair
Stainless steel oversill kit	£70.00 kit
Hard top rear screen seal 911040	£35.00
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
Window regulator 911271/2	£42.50
Window regulator glazing channel	£47.50
Front outriggers 209398/9	£20.00
S/steel tread plate finishers	£17.50 pair
Oil pump TKC 1974 (exchange)	£29.50
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
Handbrake cable end fork 104749	£1.50

Rear wheel brake cylinder -7 dia	£8.00
Rear brake lever 123135	£5.50
Clutch slave cylinder GSY103	£35.00
Clutch kit GK160 Q/H	£75.00
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£7.50
Distributor cap Mk IV	£4.00
HT lead set	£7.00
Recon starter motor	£25.00
Recon w/wiper motor	£40.00
Universal joint with grease nipple	£8.00
Dash top cover 815281	£29.50
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.20
Wheel arch to bulkhead seal 613666	£2.50
Hoods original I.C.I. material inc zip window	£140.00
Hoods vinyl inc zip window	£95.00
Inertia seat belts less warning light wire	£45.00 pair
Inertia seat belts less sensor OE	£55.00 pair

GT6

Bonnet assembly Mk I	£595.00
Bonnet assembly Mk III 913766	£600.00
Front wings Mk II 908113/4	£87.50
Front wings Mk I 907154/5	£67.50
R/H front overrider Mk I 710717	£30.00
Petrol tank cover board Mk III 710703	£22.50
Boot floor carpet Mk III 810841	£32.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£97.50
Steering lock 216449/UKC2719	£40.00
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Front suspension vertical link	£65.00
Front shock absorbers	£20.00
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Delco distributor cap	£7.50
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Cop Shop

by Mike Crewes



Speedometers, Horns, Trailer Brakes & Passengers.

RULES AND REGULATIONS

This month I have delved into the Road Vehicles (Construction and Use) Regulations 1986 and have come across some interesting bits. It goes without saying that compliance with these sections is no problem if your car is properly maintained, but I'd be out of a job if all cars were maintained as they should be.

Speedometers - Regulation 36.

1) Every instrument for indicating speed, fitted to a motor vehicle, shall be kept free from any obstruction which might prevent its being easily read and shall, at all material times, be maintained in good working order.

2) In this Regulation 'all material times' means all times when the motor vehicle is used on a road except when;

- a)** the vehicle is being used on a journey during which, as a result of a defect, the instrument ceased to be in good working order, or
- b)** as a result of a defect the instrument ceased to be in good working order and steps have been taken to have the vehicle equipped with all reasonable expedition, by means of repair or replacement, with an instrument which is in good working order.

Under Regulation 35 the speedometer fitted to a vehicle first used on or after 1st April, 1984 must be capable of indicating speed in both miles per hour and kilometres per hour.

Horn - Regulation 37.

1) Every motor vehicle which has a maximum speed of more than 20 miles per hour shall be fitted with a horn, not being a reversing alarm or a two tone horn.

2) to 7) deals with exemptions, reversing alarms, two tone horns, etc.

8) Every bell, gong or siren fitted to a vehicle by virtue of paragraph 7) a) (theft alarms), and every device fitted to a motor vehicle first used on or after 1st October, 1982, so as to cause a horn to sound for the purposes mentioned in paragraph 7) a), shall be fitted with a device designed to stop the bell, gong siren or horn emitting noise for a continuous period of more than five minutes; and every device shall at all times be maintained in good working order. Basically, your alarm should cut out or rest itself automatically after five minutes.

9) and 10) deal with EEC Directives and definitions.

Trailer Brakes and Passengers - Regulations 89.

No person in charge of a motor vehicle, or trailer drawn thereby, shall case, or permit such trailer to stand on a road when detached from the drawing vehicle, unless at least one of the wheels of the trailer is prevented from revolving by the setting of the brakes or the use of a chain, chock or other efficient device. Regulation 90.

- 1)** No person shall use, or cause, or permit to be used, on a road any trailer for the carriage of a passenger for hire or reward.
- 2)** Deals with exemptions, these being a trailer drawn at less than 30 miles per hour and broken down buses towed by rigid bars.
- 3)** No person shall use, or cause, or permit to be used, on a road a wheeled trailer in which any person is carried and which is a living van (i.e. caravan) having either:
 - a)** less than four wheels, or
 - b)** four wheels consisting of two close coupled wheels on either side.
- 4)** Deals with exemptions for testing.

As an aside, did you know that all petrol vehicles first used on or after 1st April, 1991 have to be capable of running on either unleaded petrol alone or be capable of running on unleaded petrol. It is all contained within Regulation 39A, which also makes it an offence for a person to deliberately alter or adjust the engine so that it will not run on unleaded petrol.

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 Regards and Merry Christmas

Mike

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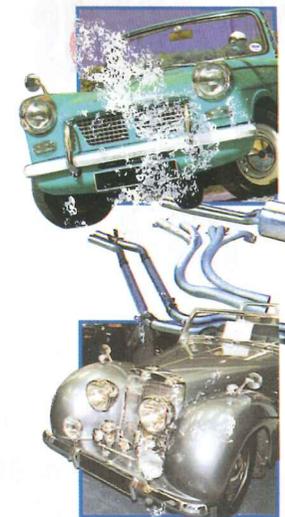
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The Onset of Winter

By Dave Rumens

Hello everybody, Merry Christmas and good cheer to all. I hope Father Christmas has got lots of original Stanpart spares in his sack for you.

TRIUMPH Vitesse Register

Yes, after that very hot summer in the UK (102 C!) when most of us went topless it is time to get ready for the winter months. I guess the first thing to ask is, do you use your Vitesse all the year round or is it stored away ready for the next hot summer?

If you are using your Vitesse all the year round, the first thing most of us will agree is that they are warm cars in the winter. I should say that is as long as the heater is working. If it is not, then more of that later.

So what do you need to do to get your Vitesse ready for use in the winter months? Firstly, if you haven't done already, carry out a full service as given in the Manufacturer's handbook. If you are replacing the points make sure you get the right ones as I have been offered the later type (which fit the 1500 Spitfire and 2000TC) as being suitable for the Vitesse. Take a look at picture 1.



The contact set on the left is the correct one, the one on the right is the later type. As an aside have any of you noticed these days that when asking for service items at your local parts outlet that Triumph is a now sub-marque under Rover! As the present Rover company has no connection with the Triumph marque and the past Rover company never manufactured Triumphs, I cannot follow the logic in this approach. Maybe British Leyland would have been more appropriate or even BMW! Hmm-mutter mutter. I guess the moral is to stick to the classic suppliers who know that Triumph is a marque in its own right and can also tell the difference between a Rover and Triumph Vitesse!

That's got my moan of the month out of the way so let's quickly move on to the subject in hand. It is also a good idea to change to the thermostat specified by Triumph for the winter use, as this will give a quicker warm up and more heat from the heater. The standard type is 82 C, whereas the winter thermostat is 88 C. To check look at the base of the thermostat and the rating will be stamped on the copper centre section. If it is a cold winter I normally follow Triumph's recommendation to fit the correct thermostat for winter conditions and as a result never have a cold car. But remember to change back to the standard 82 C thermostat in the spring otherwise things may become somewhat heated!

Part of the normal service should be to check the strength of the anti-freeze and if required replace or top it up. However, as



anti-freeze has a nasty habit of finding leaks you should ensure the cooling system is in good order before hand. Don't forget to check the condition of all the hoses and hose clamps. A leaky hose and is no joke at any time but most unwelcome if it happens on a cool winter night. So if the condition is in any doubt, then replace it.

Now with all this hot weather we have had this summer the old heater has been forgotten, so flush out the heater, valve and return pipe. It may sound strange to also flush out the block and radiator but a build up of sludge in the system can find its way back into the heater after you have carefully flushed it out, and block it off again.

In the case of the later cars with the Stromberg set-up the inlet manifold heating pipe should also be flushed out. The area around the banjo bolt can become blocked and prevent the flow of hot water through both the manifold and the heater. Again not very nice in

the middle of winter. One point of warning though, is do not try to undo the banjo bolt as this will inevitably shear off and leave you with just a threaded stub. The main cause is that the banjo bolt is made of steel and the inlet manifold is made of aluminium and in most cases this results in an action taking place between the two dissimilar metals. The banjo bolt then becomes firmly bonded in and the only way to remove it is

to weld a large bolt on to the remaining stub, then use heat and oil to ease it out. Picture 2 shows the large threaded banjo bolt with its very fragile neck through which the water passes. If it is not leaking then leave well alone, just clean out the pipes with a piece of stiff wire and water. Finally check the condition of the fan belt, as if worn it can become brittle and break in very cold conditions. Having ensured that all is well with the cooling system now replenish the antifreeze to the manufacturers' recommended concentration for your local conditions. As a rough guide in Southern England I use 33%.

Moving on to an area that may have suffered in the past hot weather and can start to leak in the winter, I am referring to the rubber window seals. These can shrink. Any sealant present will normally dry out and crack in the





Next we come to keeping the old rot out of your Vitesse. Have a look around the underside of the body and the chassis for rust or bare metal. If you find there are problems then treat or repair the affected areas. Once the areas are ready to be painted, always use a good anti-rust undercoat paint before applying a topcoat. Remember to remove any mud from the wheel arches, the underside of the body and the chassis beforehand. You may also feel it is necessary to apply a waxed-based underseal to keep the salt and weather from corroding the underside of the car. I tend to use the stuff but it is your choice whether to use or not use the black waxy gunge under your car. Remember during the winter to regularly wash the mud and salt off the underside of the car. Maybe just don't use the car in real salty conditions as road salt is really nasty stuff and can demolish your car quicker than a breakers yard on bonus. The above is all basic stuff and if followed should reduce any likely problems which may occur when using you Vitesse in winter conditions.

This month's Vitesse is owned by Mr D.I.Aldridge of Middlesex and is a conifer green 1600 Saloon. It was first registered on 08/08/63 by Steels Garage, Stroud,

heat. So check these areas for leaks, otherwise you will have wet feet and in no time a rotten floor. Picture 3 shows the typical area on the front windscreen seal where leaks can occur. Remember to regularly lift the floor mats (See picture 4) and look in the boot for dampness. Leaks can go unnoticed for some time until it is too late and serious corrosion has set in.



The following basis checks should increase the reliability of the Vitesse and your safety over the winter months. Have a good look at the suspension areas, tyres, brakes, wiper blades for wear. Ensure all the lights are working and aligned correctly. Check the electrical system including the dynamo, wiper and the all-important battery. The battery has to work much harder in the winter months and one that seems fine in the summer months can let you down when winter comes.

Gloucestershire. As can be seen from picture 5 it has all those classic fast and smooth looks we love so much of the Vitesse. A car capable of nearly 90 mph was not slow in 1963 and the 1600 Vitesse did it without any fuss, just quiet Triumph 6 cylinder power under that stylish bonnet.

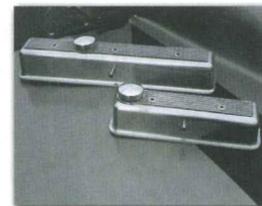
Now on with that turkey and those minced pies. Diet next month, honest! **See you all in the New Year and Keep Running On All Six.**



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TSSC Championship 2003

By Nigel Gibbins

A Year in Review

This years racing with the TSSC has been typified by two things: a very warm and friendly paddock atmosphere and very close and exciting racing in both classes.

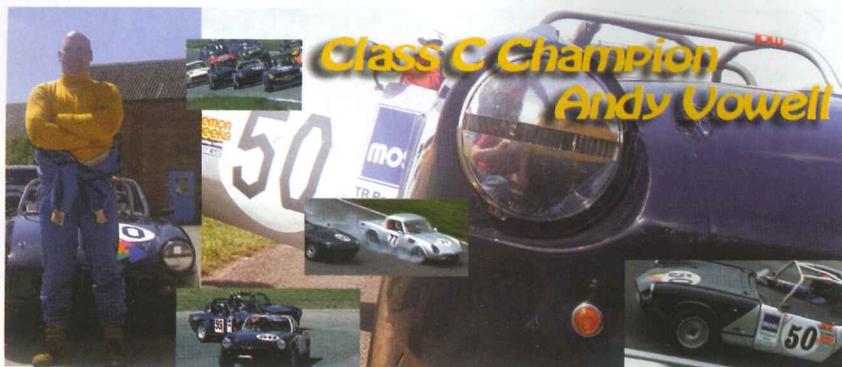
This has been very good for the championship and exciting for the spectators, but of course with close competi-

'one piece' items.

But the biggest difference this year is all thanks to you, the TSSC members. The drivers have commented on the increase in interest we have been getting this year from club members and have been delighted to see you there and happy to 'entertain' you throughout the year. I would like to thank you all for your support. I look forward to meeting you all next season and we start it all over again.

So now we have our champion and well done to Barry Blakeley, who although he does not have the fastest Spitfire in the series, did prove to be the best of the class by consistently beating the other class competition on a more regular basis than anyone else. That's how our championship is structured and I must say it is great to see a champion coming from the 'Roadsports' class.

Congratulations also go to Andy Vowell too for (mostly) keeping it on the road and taking the Class C crown. Although the overall championship only slipped from his grasp at the final race, he was consistent enough to accumulate enough points for a clear class win.



Class C Champion
Andy Vowell

tion and close racing comes close calls. John Thomason and myself have both been on the wrong end of the tyre barriers and Andy Vowell's half-shaft antics are hopefully at an end after purchasing a custom made set of billet

Mentions should also go to Richard King, who but for a dodge scrutineering decision could have made it all different, Kevan Hadfield for determinedly campaigning a Herald which became affectionately know as the 'Bread Van' or 'Purple Meanie'. John Thomason who, after destroying the 'Silver Bullet' at Mallory Park, turned out in Paul Lucas's car for the final race to secure second spot in Class C, and Karl Dandrige,



who put in the effort to clinch third spot in the Class C championship in his first year.

TSSC Championship 2003 Race by Race

Silverstone - Round 1

The first day at school was ended with a class win for John Thomason (Class C) and Richard King (Class A) after a race long battle with Barry. As is normal with the first race of the season the attrition rate was quite high, with four cars either not making the start or not making the finish.

Donington - Round 2

Barry and Richard continued their all race battle theme here, but this time it was Barry that won out in the end. John again took the win and added to his tally with another ten points.

Oulton - Round 3

Again, the Class A battle lasted all race until a TR7 (facing the wrong way) put space between Barry and Richard, with Barry coming out on top again, but with Richard taking the fastest lap extra point. Paul Lucas won Class C by quite a margin from Andy after John Thomason put himself into a spin and the car took ages restart.

Rockingham - Round 4

This race was highlighted by Paul Lucas's pole position, but unfortunately gearbox problems prevented him from capitalising on it. Richard romped off into the distance here and took an easy win over Barry, but the action was in Class C where Andy was quick through the corners and John was quickest on the straights. Even with body damage

Racing News

and a tyre rubbing itself away John managed to cross the line first.

Pembrey - Round 5

Again Barry and Richard were at it and this time so was John and Andy. Both battles were close fought and Johns ended when he and Andy touched, leaving John spinning off onto the grass. Barry's and Richard's ended when Andy lapped them and Richard took the advantage to stretch out a lead that Barry couldn't recover.

Mallory - Round 6

With Richard excluded from the days racing for a bit of rust, Barry took full points. But the day was also 'marred' by Johns crash in the middle of the race. This destroyed the 'Silver Bullet' and ended Johns championship fight. Clive Gimson took the class win in a troublesome race for Andy who suffered a head gasket blowing out the side of the block, but still managed to finish third behind Karl.

Donington - Round 7

With Richard on holiday Barry was really not contested for the Class win and Andy had an equally easy run of it due to a small entry. No the most exciting race we've seen but a lovely sunny day and Retro Cars magazine on hand to record the day for us.

Snetterton - Round 8

My return to the circuit and notable for actually finishing the race (all

Cadwell Park - Round 9

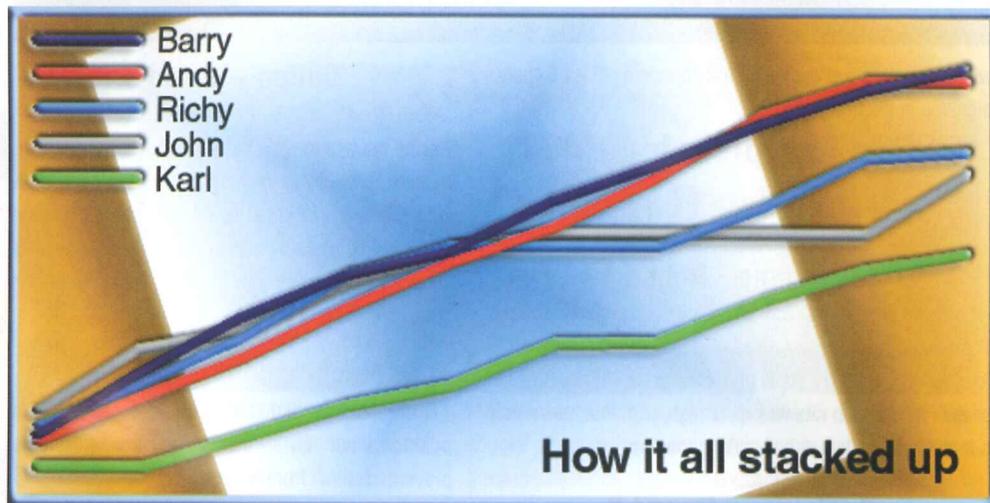
A similar storey here as Andy took an 'easy' class win although he fought from 14th on the grid to 5th overall - so really there wasn't anything 'easy' about it. Barry took the win from Richard by keeping Dave Thompson's GT6 between them for most of the race. Both Andy and Barry now had enough points to guarantee the Class championship - job done!

So there was just to overall title to fight for at the final race.

Brands Hatch - Round 10

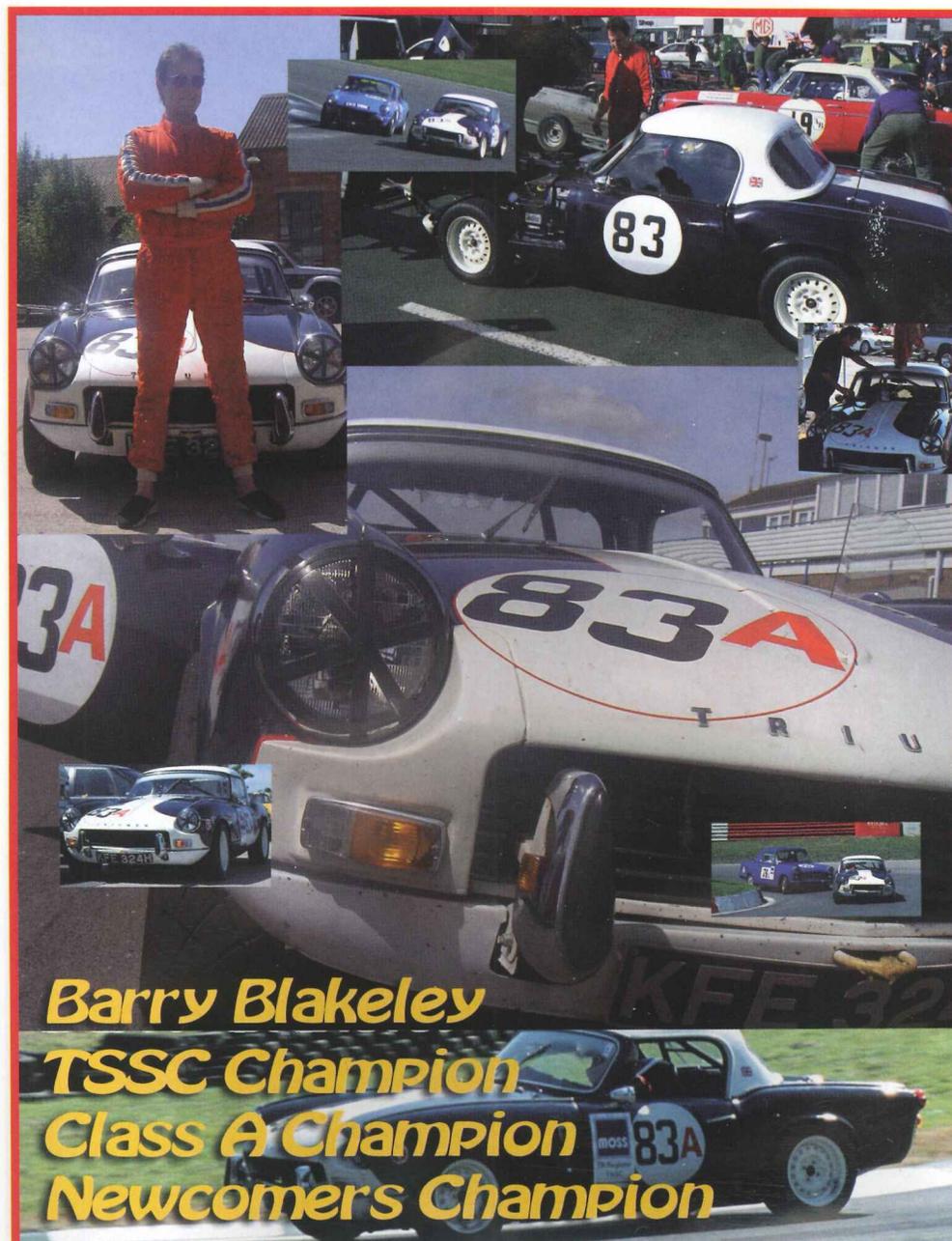
Only one point separated Andy and Barry - it was all to play for. Andy was 'turfed off' on turn two of the race and Richard retired after destroying his clutch - so Barry had a quick battle with Kevan which nearly cost him the championship as they both momentarily spun off.

Barry had to finish second to score enough points to make the difference but did it in style as he eventually romped home in first spot.



be it in last place). Again Barry and Richard were at it and Barry took the win after Richard spun his lead away. Andy took the Class C points from Karl after swapping first place a couple of times.

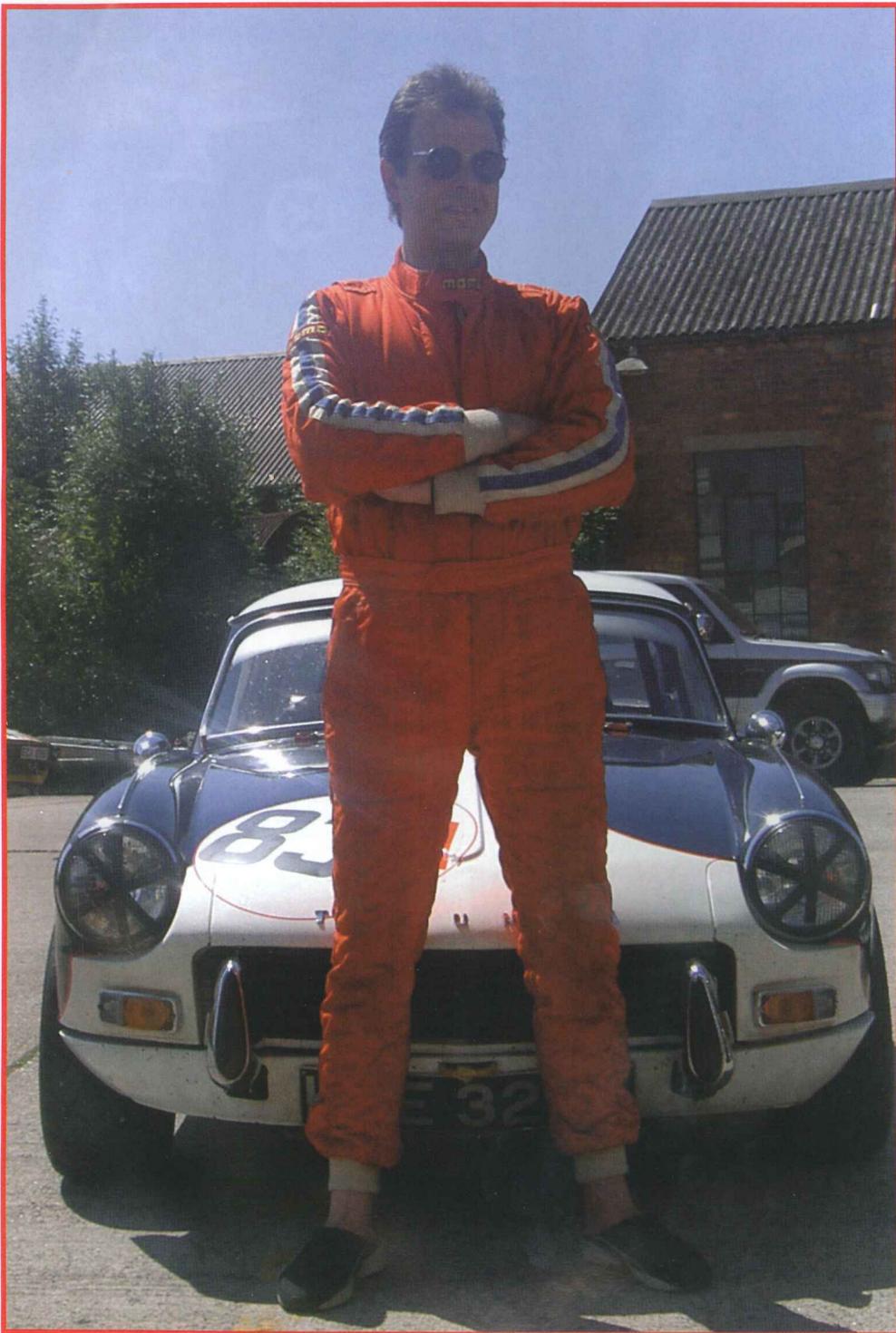
John returned to the circuit using Paul Lucas's car and took a class win after Andy's early demise.



Barry Blakeley
TSSC Champion
Class A Champion
Newcomers Champion

Barry's road to Victory

Silverstone - 2nd+	Donington - 1st+	Oulton Park - 1st	Rockingham - 2nd
Pembrey - 2nd+	Mallory Park - 1st+	Donington - 1st+	Snetterton - 1st
Cadwell Park - 1st	Brands Hatch - 1st+	7 Class wins, 6 fastest laps, 4 Class poles	



TSSC Champion 2003

(Who Me?)

After spectating at numerous Historic Sports Car Club (HSCC) race meetings over a number of years, it was towards the end of the 2000 season it became apparent that with some creative accounting I could realise a dream and actually participate in my own car in the coming year. The following months were spent taking the ARDS test, purchasing the necessary safety gear and frantically searching for a suitable car.

I chose to compete with HSCC in their Historic Road Sports series and the car had to be low initial cost, easy to maintain and, if possible, eligible for the Top Hat endurance racing series. Having discounted a Chevron B8 at £60,000 my wife's Stag was sacrificed in favour of a MKIII Spitfire already prepared for my chosen series.

My first ever race was at Cadwell Park and both frightening and exhilarating.

Frightening in terms of not knowing the ropes, signing on, scrutineering, when to adorn the pristine new race suit etc. Exhilarating in terms of actually sitting in the car, man and machine in what proved to be a disharmony!

The 6 or 7 races in 2001 were invaluable in terms of learning about the car, the circuits, racecraft and the limits. My lasting memories were of my first ever class win in torrential rain at Castle Coombe and a major incident at Brands when the near side half-shaft snapped resulting in all 4 corners requiring a complete rebuild after some amazing acrobatics.

In 2002 and still with the HSCC, I was considerably more at ease with the car. But I soon discovered that the considerable power to weight ratio disparity with other cars in the class and my own inexperience; I would never be competitive in a Spitfire unless it was a 'wet' race.

Whilst the HSCC is an exceptional organisation

and organises exceptional meetings, I was rapidly becoming demoralised in an uncompetitive car. Around this time the Spitfire was being spoilt with some expert attention at Jigsaw Racing, Mark & Jo Field suggested a possible solution to my problem may be to compete in a couple of races with the TR/TSSC guys. After some deliberation this was organised towards the end of the season. On arrival in the paddock everybody was very welcoming and eager to accept another Spitfire into the ranks. A combination of a friendly paddock and close racing convinced me that this series is where I would race in the following year.

So to 2003, the first race (Silverstone) turned out to be typical for most of the coming season, a very hospitable paddock and very close exciting racing. As the season was drawing to a close, unbelievably it transpired that, going into the final race, the overall championship was between Andy Vowell (Class C) and myself. Andy was the favourite, only needing to finish 2nd or better in class whilst I had to win and get the bonus point for fastest lap.

On the first lap we stormed off, safely negotiated Paddock Hill bend, but approaching Druids hairpin I saw clouds of blue tyre smoke and dust thrown up by cars visiting the gravel trap. I avoided the carnage and on the following lap (under safety car conditions) saw Andy's Spit buried in the gravel? race over. By the end of the race I was leading class A and realised a dream to take the chequered flag, lights ablaze and fist punching the air? Winning the championship.

The slowing down lap was the slowest I have ever driven around a circuit, I cannot describe my emotions, something I will never, never forget.

On returning to the paddock, the first port of call was to express commiserations to Andy, who despite his obvious disappointment, was a true gentleman. Next? to my pitch, thanks to everybody for the salutations.

As always there is a multitude of people without whom this dream would not have been realised. Thanks to you all. In particular my long-suffering wife Stella, as without her undying support none of this would be possible.

Barry Blakeley

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TR2-4	.PERFORMANCE EXHAUST SYSTEM S/S	£114.95
SPIT	.S/S EXHAUST MANIFOLD - 3 PIECE	£158.95
TR5-6	.SPORTS SILENCER S/S	£88.95
SPIT	.INLET MANIFOLD TWIN HS4 1500CC	£114.95

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TR4A-5	.FRONT OVERRIDER - RH	£21.15
TR4-5	.REAR OVERRIDER LH	£31.95
SPIT	.REAR BUMPER 1500CC	£332.95
TR4	.FRONT BUMPER ASSEMBLY	£76.38
TR6	.REAR BUMPER CENTRE (LAMP HOLES)	£98.45
TR6	.FRONT BUMPER	£199.99
TR4A	.GRILLE ASSEMBLY	£229.13
TR3	.GRILLE ASSEMBLY	£104.95

STEERING

TR6	.STEERING RACK GAITER KIT	£8.30
TR4A-6	.STEERING RACK ASSEMBLY RHD	£149.95
SPIT	.STEERING RACK ASSEMBLY RHD	£109.94
TR2-3B	.STEERING BOX HOUSING RHD	£141.00
7/STAG	.STEERING RACK GAITERS	£5.43
TR4-6	.STEERING RACK SOLID MOUNTING KIT	£29.75
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TR4-5	.FRONT WING - LH	£358.38
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SPIT	.OVERDRIVE SWITCH GEAR LEVER	£14.95
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4 CYL	.HT LEAD & CAP SET	£21.95
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-EARTH	.FUEL PUMP KIT	£70.95
TR5-6	.NEW GEARED STARTER MOTOR	£184.95
TR2-3A	.HIGH TORQUE 'BOMB' STARTER MOTOR	£184.95
TR2-4A	.LUCAS OVERDRIVE RELAY	£13.95
TR7	.ELECTRONIC IGNITION KIT - AC DELCO	£77.84
TR5-6	.NEW ALTERNATOR 18ACR	£58.75
TR2-6	.CLASSIC BATTERY (NEG EARTH)	£66.00

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SPIT	.ROLL OVER BAR (WIDE) MKII-IV/1500CC	£139.95
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TR4-5	.STAINLESS STEEL BOOT RACK	£74.95
TR2-6	.OUTDOOR CAR COVER - HEAVY DUTY	£144.95
TR4A	.HOOD - VINYL BLACK FIXED WINDOW	£61.25
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TR5-6	.DOOR GLASS (CLEAR)	£39.36
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CHROME WIRE WHEEL



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TR2-6	.STUB AXLE	£29.38
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SPIT	.REAR ANTI-ROLL BAR KIT 5/8 - 1500	£122.79
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TR4A-6	.REAR KONI SHOCK ABSORBER	£56.34
TR5-6	.REAR SPAX CONVERSION KIT	£144.95
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SPIT-GT6	.GAZ ADJ. SOCKS REAR - NOT ROTOFLEX	£87.90
TR2-3A	.REAR LEAF SPRING	£48.95
TR7	.ROAD SPRING	£19.95
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MOTO-LITA WHEEL



NEW SHOCK ABSORBER



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Short N Sweet!

By Derek Giles

Due to recent software problems I have had to forgo the IVR update this month!

TRIUMPH Herald
13/60 Register

Hopefully I will do it when I get back from our Africa jolly. As you read this, with the 19th Dec looming, 'Team

Michelotti' (Weston's wacky racers) and our 2 cars are, for the want of a better description ready for the off. Well as ready as we will ever be for the 3700ml trip from Plymouth to Dakar West Africa!

Not quite everything has gone to plan though, as those of you who have visited our website recently will realise! We had planned to take 2 Heralds, our original 13/60 saloon, and an estate, but unfortunately the estate fell by the wayside for technical reasons! (Another story perhaps).

We now have a replacement in the form of a Cortina Mk5 automatic. Well we are nicknamed 'Wacky Racers' and for £50 we think we have a fair bargain that our American partners are happy with.



We did think of removing the rear seat, but as the car is being auctioned off after we arrive we thought it better to leave it looking somewhat like a four-seater as it just might be used as family transport in its new life!

The Cortina on the other hand has a cavernous boot and required only limited use of the roof for extra carrying capacity.

We are hoping to keep our website and the club updated



Preparation has been kept to a minimum in order to keep within the spirit of the rules, most of the equipment having been donated by contacts.

From the photo's you can see how conservative we have been in advertising what we are attempting to do on a shoestring budget!

Lack of space in the Herald forced us to adopt the carry it on the outside look! It may look over the top but we are living out of the car for 3 weeks or more, and water and fuel are paramount in the desert! Spares wise if we AINT got it we will cobble it up or push like hell!! (Sand shoes anyone?)

as we travel and have a satellite phone and a laptop so we should be able to send e-mails and some photo's. I guess though our biggest problem will be finding a decent satellite window or a few carrier pigeons!!

We know Bernie is a 'bird fancier', but I don't think they are the message carrying type though??

Well there you have it, that's what we will be doing over the Christmas and New Year, perhaps not as exciting as sitting in front of a fire with the in-laws and watching all those repeats on TV, but who needs all that type of FUN anyway??

Have a very Happy Christmas and think of us in the desert sun!!

Derek

Post Script:

Many thanks to those who have donated to this worthy cause. The final total is not yet known, but as soon as all the calculations are done it will be posted on our website.

(<http://www.team-michelotti.org>)



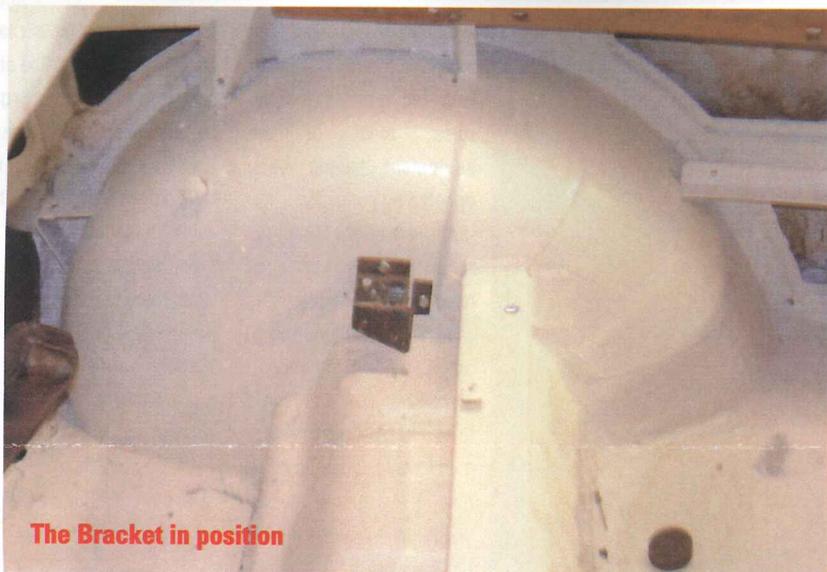
Mystery solved

By Colin Lindsay

Hi all, and greetings as usual from Northern Ireland !!

It's hard to believe it's the silly season again ... what a fast year!! Now's the time to get the cars sorted out with the winter snow in mind; plenty of Waxoyl, Damp Start and antifreeze. One thing I meant to mention back at the end of the summer (but couldn't fit it in anywhere) was the appearance of large quantities

interest; yes, I know my descriptions of the brackets weren't exactly technical (while the photo caption didn't help either - the curved black bit wasn't the mystery, it was the three-sided bracket). So firstly, thanks to Barry Brown for his correct terminology as follows: The vinyl covered curved bracket is part no 715591 (LH) and 795601 (RH) and supports the seat back when lowered to extend the rear luggage area (sort of what I meant when I said it strengthens the outer edges of the seat



The Bracket in position

of metal BBQ paint in clearance lines of my local B & Q - did you realise it's matt black, highly heat resistant and great for manifolds or even mild steel exhausts? Try it if you can still get it Apologies for parts of the article on rear seats last month; judging by the mail bag it's raised a lot of

squab, I should have said supports the seat back ... you know what I mean ...). It is vinyl covered since it is visible when the seat is raised. The chrome shoot bolt locating plates are part numbers 623853 (LH) and 623854 (RH).

The "strangely angled black piece(!)," unlisted in my parts manual, is part number 718261 (LH) and 718262 (RH) and this is apparently the captive nut bracket for attachment of the vinyl covered seat support. Steve Phillips and Nick Dilley have both sent very comprehensive instructions on fitting these; it appears that the bracket fits inside of the long rear side trims into holes pre-cut in the metal in the side of the wheelarch. Once fitted, clearance holes have to be cut in the trims (were original side trims already pre-drilled?) to allow

oddly angled shape. These fittings are all shown on plate T53 (06-03) of the GT6 MkIII Parts Manual which of course I don't have, since mine only covers MkI and II models but hopefully this clears up exactly what parts are required for fitting ...

I've also had a most welcome letter from Andy Greenwood, the mysterious owner of



Andy Greenwood's MKI

the securing bolts to pass through. Steve reckons it's a fiddly job since the trimmed bracket often has to be pressed hard against the wheelarch carpet to get the holes to align (and he should know - he says he's fitted plenty of kits over the last 25 years!!). They say a picture is worth a thousand words so thanks too to Geoff Griffiths for the very welcome photos which aptly illustrate the way the bracket fits against the inner wheelarch, and thereby explain the

AGC 819C featured two articles back as spotted at Stafford during the Summer the very first MkI GT6 I ever saw and caused an immediate desire ... This is the photo that I took way back then when the car was light metallic blue, de-seamed and looking very modern. Currently it's Subaru Sonic Blue

TRIUMPH
I-II-III Register



person to apply to for proof of age for tax-exemption; I feel bad when urgent letters arrive from members needing to tax their cars that week or month and I can't supply the necessary proof of age. Thanks to all who have contributed to the register this year; there's just so much material sitting before me it's difficult to know where to fit it all in ... but I'll try!!

Finally, for some Christmas

levity, an unusual offering - and almost miniscule too, I can't find any way of enlarging it without distortion and unusually it wasn't a link to a larger picture - comes from an American art website and is entitled "GT6 pelt"; I can't really imagine either having it on the wall or lying in front of the fire ... I never imagined to hear the GT6 as the 'poor man's frescoe' although as a consolation the artist also did the same to a Porsche.

(metallic) with additional dials in a body-colour blue dash, MX5 seats and sports steering wheel. Mechanically the car is quite a bitser - it's originally a Spitfire MkII, hence the 'C' registration, but instead of becoming a kit-car in 1979 it received a GT6 tub with Vitesse engine, Spitfire MkIII doors and more recently a modified Mk4 chassis. With additional bonnet louvres, lowered springs and stainless exhaust and

sump guard, this car just cries out to be driven. Andy says there is none of the original Spitfire remaining now and consequently since there are so many different parts from Club cars, he's not sure which IVR to register it with.

Speaking of IVRs - don't start throwing things



just yet, I've received an enormous number of them in the fast three months and am just working my way through them ... consequently there's no particular order, so some receive a speedy reply while others emerge from the dark depths of last month or the month before. Please remember that I'm not the

And finally, finally - totally un-GT6 related, but entitled "How to save yourself time, effort and expense at Christmas" comes this wonderful offering e-mailed to me recently. Need I say more??

Have a good one!!

Colin

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Special Wheels

By Trevor Collett

Remember what I said about Specials in this column in June 2002?

TRIUMPH Specials Register

It was in the last paragraph, on page 22. For those of you who can't remember and can't be bothered to look it up, I was bemoaning the fact that it had been a long time since I had come across a new, true Special. My definition of a

A few days after I wrote this I was at the 2002 SEM at Leatherhead and John Culpin turned up in his GT7, a genuine self-built Special. You can read about this car in the July 2002, October 2002 and November 2002 Couriers. Although John's car definitely qualifies as a Special, in some way it is a modern sort of Special; is anyone building the more traditional Special, you know, with a great big steering

sent to me by Gerry Wallis who lives in the Royal County of Berkshire. What can you say? Whets the appetite to see the finished article, doesn't it?

Gerry doesn't tell me much about the car for the moment. It started life as a Spitfire MkIV, it is styled after the 1932 Aston Martin Ulster and is now known as the GW Phoenix. I say "for the moment" as Gerry's letter contained an interesting challenge: if I want



GW Phoenix

Special was, and still is, "a one-off car built at home by an amateur enthusiast, using parts from production cars or specially fabricated bits".

wheel, loads of louvres and a boat tail?

Well, it seems the answer is yes. The pictures of the part-built car produced here were

exclusive rights for a full feature on the car when it is completed I have to help him find a set of 15 inch wire wheels and adapters, at a rea-

sonable price. Yeah, I know what your saying: tell him now, let Classic and Sports Car have it!

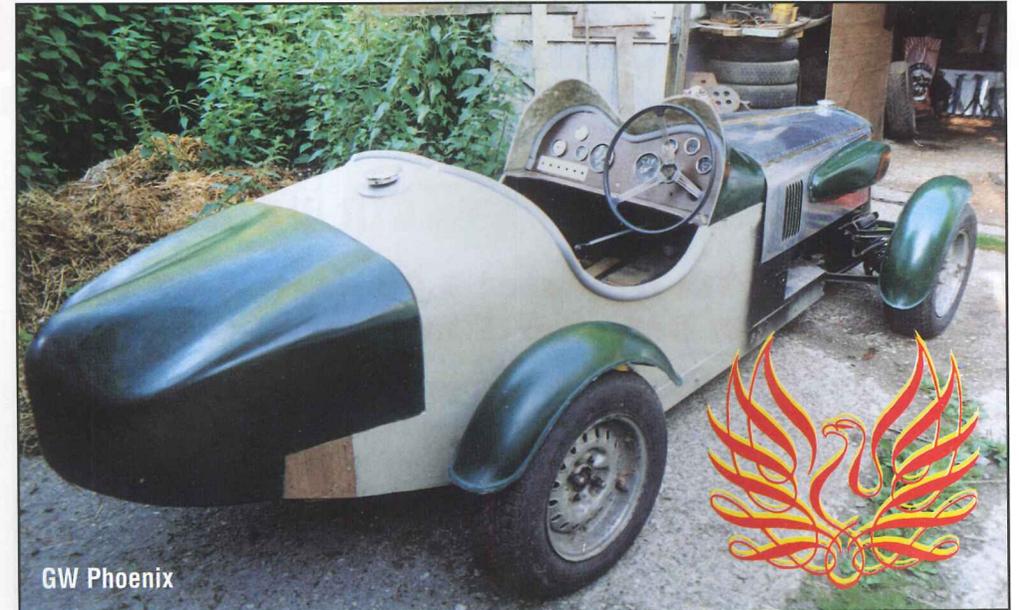
The wheels and adapters are not the problem, Gerry already knows he can get them new from Moss, and probably a couple of other companies, it's the "reasonable price" bit that makes the challenge verge on the impossible.

Who might have a set of 15 inch wire wheels with adapters suitable for the Spitfire hub? This combination would only be used on another Triumph kit car or Special, wouldn't it? Not much chance of these appearing on the second hand market, then. So, what can Gerry do? He might possibly find some second hand wire wheels. The TR range and Morgans have

nation to look right. If you can't get larger diameter rims you can make sure you get the largest diameter tyre possible to fit the rim. I didn't want to spend loadsa-money on wheels when I built my Moss, I've only got 13 inch Spitfire rims, but they are shod with 175 width, full profile tyres, to give some height.

You might even get a 185x13 tyre to fit if the rims are wide enough, although these are really van tyres I think, check with a tyre specialist.

The popular way to go for Herald/Spitfire kit cars is to use 14 inch MGB wires, which are fairly



GW Phoenix

used 15 inch wires, so their owners clubs' classifieds might be worth a look. Adapters would still have to be bought new, although I did know a Herald kit car builder who used 14 inch MGB wires and made up adapters from the original MGB rear axle, perhaps one could do the same with a TR or Morgan rear axle, I don't know.

Other options? The obvious one is to compromise on rim diameter. Cars like Gerry's Phoenix need a tall rim/tyre combi-

readily available, but adapters still have to be bought. I don't know what is the tallest tyre for these rims, again a tyre specialist will advise.

Also, don't forget that cross-ply tyres have a larger diameter than the equivalent width radial, very period. That's about the best I have to offer Gerry at the moment, anyone else got any ideas?

Or wheels?

Christmas Open Weekend



Join us at HQ

Saturday 13th December 9.00 am to 4.00 pm
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Racing Stag

By Nick Vass

Thank you to all those who sent in pictures and write ups for this issue.

David Balfour sent in the following. Attached are a selection of photos of our Tahiti Blue Stag, named Stagers, all taken this summer at the Goodwood Motor Circuit in West Sussex. My father Patrick, who owns the car, wrote the following piece:

I have had Stagers since June 2000, and it is in the middle of a (very) rolling restoration programme. Done so far is suspension, brakes, exhaust pipes, soft top, radiator, engine, clutch, overdrive and gearbox. The latter needs redoing already as there is almost no synchro-

mesh on second, third is iffy when warm, and it leaks oil continuously! To do is bodywork (lots of it), differential, wheels, rear bumper, electrics, hard top and (distinctly tatty) interior. Someone will get rich out of it but not me! The speedo says 88,000 miles, thus means at least 188,000 miles, and from the condition of the engine when rebuilt could just about be 288,000.

The track day photographed was Stagers' second appearance on track at Goodwood on a Goodwood Road Racing Club track day. This second appearance benefited over the first (last year) from the rebuilt engine being properly run in, but suffered (only slightly) from the gearbox being just about run out. A pair of new front tyres seem to be less effective in the dry than the old dodgy ones,



Goodwood Track Day

but at least they are legal, and must be better



Stagers' pulls through

if it rains.

On both track days reliability

has been faultless (if you ignore a funny sound like



New tyres seem to be less effective in Dry

gravel shifting in a bucket from inside the dashboard under very heavy braking). Particularly gratifying on both occasions was the way lots of other much more expensive, faster and younger machinery withdrew as the afternoons progressed, eventually leaving a hard core of only about 15 cars battling round the circuit on a virtually 15 minutes on, 15 mins off cycle. Stagers in at the finish on both occasions, and drove home afterwards! The best things about the Stag on track are the grip, predictable handling and of course the noise. The basic standard brakes too cope without complaint at ever more vigorous abuse. My instructor on the first occasion expressed concern that the engine might brew up at any minute (it was difficult to reassure him because at the time the temperature gauge was not playing), and that the brakes might begin to fade with all the excitement - no problem! The instructor this time was himself an ex Stag owner (sold it to buy an Elan and still not quite sure he did the right thing), and fancied a trip down

TRIUMPH STAG Register



tronic ignition and silicone brake fluid for long term reliability. Yearly changes of coolant using Unipart universal and twice yearly oil and filter changes have ensured mechanical reliability. Timing chains are replaced every 5 years or 30,000 miles. A stainless exhaust is now fitted.

memory lane. His doctrine was almost completely the reverse of my last year's instructor's on braking and cornering technique, his favoured method being to give it power in the corner to help the back end, get most of the hard braking done early in the zone rather than at the last possible moment. On the last two sessions we shared the track with a very pretty and immaculately turned out Alfa Giulietta GTA - a decade older, half the engine size, but his acceleration out of the corners left Staggers struggling to keep up - must lose some weight or add some muscle! Still I could catch him under braking and match him in the corners, he was good company. Timing on track days strictly verboten, but unofficial estimates put the average speed about 80MPH - respectable, and huge fun!

Thanks, David

Lindsay Dearing kindly sent in this piece and the



Coast to coast Run 2003

photo of the fantastic Yellow Stag, owned by Peter Johnson. Lindsay's wife is standing next to their Red Spitfire

The Stag is a late 1977 model, with only one previous owner. The owner, Peter Johnson, bought it in 1981 from Harrow. It is an automatic in Inca yellow and has the hard top. In 1982 Pete and I added Lumenition elec-

After 20 years it was decided that the paint needed a little attention so John Ward at Bruntingthorpe did a bare metal respray in 2 pack and commented that the bare metal condition of the Stag was one of the best he has seen.

The car is pictured at West Buckland, Devon after completing the SOC "Coast to Coast" run in June this year. (My Spitfire and wife accompanied him on the run).

Pete lives in Leicestershire and drove it down as part of a touring holiday in the West Country. Pete is a delivery driver for Rover/Land Rover and drives 60,000 miles+ per

year. He also has a Morgan +8 but prefers the Stag as a more usable classic.

Thanks to Lindsay

James Porter kindly sent in this update on the rolling restoration of his black Stag that he bought with him from Jersey. James is training to be a teacher.

Hi Nick- thought you might have been busy with the start

of term etc! I've started my PGCE course in Manchester- bloody hard work but am enjoying the challenge! After all the hassle getting up to Stockport that I told you about in my last e-mail I finally have had some good news! The Stag got towed to a place called Totally Triumph in Warrington. The gearbox was just a simple linkage problem! The oil pressure

was fine, the light was only on cos all the leads had been connected to the wrong places! Basically the guy in Jersey did a terrible job (and managed to get oil all over the paintwork!). I have withheld his payment and am deducting the necessary cost to sort things from what I owe him. Prices over here are MASSIVELY cheaper than Jersey and the guy at Totally Triumph seems to be very straight and honest. He said both sills

need replacing but the cost he quoted is so much less than I was quoted by that idiot in Jersey. Best of all, the guy at Totally Triumph said that, apart from the sills, the bodywork is in great condition and is among the best he's seen! Finally, some light at the end of the tunnel! The Stag should be ready to pick up on Sunday and will finally see some motorway action!! To say I'm pleased is a massive understatement and my girlfriend's dad is itching to get his hands on it!

Stag was back on the road and has had its first motorway journey! It was a joy to drive for a while until there was a problem with the carburettor which I had sorted locally- it now runs beautifully!

Since I bought it I've had problems with water getting into the footwells so I eventually got round to sorting this out the other day and tried to squeeze mastik between the glass and the seal where I thought it was leaking.....it didn't work! Looks like I need to get a new seal and get it done professionally (more money!).

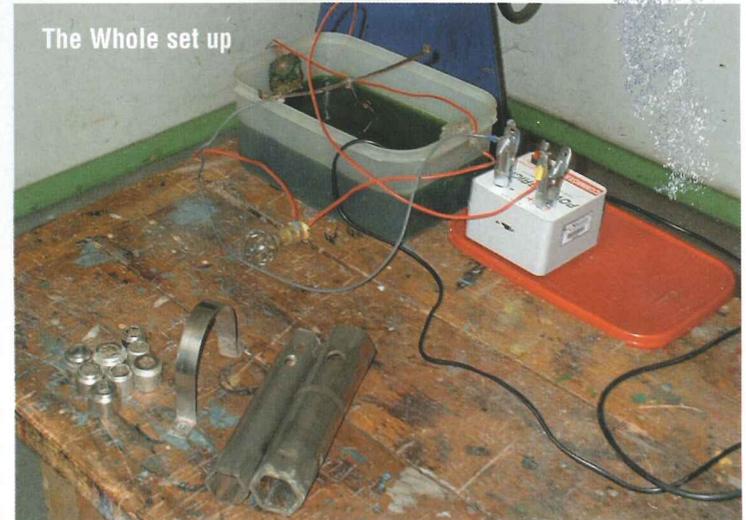
When I did this I also took all the carpets out of the car thoroughly dry and clean them which is when I found the gaping holes in the driver's side floorpan- some serious welding needed here (more bloody money!). I just covered

the holes with filler for now!

So now I just need to get ALL THAT sorted...oh, and the exhaust is on its last legs.....and then it'll be fine!

James Porter

NICKEL PLATING



The Whole set up

I have set up a Nickel Plating tank in my workshop at school and I thought that I would share my experiences with you.

We have used the tank to electro plate mild steel keyfobs that Yr10's have made. Fourth years for those over thirty who do not have kids. The results have been excellent and we have used the system to plate components for our AJS, Matchless, Triumph Tiger Cub and Honda XL125. These belong to our Classic Motorbike Restoration Club. Obviously I have bought in components from my own bike, Stag and Spitfire. On the cars I have mostly plated items that I have plenty of. I.e. things like engine lifting eyes, overflow water bottle bracket and dynamo bracket. Items where it does not matter too much if they are not as original.

The other useful application of the plating tank has been to restore old tools. I have bought loads of rusty but excellent quality spanners etc from boot sales. They look great after plating. For example I bought an unusual Whitworth socket set, large Whitworth box spanners and King Dick Whitworth

spanners. These are to be used on my Tiger Cub.



For my Stag I have equipped the boot with a nice, shiny but period set of tools.

Electro plating can also be used to restore worn mechanical components and rectify over machining.

Door lock mechanisms, seat frames, nuts and bolts are obvious targets for plating.

It works by the electro deposition of Nickel eroded from pure Nickel plates called anodes.

Nickel plating is a lot easier to do than Chrome plating. Although I have never tried Chrome plating. The chemicals used are a lot safer and the conditions are not so critical but the principal is the same.

Nickel plating is an older system. Most pre war chrome is in fact nickel. It is slightly yellow in appearance where as chrome has a brighter, colder blueness.

You won't be able to plate bumpers in a home workshop but for small components it can be very cost effective and rewarding. A local electro plater used to be pleased to do stuff for us free but we were sending so much that he started to apply his minimum charge of £25 per batch. A poultry sum for most home restorers but double my whole department's budget for ten years! Only slightly joking.

My friend Pete helps our Motorcycle Restoration Club and found a basic plating kit in his garage. Pete bought it in 1972 but never opened the box. I suppose that it would qualify as

a classic or period plating kit or something? You can buy the bits that you need from a company called Frost. They put flyers into mags such as Practical Classics but if you need their phone number please give me a ring or email me.

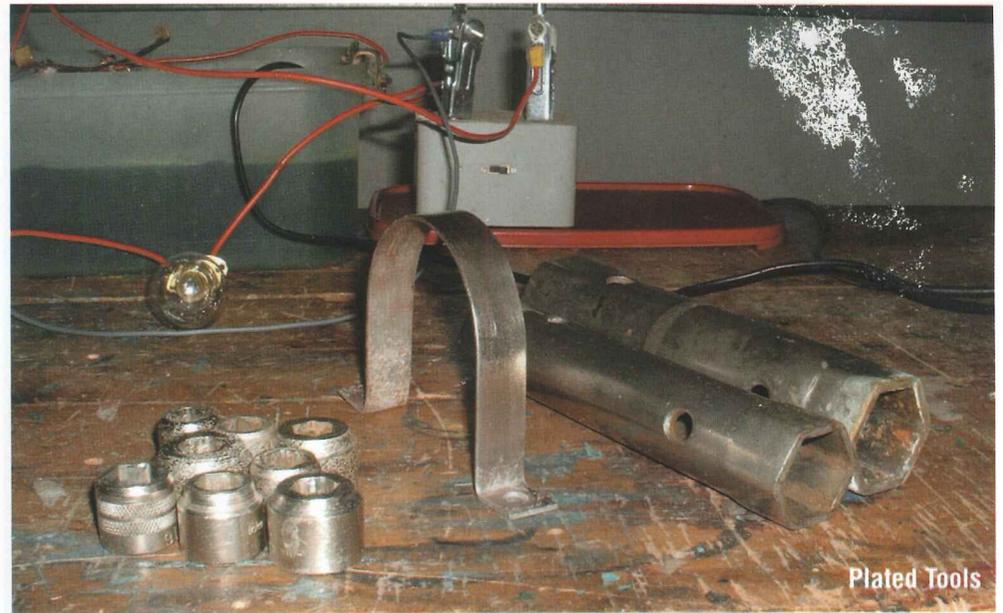
What you need is a plastic tank. I bought mine for £2 from one of those cheap scanky shops. The size depends on how much nickel salts that you want to buy and the size of the stuff that you want to plate. About four litres is fine.

The next thing that you will need is an aquarium heater. The smallest and cheapest one that you can find. You will need to heat the solution to 70°C. A heater will cost about £10. A power source will be required. The recommended car battery is too powerful I feel, I use a 9v DC power supply unit. Solid nickel plates are needed at a cost of about £20 from Frosts. They need to be dipped into the solution of nickel salts and become anodes.

The plates need to be wired to the positive terminal of the power supply and the two plates must be placed at the opposite ends of the tank. 24 oz of nickel salts added to six pints of water make the electrolyte solution.

I used twice that amount and have found that the salts that Pete gave us work fine, despite being thirty two years old and having being contaminated by the various objects that kids have dropped in it. (Pencils, chewing gum, etc).

You are supposed to check the specific gravity of the solution but I haven't bothered and it seems to work fine. It should be tested with a hydrometer and it should be 1110sg. The PH should be checked but I aint! It should be 5.6-5.8. What is critical however, is cleanliness. You will need to keep the solution clean by filtering it with coffee maker filters.



The items that you plate should be made free of rust with emery cloth and wet n' dry paper. Grease will need to be removed, firstly with scouring powder. Jif, Cif? Or Ajax etc, and then immersed in Hydrochloric acid. 20% 2 molar for a couple of minutes. After rinsing it is important not to touch the items by hand as grease will stop the nickel from sticking.

The items should then be immersed into the tank and held above the bottom by copper wire. This wire should be twisted around a brass rod in the centre of the tank. This rod should be wired to the negative terminal of the power supply and is now called the cathode bar. The power is turned on. The best way to regulate it to 0.5Amp is to put a car bulb of 0.5 Watt into the positive wire of the circuit. Plating should be 0.001 inch per hour. A set of five spanners could be plated overnight. The slower the plating, the better the result I have found. You should get a good enough finish for tools without polishing but a polishing machine is needed for a mirror finish.

My STAG

My own Stag is in daily use and looking a bit shabby. Brother Stuart has changed the power steering rack and replaced an exhaust manifold but the cosmetics of the rolling restoration will have to wait a while. The next job

will be to restore the wheels. Having them mildly shot blasted and then polishing them by hand with wet n' dry paper and a polishing head on a drill. Before lacquering I shall paint in the black details. The tyres will be changed for non low profiles. For some annoying reason the overdrive has packed in today. I drove her to work and on the way home it wouldn't engage. This could be a fuse or oil pressure. It might be a fault in the wiring or a blockage in the overdrives oil filter. What ever it is a pain in the but!

We are moving house soon and I need car problems like I need a hole in the head.

I shall miss my beloved house in Salisbury. I hold happy memories of building a loft conversion with my late dad and working on the garden but I am looking forward to the double garage of our new home in Torquay. I haven't got a job to go to yet but what the eck! I've just applied to be an Ofsted Inspector! Infiltrate the enemy and destroy from within! Only joking err sir!

I have included a picture of my ropy Stag with my colleagues outside a local pub. It was Rex's fiftieth birthday, happy birthday Rex! The smoking possey from Yr10 were astonished to see (and hear) us blast past their lunchtime haunt, the Buddha takeaway down the road. Rex has been teaching for twenty nine years at our school! The medal from the Queen should be on its way by now Rex.



My Stag at Rex's fiftieth birthday

Next time I shall report on the progress of my cantilever car ramps. I designed them for a couple of kids to make as a GCSE project and they are coming on fine. They are full length and get the car 400mm of the ground with minimum fuss. I thought that the design was unique and so patented it but recently came across a similar product in Practical Classics and even saw some on a garage forecourt, made by Rentaramps and used to display new cars.

My ramps are perfectly safe and can be driven onto single-handed but they weigh a lot. We made them from angle iron, welding them with an arc welder and then having them galvanised by Joseph Ass Ltd of Southampton. At the same time I had my motorbike trailer (homemade) galvanised.

The process was cheaper than I thought and the company was very helpful. The galvanising of car components is actually very accessible and reasonably priced. £48 per 50 kg.

Please get in touch and send your Stag stories to me for the next issue. Thanks very much again to all those who sent in stuff for this issue.

There have been a large number of Stag owners

joining recently so please give me a ring (01722) 790173 or email me at stag@tssc.org.uk

Nick



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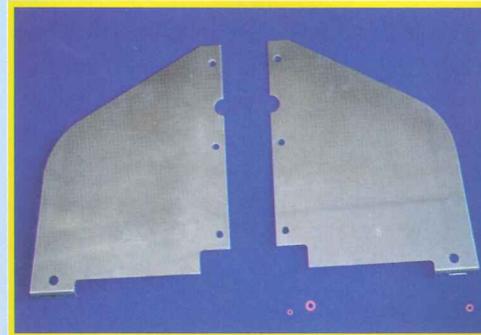
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Something Different

By Suzie Singleton

I was interested to read Mike Crewe's 'Cop Shop' last month regarding towing and trailers.

Of course with these cars there is a limit to what can be safely towed so I generally just stick to the bike trailer and it has come in very useful now to take our three BSAs for their MoT's, but I have used it a couple of times to tow small caravans. Last year it came in useful to collect a Portafold from the

A couple of years ago Guy fitted a towbar to Baby Blue as having acquired a motorbike and trailer it seemed as though it could be useful to have another tow car in the fleet. We were pleased to discover that Watling Towbars (Tel: 01727-873661) have Spitfire ones on the shelf, so Guy didn't have to fabricate one from scratch as he did with the Bonds.



Wroughton Nostalgia Show and deliver it back to Cadley for them to collect later, when Alan & Wendy Manser from Southern Area made a Spot Decision to buy one for sale at the show – then realised they didn't have a towbar on the Vitesse they had with them. Guy said it was an interesting trip following a Portafold, seemingly wending its way solo along

the lanes, as he couldn't see anything of Blue in front of it, despite its being so low. (And, to prove it was a good purchase for them, a photo of Alan & Wendy enjoying their new purchase in glorious sunshine at the Portland Show last August.



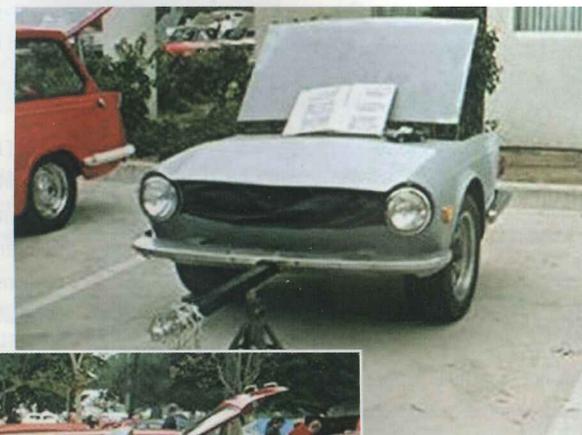
forgive me when you see the little collection of photos I've been building over the last couple of years.

We discovered the first example back in October 2000 when we visited California for the Triumphest show. This belonged to an enterprising owner who had a basket case TR6 and was

This year I went up a stage and towed our Campavan ... loathe to completely scrap it – so he produced this TR6

to the Nostalgia Show's new venue at South Cerney while Guy took the Snail, hoping to find a sympathetic buyer for it. At 4 3/4 cwt, or 241 kgs, the Campavan is within the range for towing an unbraked trailer and wasn't really difficult to tow but I probably won't be doing it too often with the bikes being my usual load.

Moving on to other trailers, this is where this article becomes a little 'different' in moving away from Spitfires. However, I think you may



trailer from front and rear of the tub.

It just needed a few finishing touches but luckily he brought it to the show anyway.

Over a year passed before we found the next example, very appropriately a Herald Coupe and

TRIUMPHS Spitfire I-III Register

'coupette'?? at The Callender show in Scotland this year.

After that they came thick and fast with a Hillman Imp with matching trailer, at the Popham Aero/Auto jumble in September and the Mk1 Cortina combination at Malvern Show in October. Malvern also produced a bonus in this wonderful miniature version of ...hmmm, not quite sure of this one, can anyone help me out?

And finally, just to show that there are car and caravan combinations even smaller than our Spitfire and Campavan - How's this for 'compact and bijoux'!

Of course, for some time now my thoughts have been turning to a 'Spitrailer' - has anyone done this already?



and this is?...

do PLEASE don't let her know!

And finally, finally - after I wish everyone a very Merry Christmas and a Happy New Year - a few more snippets from my book, '200 Motoring Gadgets', this time suggestions which may or may not be useful to you - not that I would necessarily recommend any or all of them!

I'm not sure how happy Guy would be if I suddenly set my sights on one, I think perhaps he has a few too many projects already - especially with my 'new' Winter car which you'll be able to read about in his Equipe article! So, if someone already has one that needs a good home ... [Note from Guy: If you



'Compact and Bijoux'!

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* An Unusual Use for a Potato! A CURRENT-FLOW INDICATOR

IT sometimes happens that it is necessary to check the direction current flow in a particular part of an electrical circuit. The practice of using an ammeter or, voltmeter and chancing that you have guessed the right connections is not strictly recommended. With reversed connections a valuable instrument can easily be damaged beyond repair.

Where fairly low voltages are involved, if the circuit is broken at any one point and the two ends of the lead pushed into a potato cut in half, the potato will act something like an electrolytic cell. It will pass the current and a blue or purplish discolouration will occur around the positive lead thus providing a simple check on the direction of the current flow.

* An Inexpensive Gadget! HOW TO OBTAIN A DEEP EXHAUST NOTE

Many car and motor-cycle enthusiasts prefer a deep resonant note coming from the exhaust pipe, and this effect is quite easy to obtain without affecting the efficiency of engine or silencer. Simply fit an extra length of similar diametered exhaust pipe-about 12 inches-by means of suitable brackets, so that a gap of about three inches appears between the permanent pipe and the addition.

This gap causes the deep note so keenly appreciated by sporting owners. Another method is to hack-saw about twelve inches from the permanent pipe and refit by means of brackets leaving the three inch gap recommended above.

* A Get-You-Home Device! AN EMERGENCY NUT FROM WIRE

An age-old axiom for car and motor-cycle drivers is-always have some copper wire in the tool-kit! It has many uses, but one that is not so well known is that it can be used to improvise an important nut which may have become lost by vibration or other cause. It is by no means a permanent substitute, but is certainly a "get-you-home" "gadget. Wind the wire tightly around the bolt commencing with the first or second grooves of the thread. Coil solidly down the thread until the exposed bolt end is completely covered, then twist the two ends of the wire securely together.

A final twist of the whole "nut" and the result is a remarkably firm job.



Premium Bond

With a £1000 Price Tag

By Guy Singleton

Well, I'm afraid my Bonds have been safely tucked up for the last month.

I seem to be busy with the four door cars at the moment - 2 Dolomites and a 2000 Estate. We have just bought an 1850 Dolomite as an everyday winter car for Suzie - tax free, genuine 30,000 miles - it has done less than 1000 miles in the last 10 years and appears to still have its original tyre on the spare wheel! The other Dolomite?

Less of a bargain, only £100 but taxable and a very rattly bottom end

coat of paint, this not being my favourite restoration job it seems to be taking forever. Anyway, the Bond scene seems quiet at the moment and I have not heard from any of you lately! Some articles would be appreciated!!

As I mentioned last month, at the Malvern show in October we heard of 3 Equipes for sale. One of them, a 2-litre convertible has found a home with Simon Belt, whose father used to have a nice convertible. I hope to meet him and the car soon.

In May we went to an auction and were almost tempted by a 4s though it was in need of a great deal of tlc. However, it was offered as a lot with another car and even we couldn't squeeze two more cars into Bondhenge at that time so we decided to be sensible!

I believe that this car has been saved and hopefully will be restored.



- which I have to admit I missed when taking it for a short test-drive around Bristol.

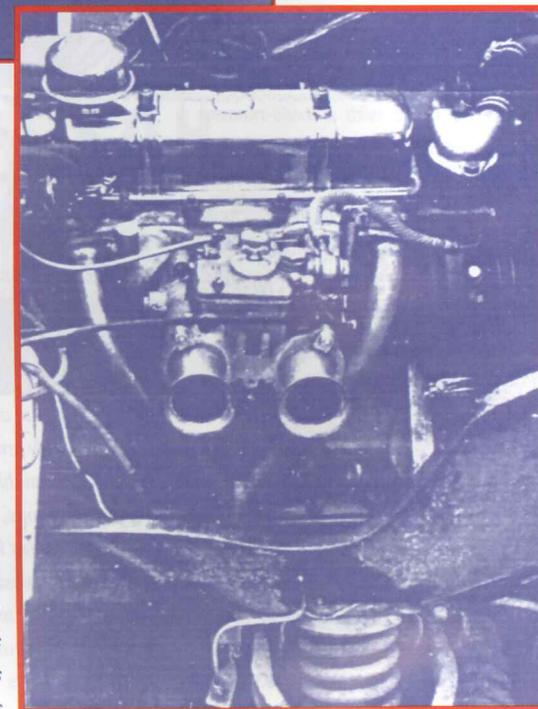
The 2000 is slowly gaining a new

Following on from the advert published last month for the SAH 2+2, I found an article about this car from 'Small Car' magazine, published in March 1964 which is copied below and I hope it is of interest.



SAH Accessories Ltd at Leighton Buzzard, have long raced TRs and specialised in Triumph sales, service and tuning. In the case of the Bond Equipe, they are offering a wide range of engine tuning and other mods to customer's choice.

The SAH has overdrive on



THE CLUE: IT LOOKS DIFFERENT...

...from the rest to suit the man who wants a personal car; it performs better than the standard article; it costs a fair amount of money. The answer, in live words (3, 5, 4, 6, 2) is the SAH-tuned Bond Equipe GT from Bedfordshire.

We were given a chance to analyse this machine during a cold spell and found our impressions coloured by the cost. The factory Bond costs £822 and Syd Hurrell's mods add another £200 which brings us almost up to the Lotus-Cortina bracket.

The Equipe, in case you have forgotten is made in Preston, Lancs. by the three-wheeler people from a Triumph Herald chassis. It is powered by a Spitfire engine and clothed in a glass-fibre body. It suffers from a roofline which drops too sharply. This makes it ugly and also limits rear-seat use to enthusiasts under five feet tall.

But the concept is valid, it has the Triumph guarantee and spares service, and it satisfies the secret longing of most of us for something different. The Hurrells who trade as

third and top. Overdrive third and normally top are more or less the same ratio, but it is handy in the windy lanes to be able to flick up and down on the switch. Our car ran so cold that it would hardly raise

BOND Equipe Register



inch flat one to give a long-arm stance: addition of an oil pressure and water-heat gauge: flatter rear spring increasing negative camber; wire wheel conversion increasing track by two inches (£45); and engine modified to the tune of £150.

For this expenditure on the works one gets it modified (9.75:1)

the needle on to the heat scale but blanking off the whole of the radiator brought the needle to normal. Maybe for this reason the heater was extremely feeble.

It also suffered from misting-up of the rear window, and the stick-on electric bar provided fell off frequently. Another irritation was that the headlamp flasher handle stuck out beyond the rim of the smaller steering wheel and one kept hitting it with the hand.

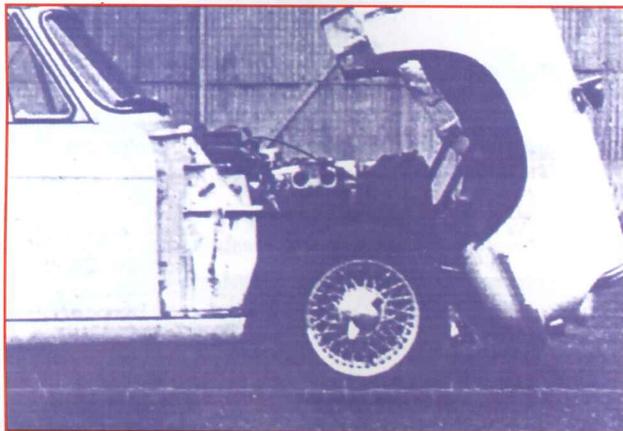
Microcell-type seats are comfortable if narrow for those with a wide-rimmed base, particularly since an overcoat was needed in the absence of heater heat. Performance-wise the SAH did not really live up to its nominal horsepower compared with a Spitfire. Top speed is slightly higher (given time) and acceleration also, but it seems that the extra 220-lb weight and bigger frontal area penalise.

The feeling the machine gave was that it would spin its wheels and go like clay off a hot shovel up to the 5000-mark and then rather run out of breath. Speeds to 70 mph or so came up very quickly on give-and-take roads but after that a good straight was needed to find much more. Cornering was extremely flat and without body roll and, the car handy enough in the lanes. Tail slides could be picked up tidily on the quick steering. The ride is hard in the vintage manner.

Changes in the car we tried consisted of an improvement in the driving position by replacing the dished woodrim steering wheel with a smaller 15-

cylinder head with larger inlet valves, highlift camshafts, competition valve springs, competition clutch, four-branch exhaust, and cast aluminium inlet manifolds, oil cooler, Weber 40 DCOE, Lucas sports coil, Laystall balanced engine, modified block and pistons and reticular-aluminium bearings.

How does it go? Well, handling is much like the Spitfire with



Initial understeer which switches to oversteer at a reasonably predictable point. There is a good deal of thumping and crunching from the road wheels, particularly on large bumps, wind noise over 50, and a selection of squeaks and rattles from the bodywork. Add carburettor roar and a loud exhaust and it doesn't really matter how much racket the clock makes.

Curious as it may seem we found this GT car much more fun as city and suburban transport than in its proper function as an open-road mile-eater. The SAH engine is said to give more than 85 bhp with a 6500 rev limit, compared with the Spitfire's 63 bhp. Certainly there are plenty of both revs and torque in the two lower gears, so much so that wheelspin made it difficult to take accurate

acceleration figures. But when pulling the higher cogs it was not so impressive and the best we saw on the M1 was 95.

Brakes offer no problem with nine-inch Spitfire front discs and seven-inch rear drums. The Herald handbrake sits between the seats.

Since we have not done a full-scale road test on the Equipe but only an impression on a brief run from the factory we might turn to those aspects of the car which are common to both the SAH version and the production model. It seems to us that sellers of either type are up against the problem of persuading people to buy a Bond instead of a Vitesse, which is a full four-seater costing less (£745) than the standard Bond.

The Vitesse with its six-cylinder engine and bigger capacity has obvious merits, so the selling point of the Bond must be its apartness in being a small-production model. The scuttle and metal doors of the Herald are used in conjunction with the glass-fibre shell, which is of a reasonable production standard if not the best.

Thick side-pillars impede visibility somewhat but apart from this the interior is well-finished. The rear seat on our car rattled when not occupied, but when folded flat it lines up with the boot floor to form a big carpeted luggage platform. The only snag is that cases must be persuaded through the doors since the boot does not open.

Bonus points on the Bond include a 10-gallon fuel tank, and while we sucked it away at the rate of 23 mpg in performance testing the normal level should be around 30 giving a good touring range. We suffered from a smell of fuel.

The Instrument panel is based on the Vitesse's wooden one with matching rev counter and 110-mph speedometer. The Triumph method of energising the steering-column lighting selector stalk from a facia switch is familiar, with headlamp flasher incorporated. The poor old spare wheel lives with

the tools under the boot floor, which would occasion bad language if the dreaded puncture struck when the entire camping outfit was loaded on top of it. On the other hand it is quite hard to steal. In spite of this catalogue of minor grumbles we came to like the SAH Bond for its good driving position, performance, pleasant controls, and individuality. A pity it's so dear.

FACTS BOND EQUIPE GT—SAH TUNED

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How fast?	95 mph Acceleration 0-30 4.1 sec, 0-40 7.2 sec, 0-50 9.1 sec, 0-80 14.2 sec, 0-70 26.8 sec
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How big?	157 in long, 60 in wide, 53 in high
How heavy?	1716 lb
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How often?	Greasing at 4 points every 6000 miles, oil change every 6000 miles
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And finally, just to round this topic off, another SAH ad from 1964 sent to us by Colin Wake.

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Long Way From Home

By Bill Davies

It was some time ago that Umair Ali sent me some pictures of his Triumph Herald.

cars assembled at Standard-Triumph satellite plants received a prefix on the commission number to indicate where they were finally assembled, however early cars did not have this additional identifier. The engine number is GA54951LE, the



Somewhere in Pakistan... I think

Somewhat embarrassingly, I have lost the original email which told me where exactly the car was photographed, but I believe it was somewhere in Pakistan. I can only apologise if I've got that wrong, it's certainly somewhere in that part of



Looking a little tired

LE suffix indicating a low compression ratio. This was provided to allow lower quality fuels to be used without problems, which is consistent with where this one was delivered.



It's had a hard life.

the world. For the record the commission number GA 57563DL suggests this one was built in 1961. I can't be certain whether this one was fully built at Canley or whether it was locally assembled somewhat closer to its destination. Most

Vitesse bonnet in India, very unusual



Saloon purchased in Manchester from Standard Triumph. I have the original invoice showing the chassis number as GB23751 DL, Engine number GD 37555 LE and registration number DHP 368 B. The original colour was conifer, trimmed cactus vynide upholstery. The car cost 483.00 plus 10.00 for a heater (now missing) and 12.00 for disc brakes.

The car was registered on 30.11.1964 and imported in February 1965 to India. I have some documentation for later

And another...

Michael Cook has sent me details of yet another Herald in a far-flung corner of the world. While I've featured a number of the locally assembled Indian Standard Heralds, this one is particularly interesting as it was actually delivered in the UK and exported to India shortly afterwards.

Michael says:

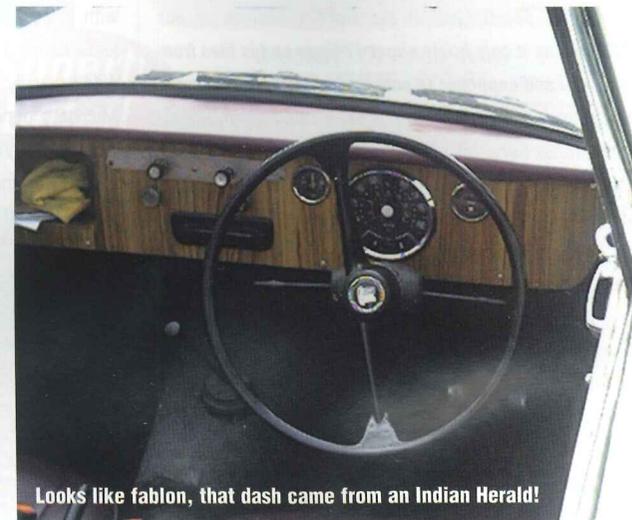
In March 2002 I acquired a Triumph Herald that I found at a very small garage. I should point out here that I live in New Delhi, India and at the time did not appreciate such cars were ever sold here. The garage at the time had a 1950 Morris Minor 1000, a Hindustan Minor, a Side valve minor and a 1940's Packard all in various states of disrepair along with the remains of some other cars. The cars have since then moved on to a farm.

I agreed on a price for the Triumph as I like convertibles, but wanted one that our children could sit in also.

The car is not at all original as after buying it I obtained some paperwork from the garage. It appears that it was a 1200E

years and am hoping to visit the previous owners addresses in Delhi to ascertain more history.

When I purchased the car a soft top hood was made for me from a picture as the hard top was missing and the car was reupholstered and



Looks like fablon, that dash came from an Indian Herald!

carpeted locally. The car is driven solely in the locality as a second car and is great fun.

TRIUMPH Herald 948, 1200 & 1250 Register



Lacking a fuel filler, typical Indian modification

I assume the dash is incorrect with a temperature and amps gauge and was surprised to see a Vitesse bonnet on the car but it does look smart. Any background on what a standard car should be will be appreciated. I am also confused as there is no petrol cap on the nearside wing. The petrol tank in the boot, I assume is not standard as it only holds about 17 litres and is files from the top. I still expected to see an outside hole however.

Since purchasing the car I have located an individual with 2 other heralds in Delhi, which appear to be 1200E's also which await restoration. I hope this information is of interest and if you would like more information please do not hesitate to contact me.

Do you know the rigidity of Herald's without the roof? It's very hot here most of the time, so I am not planning on getting a roof but be interested if I should strengthen the car in some places.

I have written to Michael with some further information. The GB series commission number and Coventry DHP registration number would be appropriate for a car supplied under the personal export scheme.

I know John Macartney has recently covered this subject in some detail.

The car has acquired a mixture of parts over the years. The neck-less fuel tank is undoubtedly a local modification, while the dashboard has come from a locally produced Herald. Ironically, my own Indian produced Herald is lacking it's original dashboard!

More enigmatic is the Vitesse bonnet. Indian Herald's which used this basic bonnet pattern were usually fitted with a locally designed headlamp arrangement having just 2 lamps. Even those rare cars which had the 4 lamps didn't usually have the air intake panel at the rear edge. Michael's bonnet looks like it might have come from a Canley built Vitesse.

This rises the question of whether any Vitesse's were ever exported to India - food for thought.

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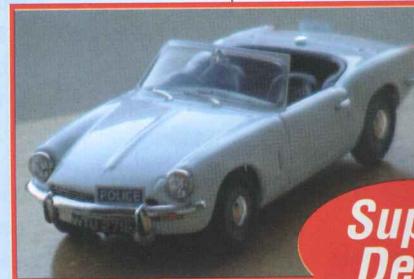
Great Enthusiast Gifts

1:43 SCALE



**TR3AM100B - BLACK
TR3A OPEN TOP £17.95**

**CC01601 LAST OF THE SUMMER WINE
13/60 CONVERTIBLE £14.95**



Superb Detail



**VA05007 HERALD 1200
RED/WHITE £11.95**

**VA06708 POLICE SPITFIRE
MKIII WHITE £12.95**



**VA067034 SPITFIRE MKII
WEDGEWOOD £12.95**



**VA7401 HERALD 13/60 CONVERTIBLE
WHITE £11.95**

State Car Model & Colour when ordering - P & P £3.95 each model



IVR Update

By Dick Plumridge

Progress Report Due!

In July I whinged on about the different ways I'd tried to get more Vitesse IVRs sent in; but sent in NOW, while they can still do the most good! I'd like to thank all of you who wrote with encouragement to carry on - this always helps, even when I'm at the hair-tearing stage! Ian Bruce sent a very interesting message: that my experience of hitting a bit of a brick wall when you're at that "20% still to go" point, is a typical statistical thing, common to lots of work! Ian also had ideas on ways round this and I think we see very much eye-to-eye Ian, thank you!

A big thank-you to Odd Hedberg from Sweden, for information on Swedish-owned Vitesse (one of them originally from Bournemouth!) including a number of early cars; and Peter Jansen from the Netherlands. Peter, despite the crippling loss of his laptop, recently stolen, is trying to put together more data for me mostly on Mechelen-built Vitesse, which I'm very interested in. I'm contacting other TSSC Members and other Clubs abroad too. Contacting non-Member Owners in this country has turned-up some new cars, and at the same time successfully recruited some of these to the

TSSC! A few friends around the Club have been out IVR-hunting on my behalf, and a very nice find just this weekend came from David Bowers from Glasgow: a British Car Auctions advertisement of Sienna Convertible DYD687J, which I'd previously never heard of. Luckily too, the Ad carried a lot of the data that I need for an IVR. The car has all sorts of tie-ups with other cars known on the Register - and that's now par for the course, with Mk2s! For instance, I had a nearby record of DYD786J (confusing isn't it!) to match 687J; and the Vitesse next down the Production Line to 687J is already IVR'd. It's all these links amongst cars that make it so useful for Owners when I can fill up the gaps!

I recently spoke to Roger Thornton from Leicester, who's selling DAB308H at a very moderate price. I'd love to be able to pass-on this news to the Owner of DAB304H, a red Convertible which I heard of, but never had an IVR on! 308 would be so much more interesting to him as a second car, than to anyone else - it'd add a special value to both cars in fact! But with no IVR I can't make contact! Unless maybe, someone sees this and knows the Owner of 304H?

There's over 200 Mk2s loosely in that category: where I've heard "something" of them, but not got an IVR. With the help of Craig Gingell, Club website genius, I hope to provide a list, in the IVR area of the website, www.tssc.org.uk/ivr. The list will give the Registration and a few words of description, eg "FGH111J, Saffron Saloon seen at Stafford show, 1997". What I'm hoping for is that Owners - and they may be new Owners - will then realise their car isn't IVR'd and will respond to me with an IVR Form. Or that other Vitesse fans will spot a local Member's car on the list and will let them know - even, jolly them along till they do their IVR! Or you may be a past Owner who can give me some info on the car. And I'll keep the list updated. Your responses will be confidential, so no details of the car's identity will be made public as a result. In this way I hope to make inroads into this enormously important pool of Mk2s, some of them the subjects of repeated magazine features etc, yet not IVR'd! They could add so much helpful information to the IVR Register, but

also benefit so much from the Vitesse IVR system themselves. I hope I'll have completed enough work on this so that Craig will be able to launch this new area by the time you read this!

All your Vitesse IVRs I've received to date are currently logged, and for those with sae/stamps, your Reply-letters have gone out. The reason I mention this from time to time is to say, if you sent a Vitesse IVR and were expecting a reply but haven't had one, then Panic! something's gone AWOL! Though, bear in mind a) I'm writing this early November, and b) it may take 3 weeks or so for IVRs to be forwarded to me from Club HQ - they come to me in bundles. So please allow for that.

Most of your recent photos I've already copied for the Files, and then forwarded to Dave Rumens as potential "feature cars" for his main Vitesse Register column. This one, RXC52J, I kept to feature here this month!

way they echo the slatted grille. Built I'd guess October 1970, but Registered by early November, so I would think this was originally obtained to Order for such a quick turn-round to have been arranged. The unusual spec suggests that, too - Dealers wouldn't often "happen" to get a car like this, and sell it so fast.

The Weathershields "Sunway" fabric sunroof had not been available Factory-fitted on the Vitesse for over a year before this, but it may have been fitted by the Dealer when new, or may have been done meantime by an Owner. (But definitely a great feature to have on a Vitesse Saloon!) The XC Registration suggests a Solihull Dealer, very possibly Archers of

Solihull, but your BMIHT Trace if you decide to go for that, will reveal all! One very good-looking late Mk2 Saloon. Thanks for your IVR, and I hope you'll follow-up some of the Traces I suggested in my letter - the car really deserves having its History sorted!

And that sounds like where I came in.

Thank you for an interesting postbag all year, and for all your interest and

support. Enjoy driving safely over Christmas, and do enjoy those mince pies while you work!

Dick.



Owned by Mr S. Parsons, from Cardiff (sorry I don't have your first name), a rare Wedgewood Saloon, and looking in very nice shape. These "slatted" type headlamp surrounds originally were used only as far as early Mk2s, but on a pale colour like this I really like the

Vitesse IVR Report



'£160 - Cheapenough or wot'

By Eric Sumpner

As I am a Yorkshire man, with short arms and deep pockets, this was a bargain not to be missed!

READER'S Restoration

This MkIII had been partly stripped, with the engine and gearbox taken out and new front and rear wings and doorskins had been fitted. The project had then been abandoned for a number of years.

I carried out the restoration, replacing only items that were necessary with minimum cost. Total cost of project £1,550.00.

ANOTHER ONE BACK ON THE ROAD!!!!



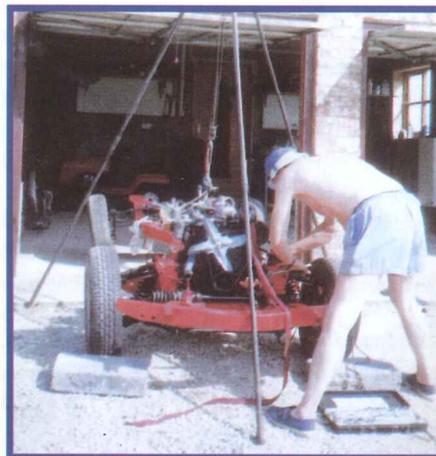
Body Colour - Rust



At first sight, the wiring looked a nightmare, but using my other MkIII as reference, it was actually quite straightforward in the end



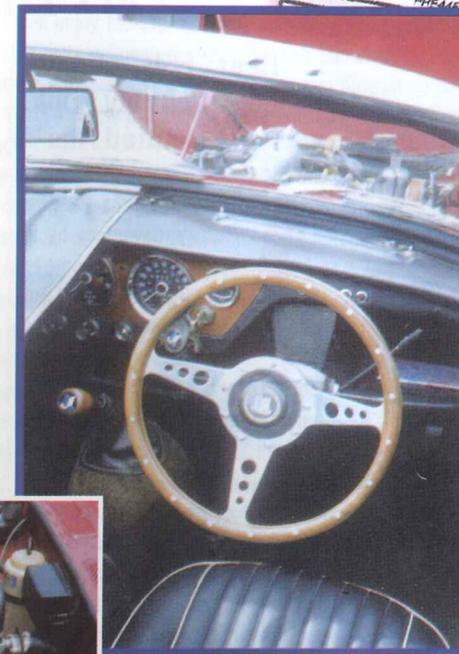
Chassis stripped and ready for blasting.



Chassis condition - good. Blasted and painted.



Engine bay looking clean and tidy.



Tidy steering wheel bought for £1.00 from local car boot sale!



Secondhand wire wheels and tyres. (Finishes the look of the car.)

£120 OFF
(01507) 607225
TRIUMPH Spitfire
1970, plus £100 new spares, car and spares
£160
Tel: 01507 525513 after 6pm
PREMIER



A Full Service History

Part 1. By Dick Plumridge

Hear "FSH" and we probably think, "Classified Ads"!

And that's one way a History pays you back, certainly - if you come to sell a 35-year-old car! But that's not your real reward from a good History. Lots of us aren't planning ever to sell our car, let alone spend time compiling Service Histories to help us do it! The real value is in helping us enjoy looking after our own car NOW. You may not need convincing that a History's a good idea, but you want to be sure it'll work for you before you invest your time in it. Couldn't agree more! So I want to show a system that works, that you can start dead simply, but that'll also stand you in good stead for adding more "bells and whistles" later, if you yourself want to!

But it's never too late to start. A PC is a big help (no, seriously!) but you can work without one - or start without, and "bolt-on" the PC later in order to be able to get masses more out of your History. That's how I did my own in fact, and it worked well. So you can see the job in two parts - Part 1 dealing with papers, and optional Part 2 adding a PC record. That whole PC aspect I'll cover separately, next month. Right then, Part 1, the papers - here's my

three "rules" I try to make habits:

Habit 1. Scribble a pencilled date on all paperwork if it's not already dated, and put it all away in one place, in DATE order.

Habit 2. Scribble a note of any work I do myself, or any problem I spot. Date it!

Habit 3. Scribble the mileage on the Fuel receipt, every time I fill-up.

There! Job done! That deserves a mince pie for a start! Oh, ok, maybe not yet.

Habit 1: In DATE order? I know, we tend to stash MoTs away together, Insurance stuff together somewhere else, Bills for Parts or for Work, somewhere else again, Photos somewhere else, and so on. That is, if we keep them at all, because doing it that way does all get a bit complicated. But the key to a good History is of course, firstly, to KEEP everything relating to the car (it's precisely all this "everyday" stuff that makes a car's History!); but then, to organise it. And the "system" used to organise it has got to be simple, or we'll drop it. The one common factor that can be applied to everything is a Date (no bad thing to organise a History around!)

So just file everything in its Date order. What you end up with is a file that immediately starts to tell the story of the car's life, rather than all those separate collections which just look like - well, separate collections!

You'll already have some past History, either of your own or inherited when you got the car. If need be, you can guess some of those Dates, for now! (just mark any guessed Dates with a "?"). After they're filed in Date order you may then spot that one of your guesses must be wrong, so you can "adjust" it! The guess has done its job!

A Date-order File is the easiest possible thing to run. Once all the retrospective stuff is filed away, then new items simply add into the front of your File - their Date is today! You don't have to wonder "where" to file different categories of things (or where to FIND them!), which if there's no natural place to file them, might be spread around

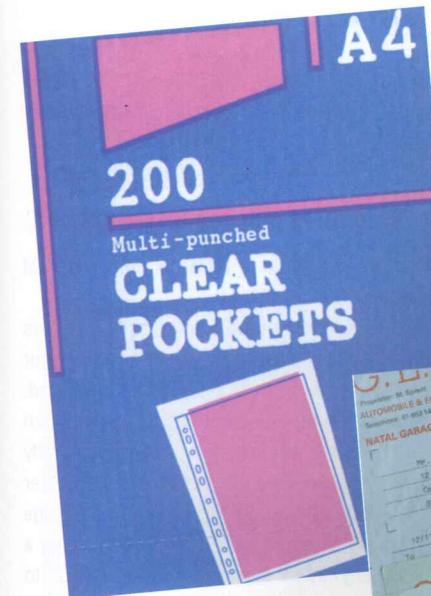
anywhere from glove-box to kitchen to office desk to jacket-pocket to recycling bin! Now you just add each one to the front of File as it happens. It becomes practical to file everything BECAUSE the system's so natural. (It'll also lend itself perfectly to logging onto a PC, later - the optional, Part 2.)

You see, this job tidies-up the house as well - which technically, means you're entitled either to Skilled Secretarial Assistance, or to peace and quiet and coffee and more mince-pies to help you concentrate, whichever you prefer!

prisingly fast); and a ring-binder or 5, in your chosen colour (you may as well enjoy looking at them, and this is more useful than decorating with wallpaper!) I use foolscap-size binders, as they protect the edges of the A4 wallets and any protruding papers better. Don't mix lots of bits from different Dates into one wallet - one each!

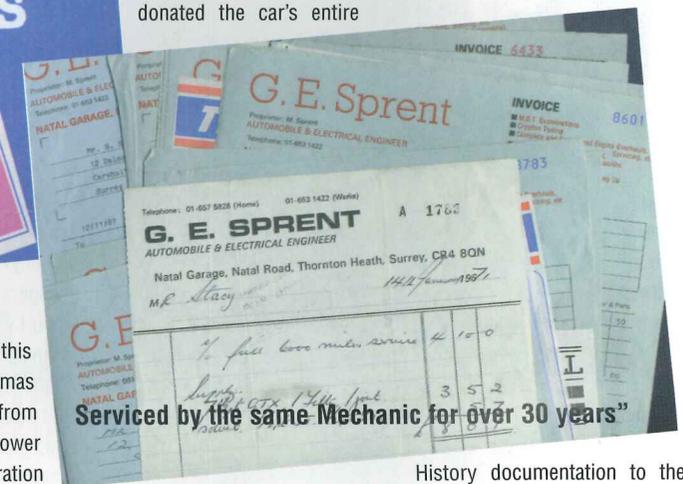
They'll only cost about a fiver for 200, a tiny price to pay for the clarity that "one each" gives you. So, that's your materials sorted! Most stuff already has a Date on it, except notably, the things we do ourselves - and that's where Habit 2 comes in. Make it a habit when you do your tyre-pressures, or renew brake-shoes, or top-up oil, or charge the battery, or do a test-drive for something - just scribble yourself a note to go into your History, with the Date on. If anything's a bit "off", this is the place to note it; so you can be sure what's what, if it recurs.

To help me illustrate some of the sorts of items that contribute to a good History, I'm using selections from the excellent Service History (even if it wasn't yet filed in Date order!) of a Valencia 13/60 Saloon owned by David Stacey, of Surrey Area. BYW602H was in the family from new, and exceptionally well-documented, but sadly was written-off this year after an accident. David has donated the car's entire



"Best bought in quantity!"

I'm picturing you setting to work on this in those "quiet" days following Christmas - this being the season of breaks from work, of firesides, of inertia of the lower limbs, of looking back but also preparation for new beginnings! So make sure first that Santa knows what you need for Christmas: a box (or 5) of those A4 polythene "wallets" from Ryman or somewhere (you'll use these up sur-



Serviced by the same Mechanic for over 30 years"

History documentation to the Club's Archive, which I think was a brilliant idea, and for which I'm very grateful indeed. I'm glad I can use it in ways that'll see it helping other Owners secure their own cars' Histories. David has more items to add yet, and my hope is to make BYW's History an

TSSC Archive Report

BRITISH MOTOR INDUSTRY HERITAGE TRUST
CERTIFIED COPY OF A FACTORY RECORD

RHIFY certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.
This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

Certificate Number: **HT/2003-5927**

1. Make and Model	TRIUMPH HERALD 1300 SALOON
2. Chassis number	GE/6525-DL
3. Engine Number	GE/73437-HE
4. Body Number	36594/GET
5. Specification	RHD, Home Market
6. Colour a) exterior	Valencia Blue
b) trim	Black (Amble)
c) hood (top)	Not applicable
7. Date of build	7 April 1970
8. Date of dispatch	16 April 1970
9. Destination (dealer)	Carrs Auto Sales Limited, Croydon, Surrey
10. Other numbers (where recorded)	-
11. Details of Factory Fitted Equipment	Heater
12. Other Information	The Registration Mark BYW 602H (quoted by you) dated to 23rd April 1970 was issued in London (South-West).
13. Issued to	MR. DAVID ROBERT STACEY
14. Date of issue	31 July 2003
15. Signature of Archivist	<i>ds</i>

“Off the Production-Line on 7th, Ordered through Carrs on 14th, Registered and driven home by the 23rd!”

individual exhibit for display at Club HQ. Very many thanks, David, for the inspiration for this article. OK - back to work!



“A certified Mileage on every one!”

What about **“Habit 3: Mileage onto the Fuel receipt every fill-up.”?**

This is quick and easy, and immediately gives you a record of Mileage vs. Date throughout your Ownership, since your receipts will be Dated. And you'll always be buying petrol, except when the car's off the road. (So this automatically records those times, too!) But it serves other valuable purposes: it's easy noting my Mileage at every fill-up - especially since I'm signing a slip anyway (I suppose that's all about to change, with new-style credit-cards!). But when I work on the car, it's different - I'm too often absorbed with the work and with testing it afterwards, to think to record the Mileage! But I can always tell the Date I did the work. So, those “spot-on” fill-up Mileages, once they're interspersed - yes, in Date order - with my scribbled notes on jobs-done, they'll tell me the Mileages I forget to record - within a few miles.

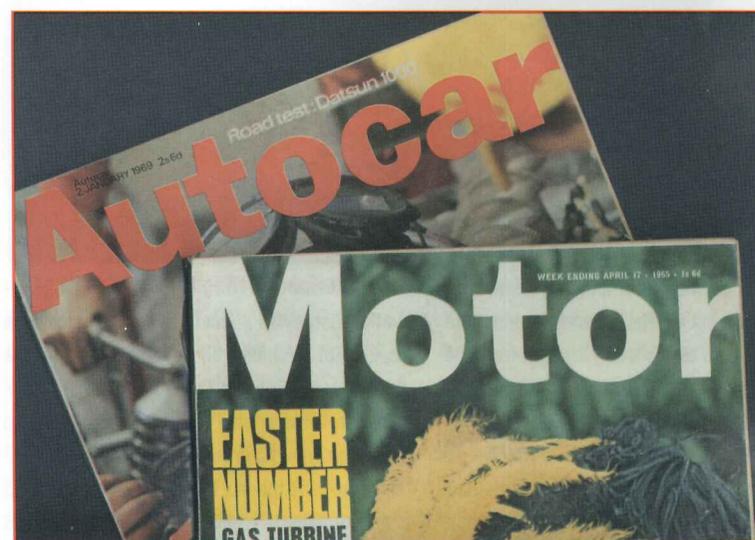
But this also logs your mpg! Well, almost: I may fill-up

when I'm down to 1/3, or when I'm almost running on air. **BUT**, I always fill-up to the same level - the brim! So the Mileage difference between this fill-up and the last, divided by the Litres on this Fuel receipt, is my Miles-per-Litre. Divide by 0.22 to convert to mpg. This isn't just academic - I find it a good objective pointer to how happy the car is! Especially if I've made a Timing change or if I'm trying some new wonder-petrol. For me, the key to actually doing these things reliably, is that they've got to be, a) habitual; and b) no effort! This is simple, so it works. Always record the Mileages even if you're not going to bother with any mpg calculations yet.

You can do that when you retire, so long as you note the Mileages, now!

That's all you need do for now. All of this that I've described is a doddle, but it'll help you find documents when you need them, or help you verify exactly how far you got with some job or other before you had to abandon it to go back to work-work. It'll keep all your stuff tidy and find-able - very calming! And it's building a valuable History for you. So that's Part 1 done! Your History can become far more flexible and rewarding to you if you later log it onto your home PC, but I leave that to Part 2, in January's Courier!

What else is new in the Archive?



Can You Help?

I've recently been trying to build collections of Autocar

and Motor magazines from the period of our cars. 99% of the content of these may not seem immediately relevant to our cars but the more I've got into the subject, the more relevant links I've found to help Members via my Archive work. The Neiman Steering-Column Lock I illustrated a couple of months ago came from here - the only photo I had - as did the 13/60 Motor Show launch/Advertisement pictures I used in July. I've found useful material for Members on Hardtops, Dealers, Industry Price changes, Tuning, Sales, Reviews, Colours, Wheels and Period Accessories, you name it! This you can imagine, does entail a vast amount of homework searching for possible items and indexing them onto another of those giant databases of mine! But I'm often frustrated by finding that the copy of the magazine I'm working from has been cut about, sometimes pages or entire sections cut out. Copies from Autojumbles can also be stuck together with damp, and in very poor shape.

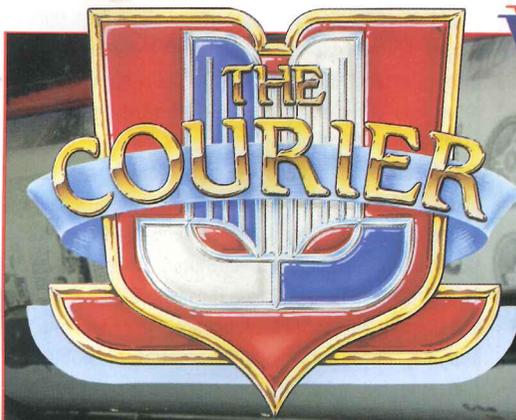
So can you help me? I'm looking for decent copies of these magazines that you would sell or donate to help me with this work. Postage would be prohibitive (and might cause damage, itself) so I'd probably try to arrange to collect, if you have a quantity.

I just feel there must surely be a few Members' families out there, with heaps of these magazines stowed away somewhere, that are probably in far better condition for this work than any I can trawl-up at Autojumbles!

And I feel I can put the magazines to use to help the greatest possible number of Owners, which is the real point. If you can help, then please do respond - don't imagine scores of other Owners will anyway, if you don't - that just doesn't happen! I'm in Surrey but if you're in Sunderland or in deed Somerset we can still try to fix-up something mutually beneficial! Please phone, write or

email me - I'm listed under “TSSC Officers” in Courier but my email is dick.plumridge@btopenworld.com or phone

01737 358337.



Your Monthly Read... Courier Production

By Bernard Robinson - Design/Artwork/Editor

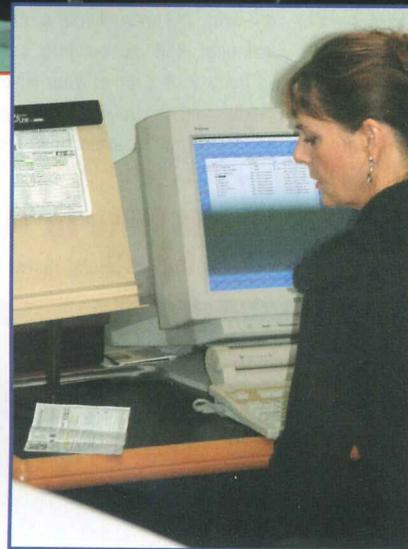
How your magazine is produced

The Courier Magazine arrives through your door every month without fail, but have you ever wondered just what is involved to produce what we hope is your favourite monthly read?

The process starts with you the member or and probably more importantly with our amazing team of Register Secretaries who without fail every month manage to produce an article starting with the dreaded "Blank Piece of Paper" or more usually these days a 'Blank Monitor Screen' as nearly all Courier copy is sent to us these days as an E-Mail!

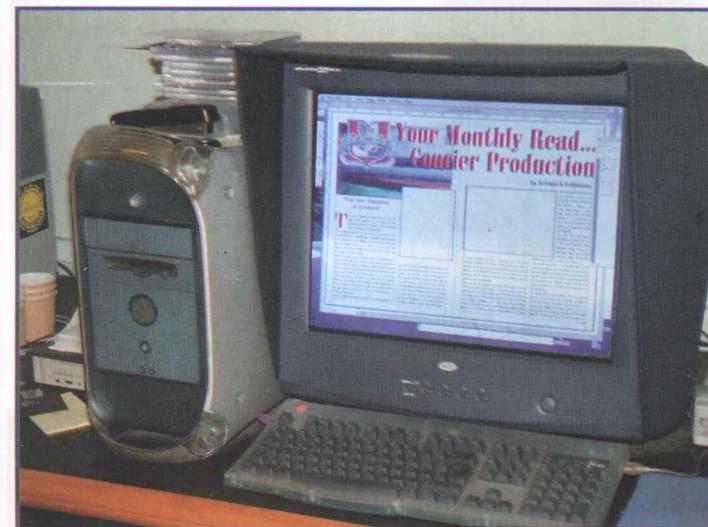
We produce the Courier on a Macintosh computer system which requires quite a few work stations for the different elements of mag production. Initially The Raw text is taken Straight from the authors' e-mail and then is re-formatted into a straight text format known as 'Simpletext'. Due to Multi-platform PC problems and programmes (Word, Excel etc.) this is why we do not accept attachments, as Text Translation from formatted documents causes headaches you wouldn't believe, and the risk of Viruses hiding in attachments is also ever present. The Odd JPEG format picture is accepted from Known sources though.

Typing of Adverts and some Articles is still done at yet another



Jo Sunderland setting the Adverts

workstation by Jo Sunderland whose machine is capable of Scanning 'Clean' text by a process Known as 'Optical Character Recognition' although if the printed type is not very clear to scan then typing it in can sometimes be Quicker! Once we have the raw text it can be brought into a pre-formatted Template to format the pages required but prior to this any Photographs supplied are Scanned in using a high resolution A4 desktop flatbed scanner and Retouched or



The Courier is produced on this Apple Macintosh G4

cropped in Adobe Photoshop. To give you some Idea of the resolution required for full colour printing each scan takes on average 5 to 10 minutes to complete (and even supplied jpegs' have to be re-formatted to cmyk, 300 dpi resolution eps pictures) and the average memory size of each picture is between 3 and 9 megabytes.

As you Know the Courier is produced 'Live' each month and the bulk of this is done over a 5 day period as most copy arrives around the 10th of each month and we try to send to the printers on the 15th. Some articles for the back of the mag are formatted in between this time period. When all the articles, Trade adverts etc are done the whole magazine has a paper proof produced as a guide for the printers and to check

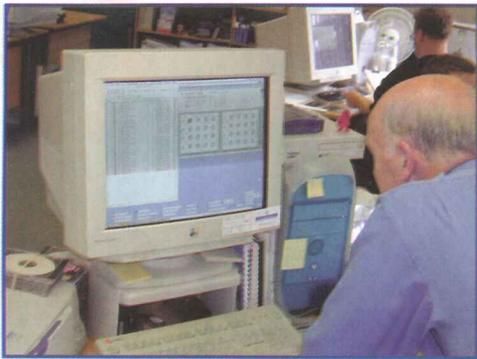
that the pages are in the right order and any obvious errors are sorted out. Text corrections are made at 3 stages, 1. At initial read through. 2. After page design with a "Spell Checker". 3. From full set of colour proofs supplied by the printer prior to actually printing the magazine.

Before this the whole magazine is 'burned' onto 4 or 5 CDs. The total size of the magazine being around 8 Gigabytes, this is then posted off to the printers. We can also send

artwork to them by ISDN link if need be.

The Courier is printed by an excellent team at the Lavenham Press in Suffolk (headed by Bill Byford) and it is mainly due to their efforts and expertise and the use of the latest print technology (and also here in the design and artwork stages) that we can produce a full colour professional magazine at a reasonable cost.

The actual print process is laid out in the pictures and captions to follow which I hope go someway to explaining what's involved right through from sorting the artwork into Page order for print, to Binding and then finally sorting into the mail bags ready for the postman to put through the letterbox!



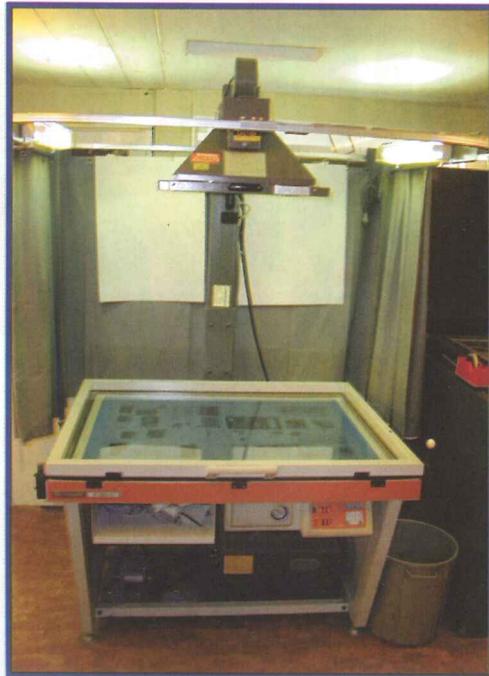
Malcolm Bugg 'Imposes' or sorts the artwork into the correct printed page order first.



After imposition the films that the plates are made from are produced. (Below)



The films are then checked for quality, 4 separate films made ready for plate making. (Above)



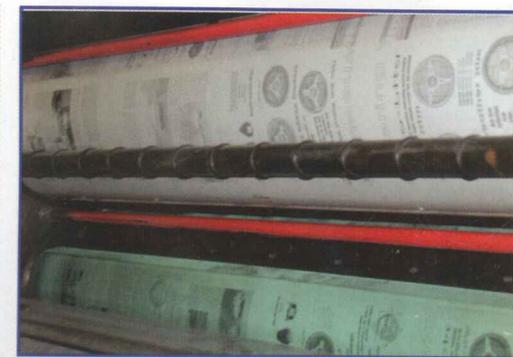
Each film is then exposed to a Photo sensitive metal plate. To achieve accurate Registration a pin and hole system is used to ensure that when all the separate plates are printed, the printed sheet becomes one whole page of full colour



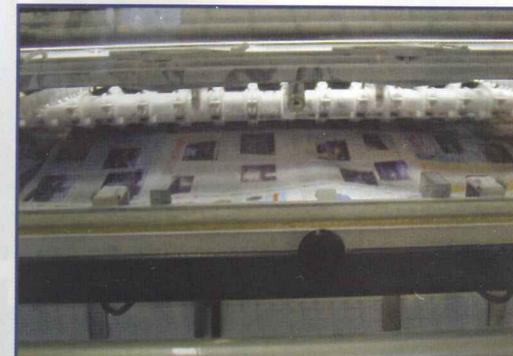
Each plate is then put through a chemical bath to process the plate ready for printing



Each plate then matches the original film, as you can see each plate has 16 Courier pages on it, or in print terms '16 to view'



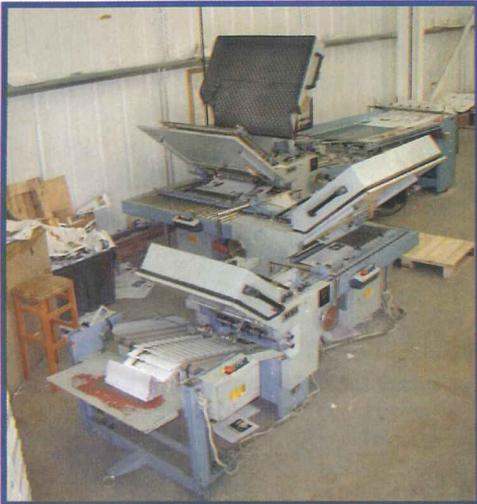
Here you can see a plate on the print cylinder



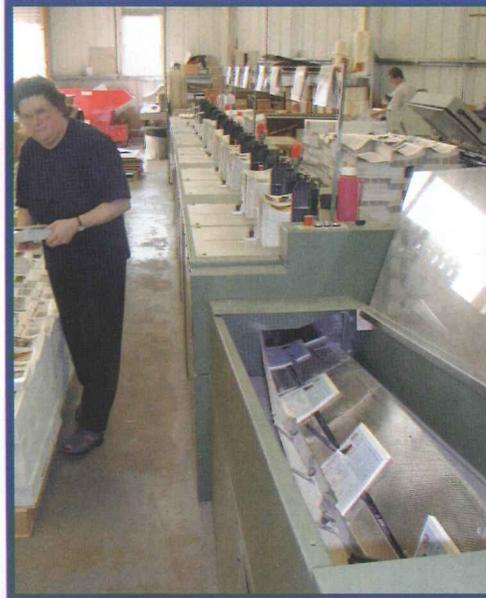
Once everything is adjusted, the presses roll. Each sheet is printed in Cyan, Magenta, Yellow and Finally Black. To produce a 'colour' sheet which you can see here at the end of the Press



Each plate is placed onto the colour printing press (one colour per cylinder) ready to print (Above)



Once the flat sheets are done they are then folded into the finished sections.



This is the machine that gathers all the sections together into a magazine.



Once all the sections are folded they have to be sorted onto pallets ready for them to be 'Gathered' together into a complete magazine and then through to the binding process. Shown above are all the sections for one Mag.



Here all the pages meet the Covers and are bound.



Then each Magazine is Trimmed to size.



The finished magazine heading for the Mail room



Each magazine has its unique address label attached and is then sealed inside the Polythene carrier which is cut and heat sealed.



All the address labels are sorted into postcode areas by computer. The finished mags are then sorted and put into separate mailbags, ready sorted for the Royal Mail to deliver.



Once Bagged all mags are crated ready for the Mail to collect. As you can see all Mags are collected at the same time so Theoretically you should all get them on the same day!

I hope I won't get too much Flak for this article as I realise it is hardly Triumph based but I thought members might be interested and at least you can all see the effort involved in producing the magazine you're holding!

The Courier takes around 15 days to produce for you from start to finish and guess what? Now we have to start another one! Merry Christmas from all concerned.



Gas Struts

By Graham Stolady

A method of fitting gas struts to a Mk IV Spitfire.

This is the method that I used to fit gas struts to my Mk IV Spitfire without the need to drill any holes in the cars' body or chassis. The struts that I fitted came from a 1994 200 Series Rover, I found that these were of the right length in both fully open and compressed positions.

Brackets as shown in figure one are required,

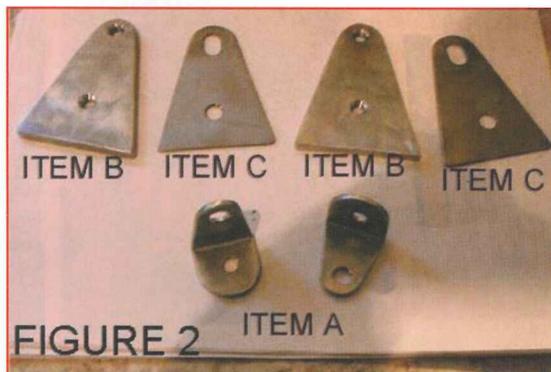
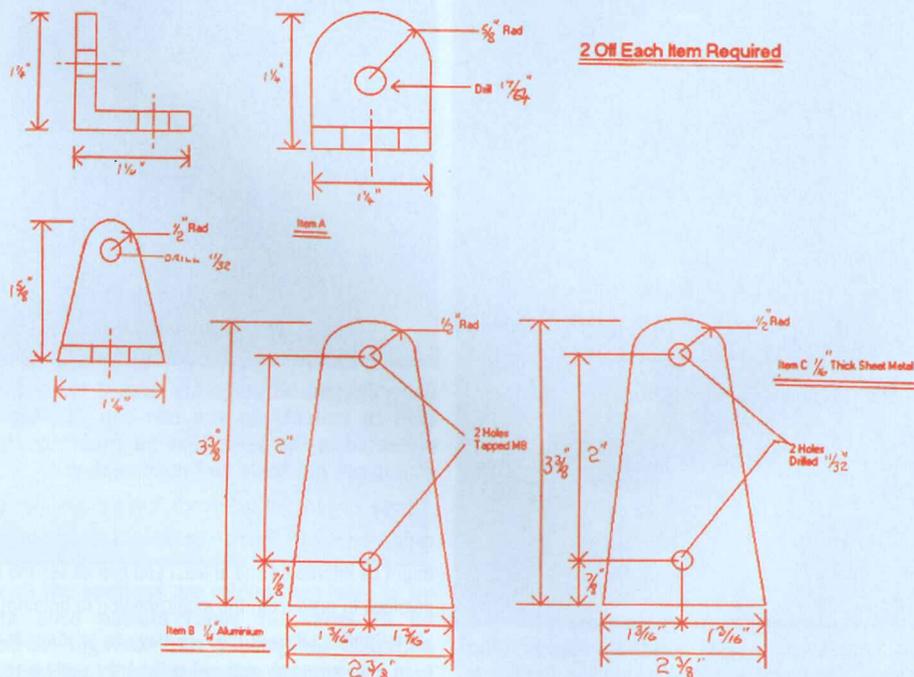


FIGURE 2 ITEM A

FIGURE ONE



along with one pair of gas struts (obviously!) and four ball mounts. These brackets shown have also been used to fit struts to a Mk 3 Spitfire.

The triangular ones are shaped to fit the indent in the inner wheel arch. The thicker one is made from a plate (I used aluminium) and the two holes are tapped M8 thread to accept the ball mount and a bolt and is mounted on the wheel side of the arch. The thinner plate is made from 1/16" plate (I used stainless steel) and the two holes are drilled 11/32" to allow clearance for the mount and bolt (the top hole can be slotted to help installation as shown in fig.2 if required). These plates are mounted using the existing holes in the wheel arch, although these plates are not necessary they do reinforce the relatively flimsy part of the wheel arch where the struts are to be mounted. A photograph of the finished brackets is shown in figure 2.

The assembly to the car is shown in cross-section in figure 3.

The angle brackets are 1/8" aluminium 1" x 15/8" (shaped to look nice!).

The shorter side is drilled 17/64" and bolted to the front quarter valance, (see figure 4) the other side is drilled 11/32" to accept a ball mount which is bolted on.

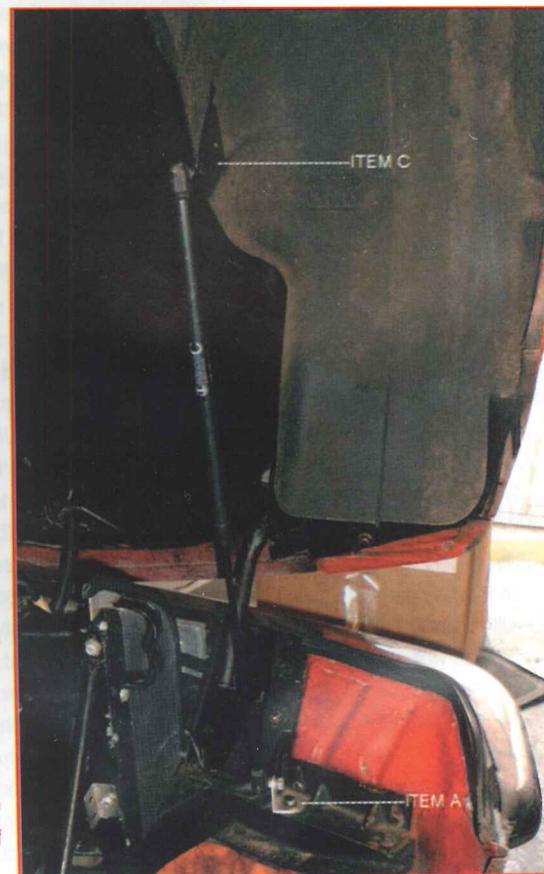
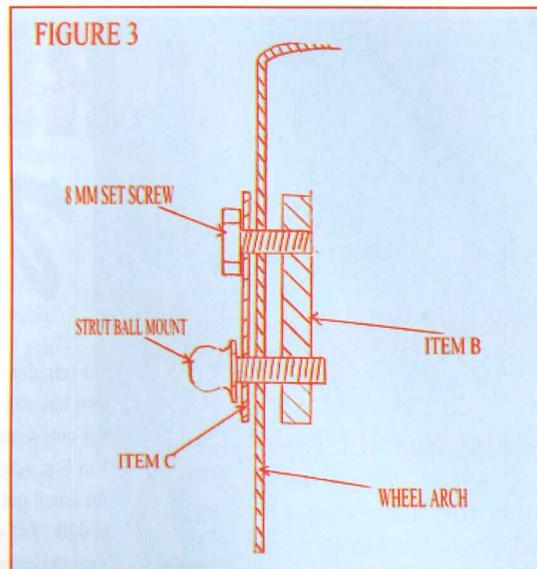
Figure 4 shows the brackets and struts in place on my Spitfire.

Be sure to mount the struts on the engine side of the wheel arch.

Once the struts are fitted the original stay can be removed. When opening the bonnet the gas struts will take over after it has been lifted approximately 18", when closing the bonnet be sure to support it in the last 18" or so of its' downward travel. You will find that the fitting of the struts removes any tendency for the bonnet to twist when opening/closing.

Should you wish not to make these yourself, The TSSC Club Shop is currently looking to produce these Struts and Brackets as a Complete ready to fit Kit. Ring Nigel on 01858 434424 for Details of availability and to place your order.

FIGURE 3





READERS

Write . . .

Christmas Wishes

Hi! Bernard... It's me Mac ...down here in NZ ...Just a quick thought ...hope its not too late for the December Courier !



Could you just pop in the Courier a "Merry Christmas ...Happy new year "from Mac and Sue ..from New Zealand ...and thanks for all the messages sent wishing us well ...and some really heartwarming comments on my time as a Vit Reg Sec ! ...we are progressing very well ..bought a Mazda "Bongo"van ...travelling down North Island ...crossing over to South Island on the 6th December...will send in an article possibly for feb or march ...also have just taken a couple of photos for a good front cover (I hope / think)...

...all the best

Mac & Sue xx

Emmissions Testing

In July a roadside emissions testing scheme started in many parts of London. This is a spot test, with vehicles being stopped by the police at the roadside where a qualified vehicle tester will test the emission levels. If your vehicle fails you may be issued with a fixed penalty notice and a fine of £60.

I was concerned, because I doubted whether my 1973 GT6 could pass such a test, even though it has Stromberg CDSE emission control carburetors. The leaflet gave no hint of any exemption,

and nor does the official website www.alg.gov.uk/smokingkills/. Both has slightly contradictory comments such as 'It is expected that only a minority of older or badly maintained cars will fail' and '1 in 5 of vehicles in London would fail an emissions test'.

An email got no reply, and eventually I left a telephone message on 020 7747 4838. The response was that classic cars are exempt from the scheme because they are a rarity on the road, and also because there is no provision in the MOT for an emissions test and therefore it would be unfair to test them.

Is there some way that the club can get a more definitive answer? I know that the emissions criterion for a 1973 car is 'no visible smoke', but suggest that younger cars may not enjoy the same exemption.

And before anybody says that this is just a London problem, just bear in mind that the idea could be followed in other cities across the country. It is in all our interests to clarify matters now.

John Morley
83/06072

The Car from your past

In Nov. Courier, Kevin Cordes wrote asking for any present-day news on SNU821E, a red Vitesse 2L. I've checked the IVR Register but no joy (though I must explain if a Vitesse is on the IVR records, I'd forward a message for you but I couldn't give out details myself). So, two next-best options to help:

1. If you're serious about wishing to re-purchase a car you used to own, you could write to "Fee-Paying Enquiries", DVLA, Swansea SA99 1AJ, about their "Forward-On" service. DVLA operate this very much at their own discretion, where they may forward an enquiry to the present Owner on your behalf, though only if you show particular personal reasons to justify this. This is the option that evidently succeeded though for Mark Smith (October Courier letters!), who was trying to trace his Dad's old Herald - well done so far, Mark! (Any joy with the Owner?)

2. If the IVR and DVLA routes can't help, and as with SNU the car concerned is a Vitesse or other Triumph, I'd also suggest the

carsreunited area (a "Where Are You Now?" facility, but for cars) on the Club website www.tssc.org.uk You'll find carsreunited under the "Messageboard" area of the site. Add your old car to the list, and you may get word either from the Owner, or through another Member who knows the car now. Good Luck!

All this is one small part of the information I normally send out in reply to your Vitesse IVRs - putting everything, customised to your car, in one place! Please don't leave this - get your Form in! I'm interested even in any Vitesse you used to own, or that got scrapped, or is in bits, if you can just provide Registration, maybe a VIN No, colours etc (anything that's on the Form)!

Dick Plumridge
(Archivist and Vitesse IVRs)

Transport Drivers thanks

I am pleased to tell you that I have had a result from my request regarding transport for the Spitfire hood, all being well it will be with me here in Devon next Wednesday. A very many thanks to Adrian in Manchester and a big thanks to the Courier for all your help.

John Windibank
(Windy from Devon)

Driveguard Security

As the long dark evenings draw near and the thieves get longer working hours in which to explore and take advantage of our treasured possessions it is time for increased security. Modern cars are not the only vehicles to go walk about, as Classic Cars are stolen for their parts, panels and glass as well.

Our SP1(C) Telescopic Post finished in Stainless Steel is our most popular Security Post. They are being used to protect peoples' gates from ramming and breaking through and stopping the subsequent damage to the gates and where used, their electronic control mechanisms. They also have many applications from the securing of Driveways and Yards and subsequently the vehicles and premises, securing car parking in the work place where spaces are limited, stopping people using driveways as turning points, anti-ram raid posts when premises are closed but requiring 100% access during the day when lowered. Multiple units are available keyed alike. When raised they self-lock in position and only require a key for you to unlock them, when they glide back down into their host tube, which is an



The Driveguard post extends telescopically from its oil bath and drops clear out of the way when not in use. A similar post is available for trailers too.

oil bath. The internal locking mechanism is self-lubricated at each operation. We would recommend a maximum of 1.5 metres between each post, gatepost or wall. The extended height is 500mm+. They need a 36" deep hole with a soakaway at the bottom to drop the unit into and are finished with approximately 30" of concrete, so are very secure once installed. They are 'Sold Secure' tested and on each of the three occasions have gained their 'Gold Award'.

From the above post we have developed the DGP Telescopic Ground Anchor. This product has been designed to ensure trailed vehicles (boat trailers, caravans, horseboxes, trailers, etc.) remain exactly where they are anchored.

We would welcome enquiries from members should they require further information on the range of products and their applications.

Secure your Sports Six with a Stainless Security Post from Driveguard Peterborough, tel: 01778 561993, fax: 01778 560067, mob: 07860 415950, e-mail www.driveguardsecurity.com

Doug Balderson
(Member)



Triumph Teaser

By Philip Willcocks

A while ago the TSSC sent out a questionnaire to overseas members and many of you responded by sending pictures of your cars.

I'll be featuring these over the next few issues and welcome any other pictures with a short description. As a teaser and to get you into the festive mood I've selected a few cars from international members and all you have to do is work out which countries they come from! **No prizes its just for fun!** The answers are on page 78 this issue.

Le Mans Classic 2004

I had a very good response to my article last month about the



Photo 1.



Photo 2.



Photo 3.



Photo 4.



Photo 5.

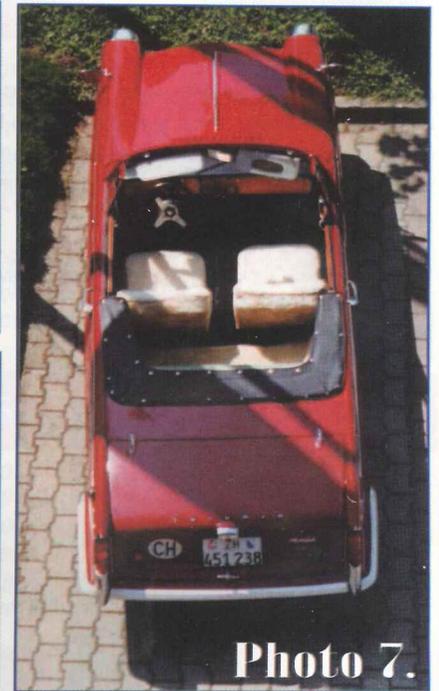


Photo 7.



Photo 6.

International Liaison Secretary

classic race in France next year. You raised a number of questions which I hope to answer here. Please email me at overseas@tssc.org.uk for information or a booking form, these are also available from HQ if you telephone them.

It is important that you order and pay for club entry tickets before Christmas as the 20% discount will not apply after that.

Most frequently asked questions:

1. What ferry crossing should I take?

Any crossing you like! So far there are three groups taking various sailings on the Seacat from Newhaven to Dieppe on the Thursday, you are welcome to join these groups if you would like to convoy, otherwise please visit the TSSC messageboard to discuss other crossings.

2. What events are taking place?

The full itinerary has not been concluded, however the outline is as follows:

Friday 25th July

Scrutineering in Le Mans Town Centre
Shopping trip
Night qualifying

Saturday 26th July

Day qualifying
Various events and parades
Racing begins at 4pm
Evening reception for all TSSC members
Night racing

Sunday 27th July

Racing continues and finishes at 4pm
Prize giving
Parade laps

3. Will tickets be available after Christmas?

The organisers have only allowed participating clubs to obtain a 20% discount until Christmas, the full rate of £42 for club tickets will apply after December.

4. How much is the camping?

The camping is £40 per person for the racing weekend. Camping is available from Thursday 22 until Monday 26th July.

5. What does the parade lap consist of?

It is one lap of the full 7 mile racing circuit following the pace car, this will not be at race speed and racing will not be permitted. No special safety gear is required, there may be restrictions on taking children as passengers and cars must be registered for the lap in advance through a participating club. The parade lap takes place directly after the

race finishes at 4pm on the Sunday.

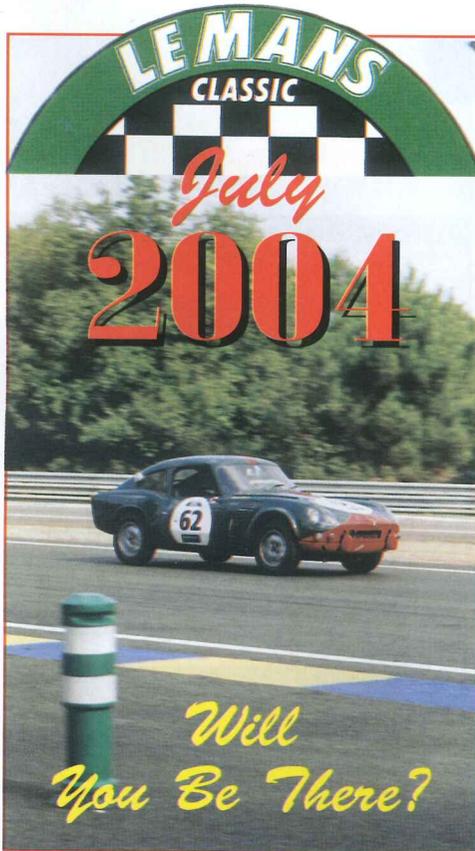
6. What do I need to do now?

Complete the booking form and return it with a cheque for the following: Full payment for the club entry tickets, these are £35 each. Full payment for the parade lap (if required), these are £75 per car. Deposit for the camping, the deposit is £10 per person.

7. Who should I make the cheque out to?

Philip Willcocks -TSSC Account

Post to: 25 Tovey Close, London Colney, St. Albans, Herts., AL2 1LF



The answers to the teaser are:
 1 - Germany - Joachim Niesslein, MKIV 1300
 2 - Holland - Andries Kuipers, twin Vitesse 2 lit.
 3 - Switzerland - Robin La Barre, 1970 Vitesse MKII
 4 - Germany - Rolf Paul, Spitfire1500
 5 - Portugal - Manuel Fragoso de Almeida, Spitfire 1500
 6 - USA - Sue Snyder, 1973 GT6 MKIII
 7 - Switzerland - Erich Heer, Herlad 1200 convertible

Ideal Gifts

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Designer Overmats

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CM101ST STAG/4 piece£30.00

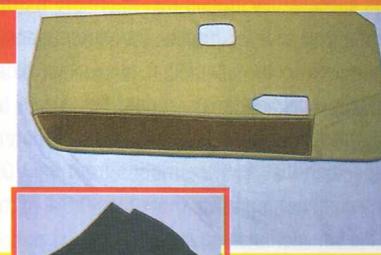
CM101TR6 TR6/2 piece£25.00

Help to protect your carpets from dirt, general wear and tear or hide those embarrassing holes. Available in black fabric with car name embroidered in Red. Improves the appearance of your interior immediately.



LOGOS AVAILABLE: SPITFIRE - HERALD - GT6 - VITESSE TR6 - STAG - PLEASE STATE CHOICE WHEN ORDERING - RHD ONLY

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State Car Model & Colour when ordering - P & P £9.95 all Items



The latest issues of the Federation of Historic Vehicles Clubs' Newsletter contain a number of items sure to be of interest to members.

Including amongst others the formal recognition of a Parliamentary Historic Vehicle Club (PHVC), news on abandoned vehicles' legislation and an update on 'Paint Directive' legislation which is currently being drafted.

As taken and summarised from those recent FBHVC Newsletters, the aim of the PHVC is for it to work closely with the FBHVC across wide ranging issues. One of these concerns the possibility of reverting back to a rolling date for the VED concession on historic vehicles. Other topics that have been discussed include duty on leaded petrol, speed humps and their effect on low vehicles, volatile organic compound content of paint and rumours that cars without catalytic converters may be banned from certain city/town centres - the latter it should be said being noted as having to require primary legislation which is not in the pipeline at the moment.

New procedures regarding the supply, sale and style of revised number plates and whether or not the DVLA's proposed concession for those changes with respect to pre-1973 vehicles might not be taken on board have also been raised. Regarding abandoned vehicles on private premises, where a vehicle is regarded as abandoned local authorities are currently able to

FBHVC Update

By Peter Williams

enter those premises to remove the vehicle but only after a period of 15 days' notice is given. A recent DEFRA consultation document proposes this be shortened to only 5 days. This raises a number of potential issues regarding vehicles, for example, awaiting restoration or being kept for spares being wrongly removed, possibly whilst the owners are on holiday. Advice being given at the moment is that to offer some protection to the vehicle a notice is put in the windscreen clearly informing potentially over eager council officials that the vehicle is not abandoned. Meanwhile the Federation awaits a response to the proposed change from DEFRA and has requested the newly formed PHVC to investigate the matter on its behalf. The FBHVC is also requesting that when they are translated into UK law, end of life regulations should clearly recognise concessions for historic vehicles as agreed in previous Directives.

On the issue of limiting the volatile organic compounds (VOC) content in paints and vehicle finishing products, the FBHVC has successfully argued that the relevant draft report to be submitted to the European Parliament should include amendments to the effect that for certain older vehicles authentic repair materials should be able to be made available from specialist suppliers, special interest clubs or groups such that such exemption from the VOC requirements should not represent more than 0.5% of the total sales in the vehicle finishing sector.

On another front, several informative points are made regarding the issue of Q-plates following repair/restoration depending on their type and extent. Excepting here the requirements following conversion to a Special, replacement of a complete body/chassis by a factory component (e.g. Heritage shell or similar) is regarded as a non Q-plate issue whereas replacement with second hand units is an automatic "Q" re-registration. With

apologies to Trevor Collett if such information regarding the latter has previously appeared in his Specials Register column, I don't recollect hearing that one before. More details on Q-plates can be obtained from the DVLA's, "Guidelines for registration of rebuilt and radically altered vehicles and kit cars" leaflet.

If you'd like to read about the above and of wider issues direct from the source, I do have a very limited number of spare copies of the Newsletters referenced above. So if you'd like copies of the originals please give me a call (phone number on page 3) - first come first served.

Since writing the above, which due to the vagaries of e-mail just missed the November Courier deadline, Chris Mills and I attended the Federation's AGM which re emphasised a range of the above issues, and detailed further areas where the FBHVC is keeping a watchful eye on potential legislation initiatives which might inadvertently or otherwise reduce the ability for historic and classic motoring enthusiasts to enjoy their hobby. A new survey of the classic motoring scene is planned to be put into motion by the FBHVC to update that made during the '90s. To assist in this, individuals' membership of the Federation (e.g. application form as included in the October Courier) is being encouraged with the aim to raise additional funds.

It was encouraged that individuals should write to their MPs asking if they were intending to become a member of the PHVC as mentioned above - the number of letters received are then used to gauge the level of concern the public has to particular issues of the day.



The suggested wording of the letter was given as: "I

am writing to ask if you are intending to become a member of the Parliamentary Historic Vehicles Club which has been launched by Conservative MP Greg Knight and Labour MP John Cryer to help preserve Britain's motoring heritage.

I do not want to see new laws or regulations being introduced which will affect the use and enjoyment of historic classic motor vehicles. I do hope that you will consider joining so that you can fully represent my interests and concerns at Westminster."

If unsure of who your MP might be details may be found via the Web at: www.locata.co.uk/commons.

After the formalities of the AGM a number of interesting talks were given regarding Spares - Responsibilities and Liabilities. Happy motoring.

TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£36.00 UK £40.00 EUROPE £44.00 OVERSEAS

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£34.00 UK £40.00 EUROPE £44.00 OVERSEAS

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

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All magazine material must be received **BEFORE 10th** of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 468228
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

TRUDI PRETTYJOHNS
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

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HERALD 1360

Derek Giles 7 Homefield Close, Winscombe, Somerset. BS25 1JE.
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John Thomason, 154, Coleford Bridge Road, Mytchett, Camberley, Surrey. GU16 6DS.

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Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
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GT6 MkI/ II/ III

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e-mail: publicrelations@tssc.org.uk

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e-mail: showcar@tssc.org.uk

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e-mail: nig.inthehouse@blueyonder.co.uk



DECEMBER 2003

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

Christmas Open Weekend

Join us at
TSSC HQ

Saturday 13th December 9.00 am to 4.00 pm
Sunday 14th December 10.00 am, to 3.00 pm



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
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E-MAIL:
vthompson@ivycottage17.freeserve.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

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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 Fegel
Frank Spencer:
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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
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Spain

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
PONTARDDULAIS
CONSERVATIVE CLUB
1st Tues. Eve. 8pm
3rd Sunday Run & 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 543969
The Dog & Partridge
ORSETT (A128)
1st Mon. Eves.

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

MIDLAND AREAS

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vthompson@ivycottage17.freeserve.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:
0115 9217616/07989 456815
The Sitwell Arms, Wood Lane,
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 Pyewype 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@btopenworld.com

52 PETERBOROUGH
Doug Balderson: 01778 560507
Paul Lumsden: 01780 470358

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

40 WEST MIDLANDS
John Taylor:
01283 763479
Moxhull Hall Hotel
SUTTON COLDFIELD
1st Tues.
Eves.

60 WORCESTER
Neil Hicks 01684 290494
Mob. 07970 743273
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.

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

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

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

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

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

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

SOUTH EAST AREAS

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

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

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

12 HERTS & BEDS
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 Weds 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

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

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

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

SOUTH WESTERN AREAS

02 AVON
Colin Murrell:
01179 691322
The Cross Hands
Nr Old sodbury
1st Mon.

03 CORNWALL
Carol & Les Coventry
01726 845253
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 771621
showhindon@aol.com
The Black Horse
WANBOROUGH
1st Thurs. Eves.

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

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

81 FOREST OF DEAN
David Royle:
01594 563411
The Malt Shovel
RUADEAN
3RD Thurs. Eves.

AREA ORGANISERS REGISTRATION FORM 2004

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

The term of office to be for one year from **1st January 2004 to 31st December 2004**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

I Membership Number:...../.....
 wish to register..... Area Area Number:.....
 with the Triumph Sports Six Club for 2004.

My address is:

Postal code:..... Telephone Number

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

Signed:..... Date:

Area Meeting Venue:

Meeting Day/Time:.....

Seconded by:

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

Second..... as.....

Area Organiser for 2004 Signed..... Date:.....

Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officer so that the Area Directory may be kept up to date.

This form to be **RETURNED BY 31ST DECEMBER, 2003** to:

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

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

TSSC January Sale 2004



Dont miss the Bargains at the TSSC Headquarters January 2004 Sale

**An Ideal opportunity to Visit your HQ and
 treat your yourself and your Triumph to
 some goodies as well!**

SATURDAY 10TH JANUARY 9.00 AM TO 4.00 PM

SUNDAY 11TH JANUARY 10.00 AM TO 3.00 PM

*The Club HQ and Shop will be open
 on the above dates with all items
 discounted over the counter.*

*If you can't make it, all orders
 placed by phone will be despatched
 Carriage Free!!*

Orders Hotline 01858 434424.

How to Find Us

Junction 20 M1 then A4304
 to Market Harborough.

TSSC HQ
Main Street, Lubenham,
Leicestershire LE16 9tf

Tel: 01858 434424



AVON . . . EAST BERKS

AVON

It's December !!!
That Police Herald's in the limelight again - and rightly so!!

October's meet - no longer warm and sunny, so we ventured inside! Great raffle - thanks to all who donated prizes! We now can pay back the TSSC loan we had for BreaN - cheers John!

Footman, James Autojumble, Automart & Restoration Show, at Shepton Mallet - again, the trusty dependables enabled us to have a Club stand down there! Thanks to June (Vitesse Mkl 2.0 Saloon), Lea (Vitesse 6) and Rob and Derek's Rally 13/60. Team Michelotti putting in their last public appearance before the actual event! It's still not too late to sponsor them! Great time had by all, and great to see everyone that visited the Club stand! Even better, the 'Cornish Pasty Company' were providing a sterling service - breakfast, dinner, and tea all sorted!! Yummie - Proper Job! One of the best kept secrets in Avon Area history - Derek Giles was 60 on November 5th congratulations!!

November's meet - in October, we were discussing the bargains galore out there - November was more like Rouge Traders Anonymous - I won't mention any names!! We welcomed a Dolly Sprint, piloted by Julian and Richard, who've recently moved from the Gatwick Area! Loads of raffle prizes donated - many thanks - we'll have a big raffle in December. We'll also auction off a new starter motor, kindly donated by Mike (thanks Mike!!). Proceeds going towards our Club stand at the Bristol Classic Car Show, in a couple of months time, at Shepton Mallet! Les and June are hatching a master plan!! Big topic of conversation - Le Mans Classic!!

Looks like you're lumbered with me as A. O. again for 2004!!

Events Coming Up (a few suggestions for you!): **Dec. 19th** - Team Michelotti are off on adventure of a lifetime! Leave Portsmouth for Dakar, in a sub £100 13/60 Herald, raising money for Weston Hospice. There are those that talk a good talk, but not many actually follow the talk up, by doing! Rob and Derek - we salute you! Good luck, and we look forward to your safe return, and listening to the stories that you both bring back!!

Sat 3rd Jan - TBC - Provisional only!! TSSC Xmas do! 'Aladdin' Panto at the Weston Playhouse, WSM, 7.00 pm. Stars Nita from Eastenders, and Emmerdale's Chris Tate! £11. 50 per person. We'll sort the bookings out at December's meet.

Talking of forward planning - **1st weekend of Feb. 2004** - 25th Bristol Classic Car Show, again at Shepton Mallet.

Rumour has it, we require a red car, a blue car, and a white car - so don't be shy!! 4 of us will be camping there, and joining in the 25th celebrations!!

Forward planning I know, but we need to plan early for this one! This could be the Event of 2004!! (well, next to Stafford, BreaN and S.E.M.) What is it? Le Mans Classic, **22nd-25th July**. 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! Reading page 73 Nov Courier, Phil Willcocks has done a sterling job for us! Book this month £35 per person, our own club parking within the circuit village, our own camping area (£???) and for £75 we get to drive the circuit!! Best find myself another Triumph fast then! An Acclaim was suggested, with the roof chopped off! Maybe Dad's Stag?? who knows?? It's a once in a lifetime opportunity - and the TSSC Avon queue in rapidly forming, behind me!! Poole - Cherbourg for £230 ish? Only one problem - do we do the normal Le Mans in June as well??

Now what seems to be the scary bit - doesn't seem long ago, when I last typed this!! May we, TSSC Avon, take this opportunity, to wish you all a Happy Christmas - a fantastic 2004 is already in the bag! Special festive greetings to all who attended BreaN Christmas Special (Christmas Proper!!), Keith, Daniel, Andy Marc the Le Mans Bodys and the following areas : Essex, Cornwall, Stafford, Northants, Glos, Somerset, Swindon, Thames, and Oxford, and also all at TSSC HQ! Bound to have missed someone out that I shouldn't have - ooops Sorry! Now, where's me mistletoe?? Party on people!

STOP PRESS

Potential BreaN 2004 dates **May 21-23rd, June 11-13th** (but Le Mans?), **June 25-27th**. Depends on Unity Resort and Le Mans!!

EAST BERKS

Well after saying that the ten pin bowling was going to be postponed, it wasn't! It happened on the 12th November as originally planned after Rob from South Bucks took over the organisation of the event from Allan. Thanks Rob! So I had to ring round everyone I could think of to get a team together at short notice - managed it though, cos we got 5-a-side in the end which wasn't too bad at all. Rob sent me the results so here they are:

Player	Game 1	Game 2	Total
Robin	138	78	216
Dan	84	126	210
Carl	94	78	172
Marcus	106	79	185
Rob	94	147	241
Total	516	508	1,024

Player	Game 1	Game 2	Total
Gary	120	124	244
Kevin	87	120	207
Candy	92	78	170
Helen	75	89	164
Duncan	115	106	221

Total 489 517 **1,006**

So the winner was (again) South Bucks, BUT NOT BY MUCH!! Maybe next time eh! The best player, however, was Gary who strictly speaking is a South Bucks member and was only bowling for us to make up the numbers - I think had we not had Gary bowling for us things might have been very different indeed! Helen got the consolation prize - not sure what that was, hope it was something good anyway!

The meeting the night before was a bit of a wet one, but we still had Peter bring his GT6, Alan brought his Stag and I came along in the little brown car (2-door Toledo) which is now fully road legal again! Allan from South Bucks popped in too so that Alan (with the Stag) could give him the rad from his Herald to put in Allan's Spit. I still want that diff for Dog please! Michael was there too and I finally managed to give him the clips and bits that I got for him way back in July at Stafford! His Herald is no closer to completion sadly, and the bloke who's 'doing' it is moving premises for the second time! Mike reckons he might do a trade of labour - a bit of carpentry on the bloke's new house in return for finishing his Herald!! Sounds like a good idea to me ... leave him without a bathroom door until the Herald has a new floor! That'll speed him up!

Well I had half a response on the subject of the Xmas meal - David Elliot remembered he was going to phone me about it when I phoned him about the bowling! Sigh. I did remember to ask a couple of others when I phoned about the bowling so I have an initial picture of how many will go. I'll have rung people again about it by the time this news comes out. Think it's the only event left this year now so it must be time to compile a new events timetable! Any ideas for events to go on there, better let me know soon - let me know soon enough and they'll go in the new events calendar as opposed to just getting a mention at the meeting just before the thing. Probably best that way, cos people do need telling a couple of months before at least so they can fit stuff in. Trevor normally comes up with a couple of things, so if you can get something together even if it's only vaguely which month it is then that's fine and it'll go in.

There's been frantic activity in the Smith garage this past month - the LBC is now road legal after bits of welding, new battery, plugs, steering joint, rack gaiters, track rod ends, front tyres from Dog (dog tired ...), brake hose, gearbox mounting and a million little jobs. Passed its MOT and I went to get my free road tax the same day - all legal, fantastic and brown! The GT6 got its MOT the same day and is now safely stored away in the parent's garage for the winter. Dog's got his carpet and seats in, and his new alternator with replated pulley and fan, and the door locks are replated and in too. And the Elf has had new front tie rods, balljoints, a wheel bearing, front brake hoses, brake fluid and bump stops - and I started it up for the first time in a year after replacing the rear sub-frame/mountings/huge amounts of tin! Ran nicely after I unsealed the electric fuel pump - nice to be able to drive it around again even if it was only up and down the

SOUTH BUCKS . . . CHESHIRE

driveway! Full steam ahead on Dog now so he gets finished and the Elf can then occupy the garage!

That was about it - always gets a bit quiet at this time of year. Roll on the new year and the Isle of Wight!

There's also Stoneleigh to look forward to around February time I think, not sure but it's usually about that time. There's also Le Mans next year - I might want to go to that as there will be 2 or 3 Le Mans Spitfires there reputedly - if you want to go too let me know and we'll tie-up.

Come along if you like next meeting, on the **9th December** - Xmas meal is **Sat 13th December**.

The meeting as usual is at The Seven Stars pub, on the A4 between Reading and Maidenhead, from 8.00 pm.

Cheers,

Mark

SOUTH BUCKS

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

To bring you up to date from October, just Marcus and I went to the Ace Café on the 14th. I took my Father's car, his Vitesse (ahh, it is a Rover SD1 Vitesse!) and managed to scare Marcus, as the Rover has 220 bhp, rear wheel drive, and no electronic help! A good turnout, with approx 40 cars, including Steve from Northants area Spitfire Mk4 1500. The weather was cold, but dry, so the 'hard' guys had their roofs down! Speaking of which, the following night was the monthly meet at The Squirrel, with me sporting thick coat, hat, gloves, in my Spit Mk4 1300 with loud, but legal twin exhausts (Mr Lucas!). Robin came in with the roof down on his Mk2 Spit! Fair play mate! A personal well done to Robin who has past the last of his accountant exams. Paul and Liz came along, Paul informed us that his Spit does have a bit of damage from when John had collided with the tyre barrier at Brands! Dan came in his Spit Mk 4 1500 as he has managed to find a garage much closer to his house. I didn't see or hear his car, but I shook hands, you could tell by the coldness of his hands! Two welcome visitors were Paul and Pat from Herts/Beds areas. Nice to see you both, and good luck in getting the Herald repaired Pat! Gary was there, informing us that the GT6 is running, but as he has other Club cars, time is rare! A warm welcome to Colin who made it for the first time to a monthly meet. Colin has two Spits, so hopefully one will be on the road again soon! Thanks for coming Colin, and we hope to see you again soon. Allan came along in the MX5, as it has a working heater, unlike this MkII Spit! Marcus came along in the WRC car, as he was working until late. My thanks to all those mentioned for making the effort when it so cold and dark at this time of the year!

As it is the season it merry, the South Bucks Christmas dinner will be on **Saturday 6th December** at The Crown, Penn. If you haven't contacted me yet, you MUST before the **1st December**, as details have to be confirmed before then! It is a great place, and for £19.95, you do receive four courses of superb quality, and

if you have attended any South Bucks events over the last year, we will holding a raffle prize to win a £100 voucher for parts or work at JY Classics (01494 866087). Thanks once again to John, the owner of JY for your continued support of the area. If last year is anything to go by, it will be a great evening! **Tuesday 9th** is the last Ace Café classic car night. As my Spit will be off the road for the winter, I shall be either in the Rover Vitesse, or my Herald 13/60 Saloon if I haven't sold it by then! I haven't been to the Ace in December before, so I'm not sure how many people will go, but as always, give me a ring if you are up for it! **Wednesday 17th December** will be the last monthly meet for 2003. As always, 8.00 pm on at The Squirrel, Penn Street.

If you have been reading carefully over the last months, I have mentioned about holding a kart event at the outdoor track at Milton Keynes, Daytona. Well, North Herts and South Bucks will be organising the first inter-Area kart challenge. A team will need four people, and it will cost approx £40-£50 per driver. Ball park date will be Feb/March next year. Exact rules not yet decided, but it will be for TSSC members and their friends/family. The Club Office will be sending a team, and will be adding a few extra prizes too! The karts are fast, 50-60mph, and if it raining, they leave you out on slicks! Safety is very good, but I would be a little worried if you had never sat in a kart before. If you still want to go, I can always find you a place to try karting before going. Anyway, start saving!

Other events next year. I am trying to contact the organisers of the Aston classics show to determine if we can hold a larger group of Triumphs on our stand. It will be the 40th anniversary of the Spitfire at Le Mans. So with this in mind, a run to Classic Le Mans seems very tempting! It will be the weekend after Stafford (!) so we will have to study the options. Isle of Wight comes at the end of April for the first May bank holiday - a MUST if you enjoy eating, drinking and driving your Triumph (not all at the same time!) in a convoy of approximately forty other Triumphs!

Looking back over the last year, I find it outstanding that South Bucks Area has gone through such a change from when I first attended a meeting in January 2001. This year we have attended most events that were anywhere close, and not so close! From the Isle of Wight to the Stafford International Show, South Bucks were there. Area cars on the cover of magazines to being on TV, to winning classic car shows. Having seventeen Triumphs on the South Bucks stand, the largest single make stand at the Aston show. Having a great number of regulars and new visitors to the monthly meet at The Squirrel. Getting out in our cars in convoy to events or for the film tour. BBQ, summer lunch through to watching Paul Lucas racing, to our own racing in karts. I personally want to thank each and every person who has attended any event this year, and the event organisers, as without them, there wouldn't be anything to see! To make the time, to spend the money, I hope you feel the same as me, that it is worth it, and you really feel you an active club member, you belong to a very active Area which is get-



ting famous (or infamous!) and therefore you receive value for money from your membership. As I'm writing this, I have so many great memories from so many great events, it's almost impossible to say which my favourite is. The Isle of Wight trip was truly excellent in so many ways (in addition to the beer!) but for me personally, driving on Brooklands race circuit was simply amazing. I have been there many times, but to drive on the circuit was almost surreal. I know it was a Club Triumph event, but I didn't care!

Anyway, as the holiday season is near, take a few minutes to recall what was your very favourite event, and ensure to attend the AGM on **Jan 14th** at The Squirrel to put it across. If we didn't go, then it's even more important to raise it! I hope you all receive what you wish for, and if you have wished I stopped writing now, your wish has now come true for this report! Merry Christmas and a Happy New Year to you and your families. Peace to us all. Kind regards

Carl

CHESHIRE

cheshire@tssc.org.uk

Last month the report mentioned the lack of daylight - this month we are seriously short of daylight! Dark is before 5.00 pm, no chance for a run before dark at the start of our meeting.

The report also mentioned a quiz at the November meeting - the organiser arrived ready to roll, but with only four of us we decided that a quiz was probably a little over the top. The questions are still there, the prizes are still in the passenger footwell of a Vitesse, and the quiz will happen next time we deem enough people have come to the meeting!

Every year at this time I remind you all that it's time to either invite me to be your organiser for another year, or for someone else to volunteer for the post. As ever, I offer another year similar to the last, maybe someone else has different ideas. Whatever, I shall have a form for signature at the next meeting.

Our next meeting is the last this year, **Thursday the fourth of December** according to Outlook, and look forward to a lively debate about diesel engines if Ken and I are there.

Henny

IMPORTANT NOTE

Early Christmas print deadline for Jan Mag is December 7th 2003

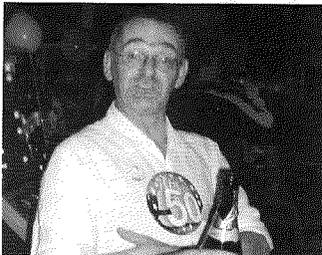


CORNWALL COTSWOLD . . . COVENTRY . . . CUMBRIA

The Cross Hands, near Old Sodbury, on the cross-roads A46 Stroud road (from Jct 18 M4) A432 to Yate, and B4040 to Castle Combe. Pub at right of traffic lights, at cross roads!! **1st Monday of every month!** It's the Avon Area meet, but it's on your doorstep, and all am very welcome! For what's happening, see Avon! Happy Christmas and Happy New Year Cotswolds!
Cheers

Col!

CORNWALL



Hi All. Here is the last report for 2003 and how the year has flown by. We would like to thank everyone for their continuous support through the year, making it once again fantastic time shared with a great bunch of friends.

The year's events will be rounded off very soon at our Christmas bash at the Glendorgal Hotel which we are looking forward to very much. A quick welcome to Keith who has joined in our events for the last three months. Keith is from Sweden and is working in Cornwall for a short time, but he has invited us all over for a holiday at his place, what a nice chap! So John Dixon has reached the big 50, and by all accounts a good time was had at his birthday party, unfortunately due to work I was unable to attend, but looking at the photo's Carol took, everyone seemed to be well away having consumed plenty of food and drink, and with Grahame supplying the music for the disco it had to be a big hit.

So all that is left for us to do is to wish you all a very Merry Christmas and a Triumphant New Year. To all the people who we have spoken to by email and phone, come and join us at any of our events, you will be made very welcome.

All the best
Les and Carol

COTSWOLD

Malvern - missed it - working, but hear that it was good! GWR Rally - missed it, spent the weekend catching up with family, due to working for 37 out of 42 days! Yippee the 6 weeks of 80-90 hour weeks am over! 14000 miles in 6 weeks - far too many, went through works hire cars like a hot knife through butter! Had a Rover 25 for 3 weeks, until they took it off me, nearly 8,000 miles later! I'd put too many miles on it! Enter the new VW Golf - only done 1,000 miles - great? No 5 days and 2,000 miles later, the oil light comes on! Nearly forgot, only half the electrics worked!!

COVENTRY

tssc_coventry@hotmail.com
or: nclark1955@aol.com

Fillongley - Weaver's Arms.

We were pleasantly surprised at the turnout for November's meeting at the Weaver's Arms given these dark evenings; there were around 15 people grouped opposite the open log fire in the bar, with five Triumphs in the car park. It's encouraging to be attracting a regular dozen or more - whatever the weather! Thoughts turned to our Christmas evening meal at The Weaver's. It is booked for **Tuesday 2nd December**, in the lounge, meet at 7.30, dine at 8.00 p.m. We currently have 15 places booked, but there is room for few more (max. 24 heads) if you are interested. If you wish to join us, please contact Dave and Pat at the Weaver's or myself. The cost is 14 pounds for the three-course meal, with choice of Christmas and other favourite dishes. I will contact those who have agreed to attend and note their selection from menu. There are no winter events planned, but start your shopping list for the Triumph Spares Day at Stoneleigh in February! Hope you can make it along to our Christmas meal at Weaver's **Tuesday 2nd December** as above. Please note the additional News, from Church Lawford Sunday meeting, which Nigel Clark has prepared. Please continue to support one or both meetings as and when you can get along. May I be the first to wish you all a Happy and Triumphant Christmas!
Regards,

Kevin
(Fillongley)

Church Lawford - The Old Smithy.

As Kevin announced in last month's Area Report, I have taken on the role of Joint Area Organiser with the aim of promoting the Sunday meeting. Last month (October) we had a strong turnout at the Old Smithy, with over a dozen members and four Club cars. Very good for a grey and windy October Sunday - many thanks to everyone who came. I must apologise for not coming in a Club car, as my GT6 was in the paint shop (repairs to the roof having overrun).

We had plenty of views about the future of this meeting, which I will try to summarise. Everyone was in favour of continuing with a Sunday meeting, and the majority were happy with the **third Sunday lunchtime** each month (1.00 pm onwards) at the Old Smithy in Church Lawford, so we will continue with this time and venue. I think it is likely that numbers attending will be higher when the good weather returns next year. We discussed

events and would like to organise some local activities (runs to shows, Sunday afternoon convoys etc). I look forward to meeting together during the winter months and planning events for next year.

Our next meeting will be on 16th November (although this will not appear in print until afterwards), when we will discuss a Christmas get-together, which as Kevin has suggested could well be with the gang from The Weavers Arms. Please come along to these meetings if you can: the **third Sunday of the month**, from 1.00 pm at the Old Smithy in Church Lawford. We hope to appeal to as many members as possible in the Coventry / Rugby / Leamington region, especially if you may have found it difficult to get to other TSSC area meetings.

Nigel
(Church Lawford)

CUMBRIA

I am writing this having just arrived home after a good day at the Classic Car Show at the NEC. It was bigger and better than I remember from my last visit. I met up with Ray and Albert for the crack and a swift half (or four!!) at lunch time. The Club Stand had two very good Spitfire 1500s, a 2500PI Saloon and a very original Toledo on display. It looked as though the HQ team (John M, Peter W and Charlie) did a sterling job as they always seemed busy whenever I stopped by for a sit down. Albeit semi retired, Bill S was also on hand wheeling and dealing on behalf of the Club as usual. Bill mentioned the work on the HQ buildings is nearly complete so we must see if we can fit in a visit next year.

The October meeting was well attended with 13 of us enjoying lunch. There were 4 Club cars in attendance - 3 Spitfires and a Hurricane (I kept an eye out for a Lancaster but it did not show up!!). Two others failed at the starting gate due to flat battery syndrome - John A's Herald and Bob's Vitesse. The raffle turned out to be an all girls affair with Shirley, Jan and Lyn the winners. We had a chat about next year's programme and the general consensus was: Keep the monthly meeting at the same time and venue. Do more runs, mystery tours and treasure hunts. Have a camping weekend instead of the Lakes Weekend. Visit one or two more other Area weekend events. Go to the Le Mans Classic (Ray and Albert are up for this as well). Visit at least one new Show (my vote goes to Selkirk in September). Have a few days away in B & Bs - possibly Wales or Devon/Cornwall.

2004 looks like being another busy year for the Cumbria Crew! I should have a draft programme ready for our Christmas Do. Speaking of which this is now confirmed for the **21st December** at the Trout Beck. Ideally we need to have confirmed numbers at the November meeting (if you did not make it to the meeting and want to come please give John A or myself a call). I should have emailed a reminder before the November meeting. Hopefully, we should have around 18 - 20 attending and enjoy our usual festive fun and games. Do not forget to bring a wrapped pressy

DERWENT VALLEY . . . DEVON GATWICK



or two and a raffle prize. Bits and pieces:

The Area Organisers' meeting planned for October was cancelled due to lack of response. I have made the top for the Club trailer to hold the display stuff and double-up as a table. It will need a trial fit but it should be OK albeit possibly a bit heavy (I knew those decking off-cuts would come in useful one day!). Shirley's MX5 has become a RAV 4. Well done to John A + George and Kitty for attending the September meeting - hope you got your Spit's clutch hydraulics sorted George. A belated happy birthday to John A - three quarters of a century young and still going strong! Andrew W still has his red Spitfire for sale - if anyone out there is interested give me a call. Next meeting - Christmas Do on **21st December** - see you there. **No meeting on the 28th December!** - 2004 is coming up fast!! That's all folks. Cheers.

Phil

DERWENT VALLEY e-mail: derwentvalley@tssc.org.uk

Hi Everyone. Well what a final meet at Horsley Lodge, we had a feel in Richard's bags and got a few surprises, one of which was a VERY BIG marrow??? John and I crept out to have a swift half at a decent pub down the road, we liked it so much we bought the company - only joking just signed up to meet there for the future and couldn't wait to get back to Horsley to tell the others. They were all so impressed they necked their drinks and we all jumped in cars and convoyed down to the Pub!! There we shared a Halloween cake won by team Colin in the grab a bag thingy. We drank lots of lovely Bass and generally felt the room was much friendlier louder and bursting with happy people! Ace!

So, **December's** meet is on **Tuesday 2nd** at our new venue **The Sitwell Arms at Horsley**. Stuart has promised he will be in full Santa costume, and I'll come bare sorry bear so if anyone else wants to let it all hang out in a bit of fun fancy dress feel free, join in the fun!! Buffet is on for that night as is Charades and the lovely jubbly Christmas present raffle!

To get to The Sitwell Arms from Horsley Lodge turn left out the drive, to the end of the road turn left again, pub about 300 yards on right.

Clowne Xmas Lights **Saturday 13th December** at 7.30 pm at Junction 30 M1, turn towards Clowne, over next roundabout and meet in Treble Bob Pub car park. From there we will drive to the highly decorated streets of Clowne and partake of a lovely stroll around the lights finishing at a local drinking establishment. A real Christmas experience!

New Year Run **Saturday 3rd January** meet at Treble Bob Pub off Junction 30 of M1 at 10.00 am. A run of approx 2 hours, although it may not have been test driven so detours maybe a possibility. Eventually we will end up at a pub for refreshing beverages and maybe a bite to eat.

January meet on **Tuesday 6th** don't forget we'll be voting in our new Area Organiser for 2004, remember absent parties can still be voted in, tee he!! I'll obviously be around to help but I am finding it

difficult to attend all the meets with my new job. So come on everybody, volunteer have a go, it doesn't take much time - a mad hour before the meet scratching your head for a quiz and dashing round Asda for the raffle prizes, but other than that it's easy peesy lemon squeezy!

That's all for now Hark the HERALD Angels sing! TRIUMPhant is the new born King! Merry Spitting Christmas to one and all!

The Guys!

DEVON

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Quite a busy month ... We didn't make the Wednesday meeting due to various things, not least the gearbox being out of the Estate while we were doing its overdrive conversion, so thanks to Steve Knight for passing on our apologies and organising the Christmas meal.

The aforementioned overdrive conversion went reasonably smoothly over two weekends - a couple of minor problems (difficulty getting hold of a mounting plate and tightness of the propshaft) holding things up, but it all went in eventually and has been working fine until today when we've had a couple of problems engaging gears ... but hopefully it's just the old Herald clutch release problem (worn pedal-to-master cylinder linkage) and should be easily fixable.

We've had two Sunday meetings this month! The first was the normal 1st Sunday, at The Woodpecker in South Brent. Very crowded, but we managed to squeeze most of us round a table, with a bit of ingenuity from Ian, Gail and Charlotte (pinching foot stools and chairs from the next table!).

The second was a hastily organised treasure hunt, which went very well with a good turnout of six cars and fifteen people. The weather wasn't looking good, but luckily the rain held off and we actually had clear sunny weather for most of the hunt. A good time was had by all (we even had a whole room to ourselves in the pub afterwards) and the results were very close - remarkably so given that one team ran out of time and had to race for the finish. The winners were the 'Custard Creams', aka Ian and Gail in their (sadly slightly bent at present) 1200 Convertible.

At the time of writing we still haven't found anybody to take over as AO (although thanks to Nick Vass for his offer of some help later on in the year), so we will be carrying on as official AOs to prevent the Area folding, which would be a great shame now we are starting to see interest picking up again. We can, hopefully, delegate some of the meeting and event organisation to some of those of you who offered to help out, and if anybody would like to take over as AOs, please still get in touch - there's no reason why you can't take over part-way through the year.

The Sunday meetings need sorting out for next year (we didn't expect to still be AOs ...), so we'll say the **December 7th** and **January 4th** meetings will both be at the Kes Tor Inn, Manaton and we'll take it from there - hopefully we can come up

with some suitable venues for the coming year at the **December** meeting.

That's about it for now, apart from to thank the new members who have supported the meetings over the last few months - it really looks like things are looking up again for the Devon Area.

Rob and Helen

GATWICK

DON'T FORGET the AGM this **WEDNESDAY 3rd**. Right, now I've reminded you all no excuses please!!!

Well what a good turnout we had for our first Sunday lunch (19th October). We all met up with David Brown and his wife at Pease Potage Services. The group consisted of Dave and Lynn with their GT6, Peter with his 1500, Maria with her Spitfire MkIII, she was joined by John HS who was Triumphless due to a sheared stud on his thermostat housing. We were also joined by new member Glen Jones from Horsham with his Convertible GT6 which he's only had for four weeks and thoroughly enjoying it.

There was also Dave Stacey and his friend Dave Poynter from Surrey Area, Dave S is currently working on a very original Vitesse 2 litre and, judging from the photos Dave, it looks in very good condition, best of luck getting her back on the road. My Mum (Alie) came along too in her 1500 and I brought my 'BEAST'.

David and his wife lead the convoy on a 30 mile tour in their MkII Vitesse Saloon to The Star at Rudgwick. The sun was out and those of us able to, had our hoods down to enjoy the sound of those Triumph engines as we travelled along those sunny leafy lanes, boy were they LEAFY! The lanes were covered with Autumn leaves of all colours and as we drove through them, they were sucked back up into the air behind us. We had to keep our distance from the Triumph in front, otherwise you got covered in leaves!!! I think this is where we lost Peter!! As we didn't see him again. The food at The Star was superb and we all had a very enjoyable time. Well done David; I'm sure I speak for everyone in thanking you for a great day.

We will be starting up our **3rd Wednesday** meet of the month again in **January**, for our NEW alternative venue in the Horsham area (pub not yet chosen). So to clarify each month, starting with **January** we will our first meeting at Rowfant at 8.00 pm on the **1st Wednesday** of the month and second meeting at a pub in the Horsham area at 8.00 pm on the **3rd Wednesday** of the month. During the winter months (**October** through to and including **April**) we will continue to have our **Sunday** lunches on the **3rd Sunday** of the month



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

GLOUCESTER

www.tssc.org.uk/glooucester

Here we are again. Don't the months fly by! This being the last Area News before Santa comes we wish you all a very Merry Christmas and a happy and prosperous New Year. We also thank you for your help and support throughout 2003 and hope that you have enjoyed the Area events and activities. First outing this month took Ian and me out to help Steve and Angela Holder marshall a hill on the Eboworth trial. The weather was superb but unfortunately too dry to test the cars and they seemed to cope with the woodland slopes with relative ease, nevertheless I had an enjoyable day out. I had my first visit to the Toddington Show and was very impressed by the variety and quality of the displays. Barry insists that I mention the burnt custard. Apparently Nora bought the custard and Bev managed to attach it to the saucepan. If it were me Bev, I'd make him do it himself next time, talk about biting the hand that feeds eh! I shouldn't be too harsh though as Barry and Nora afforded me the hospitality of their motor home to watch England play South Africa. That done, I had another wander around just to make sure I hadn't missed anything. The Area meeting was busy as usual and we had a couple of new faces too. Dave Jackson came along to source help in rebuilding his 1200 Convertible; hopefully he will get a result with the contacts he's been given. The other guest was from the MG owners club, Neil (so sorry I didn't catch your last name) came along to meet us and see what we were about with a view to joining up for future events etc. We'll see how this pans out. I made a couple of calls to see if anyone went to the restoration show but, unfortunately, I drew a blank and as such can't give you any details. Did anyone go? Lastly we have an apology to make. I understand that Mr and Mrs Jenkins were all set to attend Barry's Sunday lunch run but were not aware that it had been cancelled. We are very sorry about this and will endeavour to let people know of cancellations (if there is enough notice) via this news media. Once again sorry guys. Happy Christmas.

Craig and Sarah

HERTS & BEDS

Merry Christmas one and all. We had an extra meeting in October just to discuss the Duxford Show. There were about 12 of us present, to iron out any problems (I do not think there were that many) and to see how we could improve the show for next year. Next year will be the tenth anniversary of the show (and the fortieth anniversary of the Spitfire.) Our Area has organised the event for the past three years although Matt and Mandy have been involved since the beginning.

We have a meeting with the authorities from Duxford to discuss how to improve the show. Once that has been agreed I will let you have the details.

Mark from Jigsaw also wants to sponsor a trophy. The only downfall of the evening was when we returned to the car park Ray Peets found his beautiful Burlington car had been horribly vandalised (if there is any thing I can do to help please let me know).

October's meeting was very busy. We also welcome Mary and Dean Rayner two new members who have just moved from the Thames Area in a Triumph 2500s like what they are doing with their MkIII Spitfire - I wish I had thought of that. There were two other new members at the meeting and one had just bought a Convertible Vitesse and the other was looking for a Convertible Vitesse. I bought in a set of four pot calipers to see how to connect them up, had lots of conflicting ideas.

Chris with a MkIII Spitfire (winner of South Bucks go karting event) was telling me what had happened to him in a petrol station. Two guys had attacked him while he was in his Spitfire, shame you did not have machine guns on it mate.

That is it for now. Have a Triumphant Christmas. Next meeting is at The Bull Inn Whitwell 22nd December. Cheers,

Les

WEST KENT

mary@kent77.freemove.co.uk

I think this month must have been my swan song with no less than three new members, namely, Brian, Frank and Irene. Naturally, Brian and Frank both drive Spits but never mind, we still welcome them with open arms. Also Kim made a welcome return and the room was quite crowded with plenty of chat going on. Frank very kindly gave me a screen washer switch for Henry so he can now go for his MOT with a clear conscience as well as a clear windscreen - thanks Frank; and it

LANCASHIRE . . . LEICESTER & RUTLAND

turns out that Irene is a very keen gardener so it's lucky that I am giving up the AO job or you would be getting more gardening tips that motoring tips in the future.

Frank also told us that he has lots of bits and bobs for the cars, plenty of tools if we want to use them and lots of knowledge as he is 'in the trade'. That could prove very useful in the future Frank - make sure you come again.

John told us that he and some friends did the London to Brighton Run in the wet in a vintage Fiat. They were intending to travel in a Bentley but this had problems so they used the Fiat which didn't have any side windows - not ones that stayed open anyway so they all got rather wet. In spite of this they had a most enjoyable day and hope to repeat it next year, hopefully with better weather.

As usually the conversation strayed from cars and this month it was about airport expansion especially at Cliffe which I think has been abandoned. Obviously the planners don't think these things out properly because as John pointed out, even if they do destroy all the Herons who visit the wetlands, other birds will still keep returning to where they used to breed and would cause a hazard to aircraft taking off and landing. Also think of the additional noise over the built-up areas. Ray has always said, 'Why not develop VTO passenger flight'. This would be extremely expensive but would avoid all these unwanted extra runways.

The Christmas Dinner arrangements are on-going but there are some seats left if you still want to come. Let me know as soon as you read this or it will be too late. That's all from me for now. TTFN and happy motoring.

Mary

LANCASHIRE

rayalun@aol.com or
karengt6@hotmail.com

First of all apologies to all of you confused and looking for November's newsletter report in The Courier.

The people who I keep in touch with over the month will know that my mother, Janet, had to go into hospital with a suspected stroke earlier last month and unfortunately I didn't alert Ray to the print deadline until it was too late - although my mother is on the mend, greatest apologies once again.

So, what's been happening - from last month? Paul and Amanda got married and the Triumph people who attended had a fantastic time. Tod, Geordie with Tracie (she does exist), John and Julie, Suzanne and Ray, Ian, Karen and Stuart.

Karen managed to get everybody up dancing. Congratulations to Paul and Amanda - let's hope we can get Amanda to come on more camping and rally trips, like the Heartbeat weekend.

Blackpool Illuminations was a great success again this year, apart from being wet and cold up on the top of Dave's 'topless' bus - Ray was in London due to work commitments, but with the lack of the monthly flyer last month, he quickly rang round and tried to drum up interest by phone and managed to succeed. Dave Ivins and son

Oliver, despite LIVING in Blackpool came along, 6 members of the Morris Minor club attended and 'seeded' to have a good time, they came prepared with black bin liners to sit on and waterproofs. Amanda's Mum made some treacle toffee and my son, Richard, was that smitten with all the young girls he shared his wine gums. We picked 4 people up en-route on the From who couldn't get a tram, but it all added to the evening. Thanks Dave.

The Lancashire Triumph Sports Six Club 2003 Christmas meal is on **Tuesday 16th December**. Those of you who would like to attend should make sure that you let L.J. or Hairy Graham know as soon as possible please - 01772 760460. Deposits should have been paid by now, but with September's meeting only having 9 people in attendance and October's being the Blackpool Illuminations trip we have not had chance to collect any monies at all. We will be sending FULL details of what time and anything else you need to know on next month's flyer.

Suzanne's Herald is up for sale - if anyone is interested please ring Suze on 01772 744809.

It's Scalextric night at November's meeting - report in the next newsletter as to whether Lee has kept his No.1 podium spot with his Ferrari.

Ian Armitage, Karen, Stuart and a group of friends went karting to Kart World in Burscough last month and had a great time - there was only 8 of us, but it was enough to hire the course to ourselves and have a mini Grand Prix. Perhaps that's something to think of doing next year as a get together. It was £25 for 30 laps, 5 practice, 10 qualifying and 15 race laps.

The time has come for Ray and I to pass the baton on, or in this case pass on the TSSC box of goodies. We have had a great time sorting out your events, but we couldn't have done this without the help of ALL of you members - with your attendance and support over the last two years. Now is the time to show yourself as the next Area Organiser - unless we have some volunteers the Lancashire TSSC will have to close as a club. A lot of people have good friends in the club and surely we don't want to lose touch with those friends. Let Ray or Karen know and we will put it up for a vote at the Christmas meeting on **Tuesday 16th December**. Hopefully, you will show the next AO the support you have shown Ray and I, we certainly will. BIG THANKS TO OUR 'SILENT' PARTNER FOR ALL HER HELP TOO - SUZANNE - Thanks chuck!

Finally, to promote the last event for us - Bill Stuart's 4th Annual Lakes Weekend - it is on **Saturday 28th February 2004** at The Waterhead Hotel, Coniston - full details nearer the time. But if you want to get your name down, please let Bill know and give him your deposit at the Christmas meal. And Paul might just climb all the way up that tree next time. HAPPY & SAFE MOTORING

Ray and Karen

IMPORTANT NOTE

Early Christmas print deadline for
Jan Mag is December 7th 2003



LEICESTER & RUTLAND

A slightly longer report this time, as events lead us towards our area AGM. In a moment of sheer madness I stated that I would be prepared to stand as AO for one more year, expecting a deluge of other Area members offering to take the job from me. Silly boy, they as one voiced their support for me to carry on, so be warned, one more year only it is.

Slot car on the 18th was as always a great night and several new members to the madness and mayhem really enjoyed themselves. Dave Austin failed to make the starting grid, (it was not me who made the anonymous telephone call to say the event had been cancelled, honest) and so it was a close run thing for who came second to me. Oh I do like the trophies. In the end Mike and Dave Jones came joint second and the many ladies who took part did very well. Must be the lack of back seat drivers. Anne who was not fussed about taking part was a clear leader in the ladies section, well done. Next slot car in the spring teams up the best with the worst as a pairs competition, so Graham, please buy Ada a slot car set for Xmas so that she can learn how to keep the car on the track. I want to win ... again.

Ten Pin has moved to Wednesday 26th November so report next month, if I can break away from polishing the trophy!! Car restoration/purchase within the Area continues at a fast and furious pace, but a big blow to us hopefuls of a car show win have been dealt a massive setback with the news that Sheila has acquired a very, very smart blue 1200 Herald. The one that was for sale at Stafford this year, which Hazel purchased but has decided to sell on, as she will need a more practical car for the ice and snow this winter in Lincolnshire. Another potential trophy winner if ever there was one, with only a light polish needed. Not like some of us who spend months in the garage all winter and it still emerges looking like a wreck. Although I hasten to add, not repaired in the Terry-style (Fosters tins and fibreglass to repair holes). It does, however, give motorists who pull up beside him something to read whilst waiting for the lights to change. Must tell him to put the tins under the resin and fibreglass.

Lights, reminds me that Graham, with the great assistance of David Jones the Spark, has had his wiring now tidied up and lights etc. all work and the windscreen wipers wipe. At his next visit, David hopes to establish how to stop them!

The Xmas dinner on **Friday 12 December** at the Swan, Sibley is a sell-out and the AGM on **6 January** is at the same location. As last year it will be a skittles evening, a supper and a short AGM.

GATWICK Cont

(check the current month Area News for location and time of lunch).

If you are unclear of when or where a meeting is then please give me a call 01293 885420. There are now plenty of meetings a month and in an area hopefully near you, so do please try and come along to one, or if you're a little Triumph-mad like some of our regulars, you'll come to them all!!

I popped down to Rowfant on the old 1st Monday meet just in case anyone had not got the message about the meetings moving to Wednesday and low and behold John Bozic was there waiting for everyone!! We both had a good old chat about all things Triumph and Standard. It turns out, John has picked up a nice pair of 1930s Standards ripe for restoration, one of which is a 1938 Tourer, which John tells me is extremely rare! The other Standard 1939, he intends to sell on.

My poor Vitesse is coming off the road this winter (the dreaded rust bug) and I'm taking her down to 'Norton Classics' i.e. John of Cornwall (well, John, what do you think of the name?). But I'm finding it difficult to get started on the strip-down, when she goes so well but I must and by the time you read this, she should be with John.

On our Wednesday meeting (after Jon Bozic's selective meeting) we discovered Dave Gilding had been very busy and had sorted a rolling road for us to take our cars to and find out just what they are made of!! (this will of already happened on Saturday 29th November, when you read this). Dave has asked if Retro Magazine would like to do an article on this and they are very keen to come along.

We should have about 10 Triumphs going but more on all this next month.

There are a number of us going to Le Mans Classic next year so if you're interested contact Philip Willcocks.

The Beast is going to be on the Club stand at Wembley, so if you there over the weekend come and say hello.

Events coming up:
3rd December: AGM
6th & 7th December: Wembley Classic Car Show
Our next meeting and only the one this month is on **Wednesday 3rd**.
See you there ... if not, have a very HAPPY CHRISTMAS.

Tony

IMPORTANT NOTE

Early Christmas print deadline for
Jan Mag is December 7th 2003



LEICESTER & RUTLAND . . . MANCHESTER NEWBURY

LEICESTER & RUTLAND Cont

As we need to book the suppers, please let me know if you wish to take part.

Bonfire night came and came and the fireworks are still going off as I write. 20 or so nights of bangs is enough. Who could not everybody have a quiet hobby like car restoration? Now where did I put my angle grinder?!!

Dave

MANCHESTER

Well it looks like my computer is back on line; It looks like I had a bad virus and we ended up having a new hard drive fitted, anyway I am happily back to normal typing my Area news with one finger for about the next six hours. This weekend saw the first of our Sunday meetings that we hope will become a regular feature throughout the winter months. Jenny and Graham organised a run through the Peak District National Park and Macclesfield Forest, and the views were absolutely breathtaking, we completed a round trip of approximately 35 miles of outstanding beauty and Sunday lunch at The Cat and Fiddle completed our run. Thank you both for a smashing day it was well organised. But as usual something always happens to a Manchester Area member whilst out enjoying himself or herself. On leaving the Inn in fine rain and fog I switched on the radio and settled down to listen to my favourite footie team (about to get a thrashing.) No radio, no fuel gauge, no indicators, no horn and no wipers. Thanks to two members who helped us back to Stockport, Phil behind us who acted as our indicators and Les in front who acted as our lights and yours truly hanging out the window operating the wipers by hand. Les kindly fitted Millie with the alternator out of Laraine's Spitfire and we were on our way. Thanks Les. By the way City got thrashed 0-3. The next Sunday run/meeting will be kindly organised by Derrick and will probably be held on **10th February 2004**. Please contact me if you are interested in any of the events listed and are unable to attend the Tuesday meetings.

Latest on the restoration front Katie is still awaiting parts for Queenie and as Michael is being sent to work all over the country from Bonnie Scotland to the Deep South Queenie will just have to wait her turn. Colin is just about to start a full rewire on Pat's American Spit - this is besides the new chassis, engine re-bore, and head conversion that he has just completed. Les is hard at it with Rosie if you'll pardon the expression!! With her engine now recon-

ditioned Les was spending endless evenings putting all her parts back together and with this part of the project complete Les finally went up the apple and pears to the land of nod Zzzzzz Agh!! He woke up with Rosie on his mind something was wrong had he tightened her nuts to the right torque he was too knackered to think about her tonight he would have to strip her and check again tomorrow. To be continued ...

The Area Organisers' Seminar that was due to be held in Doncaster was cancelled due to lack of interest which is a shame when our two Liaison Officers are busy booking and planning this event.

The Area meeting was a lively evening of joviality and 'P' taking again. Welcome to our two new members Jane and Jamie with their Triumph Herald. Jane was worried that their cars might be in need of some attention ... we told Jane Manchester Area don't do posh. Jane also informed us that Jamie is a football referee, which caused a few comments.

Martin requires either photos or anything on disk of our club cars for the Manchester Area Web site he is creating please can you bring them along to the next meeting, you can also send your photographs by E Mail to mart@dogsounds.com

Dave and Linda have kindly agreed to check out hotel prices for our Wales weekend next year (the weekend after Easter **17th April**) some of you have suggested we have our run on Anglesey if you are interested in this weekend please let me know by the next meeting, as you can appreciate the hotels in this area get busy very early.

Well apart from a few dates to give you there is not much else to report on Oh except Laraine and myself have been on the Atkins diet it seems to be going well except for some of the side effects nobody seems to tell you about. A bag of crisps seem to have made an intimate friendship with Laraine after several attempts to throw them back into the cupboard they have now decided to talk to her (eat me eat me I would love to overdose you with carbohydrates). I'm just as bad as I keep walking to the fridge and sticking my thumb into Frank's mashed potato and gravy and then sucking my thumb. This diet might do wonders for your figure but it does nothing for your state of mind!! We have a few items for sale for a Triumph Herald; any enquiries please ring me and I will put you in touch with Colin.

We would like to express a big thank you to every one that has supported Frank and myself as Area Organiser throughout the past year and thanks for voting that we do another year. Don't forget Xmas Doo at the dogs **6th December** 07.00 sharp. Next meeting at the usual venue **Tues 2nd Dec** 08.00 ish.

Frank and me would like to wish all of you a merry Xmas and a Happy New Year.

Dip and Frank

IMPORTANT NOTE

**Early deadline to meet Christmas
Post - News in By 7th December**

NEWBURY

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Merry Christmas and I hope Santa brings all you wished for. Well the cold weather is now with us after a hot summer and nice, long, dry autumn so no moans. We have good memories of last summer which I guess should keep us all going until next year.

At this point I will pass the news over to Mary to give you the lowdown of what has been happening in your Area.

We managed to get our Sunday pub lunch in before the weather really turned. It was coldish but dry for the run up to The Bull at Stanford Dingley (yes, it really is called that!) with 2 Spits, GT6, 2 Vitesses and two modern cars. We hope everyone enjoyed the meal - Colin certainly did, and thought he could make it back to Basingstoke without having a snack stop. Not quite sure how he managed to get home as he went a different way to everyone else! Ian helped out by finishing all the leftover vegetables. The pub is run by classic car enthusiasts and from April to September they hold a classic car get-together (for anyone and everyone) on the second Saturday at lunchtime. It may be worth a visit when they start again next year - they have a big car park and lots of outdoor tables. More news of that in the spring.

Sean is getting near the end of his project and may well have the Herald back on the road by the time you read this. The Giftire and Herald are under wraps for the winter. Andy is still looking for that elusive 2-litre Vitese and Mark is still dreaming about one. Rumour has it that Patrick is on the lookout for a Java Green Stag - to match the Spit?

A good attendance for our second meeting in October. Good to see Chris from Oxford Area and Anne from Kent both in Club cars. Anne with no hood on her Hurricane (that's dedication) and Chris in his Herald Estate. Nice to see Tony again from the TR register, but he hitched a lift in Ollie's GT6 this time.

By the time you read this you should have paid your money and made your choice for the Christmas meal. Don't forget: the theme is 'Posh'. Whether that is Posh and Becks, or just Posh is up to you. I'm going to the local charity shops as they do a lot of sparkly things at this time of year. The raffles have been quite profitable this year so there will be the usual lucky dip.

We went along to the Kennet Valley TR Area meet on the 5th November and they are keen to keep the annual TR/TSSC Skittles match going. So if everybody is in agreement we will start to set this up. At present March looks like it could be a favourite month to hold the match and the pub as before would be the George & Dragon at Wolverton Townsend.

We paid a visit to the Classic Car Show at the NEC. Haven't been for a few years. There were quite a few shiny, polished (and therefore expensive) bits, but not many boxes you could rummage through to find a cheap bargain - oily bits! Next meeting: Christmas Meal and AGM on **Weds 10th December** at the Spotted Dog, Cold Ash.

NORFOLK . . . NORTH EAST NORTHANTS

IMPORTANT - No meeting on **24th DECEMBER**, we will meet again on **14th January 2004**.

Events: **Sunday 18th January** Malvern Autojumble
Sunday 8th February Stoneleigh Triumph Day

See you all at the next meeting.
Keep 'em flying.

Dave and Mary R

NORFOLK

Our A.G.M. was very well supported with 38 people attending to hear the annual reports from the Treasurer, Events Organiser and the Area Organiser.

It had been another very successful year for the club and many events were attended, so thanks to all of you who flew the flag for the Norfolk Area.

Thanks also to Dave James for all his hard work in organising these events and his work on the M.O.T. committee.

David Bielby announced that he was standing down as Treasurer after having fulfilled the role for 3 years.

We all expressed our thanks for keeping the accounts in order, in respect of both the club and the M.O.T.

I then thanked everyone for their help and support over the past year and advised the meeting that the final figure donated to East Anglia's Children's Hospices was £3,550-00, this being an all time record.

The results of the elections are as follows: Treasurer - Steve Whittle was nominated by Laurie Benfield, seconded by Jim Cawte, there being no other nominations Steve was duly elected.

Events Organiser - Dave James was nominated by Graham Stoddy, seconded by Bill Porter, there being no other nominations Dave was duly elected. Area Organiser - Dave James was nominated by Gwen Moore, seconded by Matt Stone. Joe Craske was nominated by David Beilby, seconded by Mick Carroll. On a show of hands Joe was duly re-elected as Area Organiser.

I would like to thank all of you who supported me and assure you I shall do what I can to keep the Norfolk Area firmly on the map. To those of you who did not, I hope you can accept the decision of the majority and continue to support the club as you have done in the past.

I shall definitely stand down next year from both the Area Organisers post and the M.O.T. Committee, as by then I shall have been A.O. for 5 years and organised 7 Mile of Triumphs so it will be time to move, probably.

The Club agreed that the Mile of Triumphs should be held again next year, the dates being **24th-26th September 2004**.

Events are thin on the ground this month: Monthly Meeting

1st December 2003

Christmas Party
5th December 2003 -

Wensum Valley Lodge - 7.30-8.00 pm.
May we wish everyone a very Happy Christmas and all the very best for 2004.
Be safe

Joe and Sue

NORTH EAST

e-mail: northeast@tssc.org.uk

Quite a big turnout last meeting thought the number of Club cars was down to two Spits, mine and Ian's.

We had a new face attend, Martin Siddons from South Shields, who has owned a 72 Pimento GT6 MkIII for three months now.

Nice to see you and hope you get back when work allows.

Events are starting to appear for next year now, firstly Colin Scott from the Stag OC is putting together an all Triumph weekend at Beamish next year.

This will be an international event with traders and all sorts so mark it down on your diary, **11-12 September 2004**.

This is part of the Stag OC silver jubilee so let's go along and join in.

The dinner is **Sunday 7th December** starting no later than 7.30pm at The Travellers Rest in Witton Gilbert. This is the normal meeting night so we will be carrying on as usual after.

You may still be able to attend if you haven't already notified but you will have to contact the pub direct to choose food and pay a deposit if there is room left. Cost is £15 each.

Ian Longmire has checked out 4x4 driving for us down in Dalby Forest with 'Langdale Quest'. Date is the **22nd February**, cost is £40 per vehicle for an hour split between as many people who want to drive it, (up to four).

Cars are Suzuki 410 jeeps. Start around 10.00 am Washington services south with a convoy followed by some scran then the drive. £20 deposit per vehicle required must be in at the Jan meeting to get the car booked and the balance at the **February** meeting.

That's the events done, news on the car front now.

Mark Ramsey's rebuilt Vitese engine has low compression on cylinders 1 and 2 after being rebored, all done by a reconditioner who accepts problem but Mark is struggling to motivate himself into stripping the car down again after putting all the shiny bits on.

Geoff mentioned putting a Sierra diesel into his 2000 so he could use it more regularly. Steve Overall's Spit had eaten the tyre up very quickly because the rear wheel tracking was out.

It was found that his MkIV had 1500 drive shafts and it was suspected that the tie rods were for the short shafts, but no. They were the right (longer) 1500 length but required shimmying by an inch each side to get the wheels pointing forward.

Steve is happy again, so happy he forgot to mention his birthday was the 4th November 1963!

Congratulations Steve (fancy trying to keep that a secret!). Not so secret was the quest for speed he's on. He's on a lightening programme to get the Spit faster, not the car though, waistline!

Best Wishes to all for Christmas, hope Santy is nice to you, your family (and the cars). Meetings to come, **Dec 7th Jan 4th**, Travellers Rest in Witton Gilbert from 8.30 pm. Yours

Mark



NORTHANTS

It is nearly the festive season and things are getting booked up in everyone's calendar, but make sure you keep the **second Wednesday in December** free for our Club meeting. We are now at our new venue Ye Old Saracen's Head in Little Brington Northants, where we have a separate room and good beers etc.

Call me if you need directions, or see the map on the website.

For the **December** meeting we shall be having a small buffet, together with some mince pies etc, so do come along. The usual raffle will be the same, but all the prizes to be in Xmas wrapping paper please. There will also be a special prize for the winner of our Christmas Hat competition!! Make your own, buy one, it doesn't matter anything goes, but the theme is of course Christmas. Also on we are holding our Christmas party on the **17th January 2004** at 'The Wine Bar' in Olney. Tickets are selling out fast and numbers limited, so do contact me as soon as possible to ensure a place. Menus will be e-mailed or posted to all who are interested, and details will be placed on our website!

By the time you are reading this Kristian and Alex will have had their new Arrival and we send our best wishes to all three of them.

For next year we are planning plenty of trips to organised TSSC events, and we are also planning a long weekend of our own (to which other areas are, of course, invited) in Swanage! Watch this space and the website for further details as they evolve. Some of you will have visited the National Classic Cars Show at the NEC, and I hope you popped along to the TSSC Stand. If you did you will have seen two Spitfires from the Northants Area: A 2500 PI which is now getting rare belonging to Mike Crewes, and a very nice and original Toledo, indicating the Club's determination to cater for all Triumphs, which in my opinion is good news for everyone, and especially for our cars.

We recently joined a party from HQ travelling down to London for an all Triumph evening at the 'Ace Cafe'!

What an excellent night, we had a great time as did all who attended. Let's hope we do it again soon!

We also attended the "Mile Of Triumphs" in Norfolk, as is always the case with this event, excellent organisation and plenty of things to do make this trip worth every mile! Northants Area had a good turnout with three of our cars getting 'peoples' choice concours' awards.

All this and raising a good deal of money for Charity as well. Well done and congratulations to all the organisers and assistants, see you next year!



NORTHANTS . . . NORTHERN IRELAND PETERBOROUGH

● NORTHANTS Cont

Duxford! Well, I have never seen so many Triumphs in one place! Magical, even the overflow car park overflowed! If only all these cars turned up at the MOT a week later, we would have easily measured the mile! again Congratulations to all involved. TSSC had nine cars turn up for that event, for which we had a convoy from Rushden avoiding the A14, that is what we have these cars for! DRIVING!!!

For all those we do not see at our next meeting, we wish you all a very merry Christmas and a Happy New Year.

Graham

● NORTHERN IRELAND

Welcome to the second Area news report from Northern Ireland in 2003. There were two Club activities in November - a video night held in my house (cheap venue) on the 10th and the Area meeting the next day on the 11th.

The video night was attended by a small number of Club members which was not necessarily a bad thing given the very limited amount of seats available in our living room. The entertainment came in the form of videos of the 1965 Monte Carlo rally featuring some very tall happy Spitfires, drivers in very daft helmets and immaculate suits, shirts and ties. The commentary by Raymond Baxter was worth listening to on its own. This was followed by the 1998 75th Anniversary of Triumph Rally at the British Motor Heritage Museum at Gaydon. Distinctly amateurish quality it is nevertheless a good record of what was a truly outstanding day and featured an interview with the late Jimmy Kingham from Saintfield, owner of the oldest known Triumph in the world (a 1924 10/20) as well as a host of celebrities associated with the factory. Unfortunately, the video does not include footage from the dinner on the Saturday night but I still have the souvenir menu/programme with Harry Webster, Brian Culcheth, Paddy Hopkirk, Tony Pond, Jean-Jacques Thuner and Stuart Turner's autographs. My autograph hunting was greatly assisted by Paddy Hopkirk, who when he realised that I was from Northern Ireland took my menu/programme and asked the people at his table to autograph it. He also introduced me to Harry Webster which was quite an experience. Paddy was in great form that night and when asked for an autograph by a young lady in a backless dress (forgotten both her and her husband's name but they had a green concours MkIII Spitfire) promptly signed his name on her back with a large black felt tip pen! I seem to recall that Leon Guyot, one

time club Area Liaison Officer, managed to get all the autographs bar Tiny Lewis, who if I remember correctly, did not turn up on the night. However, less of the reminiscing, suffice to say a good time was had by all. The Area meeting the next day was poorly attended but there was at least one Triumph in the car park. We agreed to have the annual dinner in February but the date and venue are still to be confirmed. If anybody has any suggestions please let me know, this will be followed by a navigation-type run in March and the newly revived circuit of Northern Ireland run in May. Suggestions for an event in April would be appreciated. I hope to send out a calendar of events by Christmas. I currently have the Area's car trailer should anybody need to borrow it. It can cope with Spitfires/Heralds etc with ease and even take a Triumph 2000. I also have the Area's hub puller. At one time I think we had a door gap adjuster but if we ever did the location is now unknown. However, I have a pair of homemade door adjusters if anyone needs to borrow same. Do not forget the next Club event is the party on **6th December** in Eric Williams house. Good luck.

Paul

● PETERBOROUGH

Below is Missing November report

Monday the 13th of October, the day of that momentous occasion in the life of the TSSC members within the Peterborough Area. It is that day when you wake up sweating with anticipation of another great day in your life, when your position in the Club hierarchy is going to be challenged. Who is going to stand up and put forward a name or names to replace the current Area Organisers? It's sad but my fellow Area Organiser, Paul, is having to fly to Chicago on business so will have to hope his post as AO has not been taken by the time he returns. (Basically I believe he is just staying at home with the phone off-the-hook as he can't stand the pressure). Well, the time of the AGM arrived and the names of Doug Balderson and Paul Lumsdon were put forward as the Area Organisers for the year 2003/4. It was a job fighting off the competition but we just managed. Thankyou for your support over the last year as we believe the throng continues to swell slowly but surely. It was good to see another member join us this month, a warm welcome to Dave Proctor. Here's a guy looking for a Herald Coupe.

Poor old Fred had been to the Mile of Triumphs and came back with a tale of woe. His passenger inside door handle was seen laying on the floor by a stranger, having been broken off by his erstwhile navigator. Bit of a quiet trip home, was it Fred? Alec had given Fred a lift so no Gtfire or Spit, but was concerned about the smell of petrol in the boot, so perhaps we need another Spitfire fuel tank.

Six cars and occupants made it to Duxford, and an excellent day was had by all. The weather was brilliant sunshine and the picnics were enjoyed by all. Certainly this has been a 'topless' summer, and a long season in which to enjoy our Triumphs. Let's hope for similar next year.

An apology to Peter Stephenson who should actually be a 'David'. I'll try not to get it wrong again, David. It's good to see other Triumph cars at our meets and David advises us that his recent Triumph 2000 car, which has stood for around 3 years, needs 4 new 'round' tyres.

A date for the diary is **Monday the 8th of December**, the venue is The Bertie Arms, the time is 8.00 pm, the reason ... 'tis the Christmas Meal and much jollification. As our vehicles are generally 60's and 70's how about period dress for the evening?!!!! What do you mean you thought I already was!! i.e. Santa could come in a red and white uniform. A deposit (preferably money) on the November club night or a commitment towards the meal would be helpful. And Now Here's December's report:

Here follows a public announcement. An apology. Yes, an apology. An apology for technology.

The e-mailed report took over one week to arrive at the head office cyber post office in Lubenham.

Lesson learnt. Sorry and I hope it won't happen again and we'll make it an early New Years Resolution to not assume it has arrived. Remember the word assume abbreviated as ass/u/me makes an ass out of u and me!!!! But hey, don't take this as a disappointment but an opportunity to read two months reports in one sitting.

I do hope this months news and Courier arrives in time for the Christmas Dinner Meeting which is to be held on **Monday the 8th of December** in the Bertie Arms at Uffington, Nr Stamford at 7.30 pm. We do hope you can join us, we do have quite a few reservations already. For a seat please ring either Paul or myself.

We normally require a deposit for Peter the landlord. The phone nos are at the front of The Area News.

November the 8th and 9th saw the N.E.C. at Birmingham filled with thronging hordes of Classic Car enthusiasts. There were quite a few very nice Triumphs on display with most models being catered for. Overall there were some stunning cars to see and there were some quite good value cars on sale too. The TSSC stand was very busy when I visited it twice but I didn't get the chance to stop and chat. Once again a good selection of cars on the stand and not all Herald based either.

Club night on the 10th and the fog falls. It was good to welcome a 'new' face and his good lady. We look forward to seeing the red MkIII Spit. come the spring, Bob. Though it was an awful night it was good to have an attendance of nine, but just one lonely GT6 stood in the gloom in the carpark.

If for some reason you are not available to join us in the merry-making on the **8th of December** at the Bertie Arms, may we - Paul and Doug your friendly Area Organisers, take this opportunity to Wish you and your families a very Peaceful and Happy Christmas and a very Healthy 2004. We look forward to the first meeting of 2004 on the **12th of January** and the opportunity to kick off in 2004 with new members, new acquaintances, new cars - with different problems, new challenges and new events.

Should we be giving tips of the month,

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



● SOMERSET

Another month, another letter and the last one in 2003!!! I have been looking back on the year and we have managed to go to several venues which were very enjoyable. As in life, not everyone can make it to all of them because of other commitments etc. Hopefully, we will have some good ones next year.

The October meeting turn out was very good considering the appalling weather, thankyou for those who did manage it. I am sorry that the monthly letters are not all that long but I do try and write something each month. Writing is not exactly my strong point (unlike some Area Organisers!!!!!!) Unfortunately, we shall be losing Jed and Fiona as Jed is being posted to Germany for three years. We wish him and his family all the best.

I see in the November Courier a picture of a "Very Pretty Olive Green Herald". Thanks Bill Davies, it happens to be your Somerset Area Organiser's car which was taken at The West Hatch R.S.P.A. Centre at their annual Fete July 2002. That is it for this month and all it leaves me to say now is that Barb and I wish you all a very Happy Christmas and Prosperous 2004. Keep those Triumphs motoring.

Peter

● SOUTHERN

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<http://triumphsouth.20m.com>

We've had a steady trickle of new members along to our meets, many of which have come back again and again.

I think it must mean we're doing something right. Let's hope we can keep doing well during 2004.

The darker evenings have already had an effect on attendance at our meets. We had a smaller group for October's roaming meet at The Fox in Brameham from the last time we met there back in 2000. Might have had something to do with the price of food as meals for Guy and I seemed to cost as much as it would have to feed the whole group at many of our other venues. November's regular meet was also down on numbers. Maybe everyone else knew that Wendy would be unable to attend with our wonderful raffle so therefore gave the evening a miss?? If so it's good to know it's so popular so don't forget our jumbo bring & buy raffle to be held at our Christmas dinner in December.

Despite the lack of camping weekends lately Guy and I got our 'fix' of autojumbles at the Restoration Show at Stoneleigh in November, coming away with a few useful bits for our re-expanding fleet of cars. For those of you who haven't caught up, we've been Dolly hunting, looking for my 'new' winter car. The first bargain turned out not to be quite that. Guy reckons it very suitable for a home with many animals, though the engine doesn't so much 'purrr' as 'growl' - dodgy bottom end and some 'tribal' markings along the sides! I think that one won't be too long here. Last week, however, we had a busy weekend travelling to and from Wales and a nailbiting

well I'll start with this one. DO CHECK, and if possible replace the ANTIFREEZE as soon as possible before the REAL frosts start. Remember, anti freeze does at least four things:- 1 - it stops your car freezing up!!; 2 - it can help your car run cooler in hot conditions (summer); 3 - it is a corrosion inhibitor and 4 - it helps keep your local friendly garage in business for when you may need him. And that may be sooner than you think!!

Enjoy your Christmas Festive Holiday and don't forget it won't be long before the next meeting and the nights start to pull out. Regards

Doug

● SCOT CENT WEST

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Nothing much to report this month now the dark nights are with us except to report that the number of attending members at the Lochinch on the 6th seemed well up on the average over the last few months so let's keep it up for next month when we will have the area AGM and annual quiz (reminds me - must compile that!) on the 4th December. I've had no volunteers to take over as AO so that is the main item on the agenda.

Car News: More than a year on, I've still got a buyer for a 197, (definitely), white (preferably) Vitesse Convertible. If any one knows of one for sale anywhere in the country, please let me know. This has been a tenacious search! That's it for this month. Let's have a good turnout at the Lochinch on 4th. Yours aye

Fim

● SCOT NORTH EAST

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The only classic event to report about was the Caledonia Classic Rally which held a couple of stages at the GTM track at Alford on Sunday 2nd Nov. There was around 30 cars entered, the Triumphs competing were a Herald, Bond Equipe, TR3 and 2 TR4's. Karl (Big shed) was driving one of the TR4's. The local Area Triumph clubs were asked to help out with the marshalling at the event.

Local Area enthusiast Frank Annal is, due to poor health, unfortunately having to sell his GT6 project. All parts of the car are there and include a new chassis and a Californian body, the car is just requiring completion. If you are interested call Frank on 01224 323856.

There is no meeting this month, our next meeting is on the **29th January** and will be held at the Norwood Hall, Cults. As usual we will be meeting with the other local Triumph clubs. The topic of discussion will be the local area Triumph events and the mid month pub runs etc. If you have any ideas or requests please let me know.

Best wishes for the forthcoming festivities, see you in the New Year, roll on Spring time. That is all for this month, keep driving your Triumphs.

Danny

● STAFFORDSHIRE

Another club meet and very little to make mention of. I'm beginning to wonder what the monthly meet is all about as if it wasn't for Mark and Fabrice talking about er Triumphs then you'd be hard pressed to know. On the plus side the proposal to go to the Taste of Raj for the Christmas bash seemed to be well received. I'm proposing we meet up for a pre-dinner drink before going on for the 8.00 pm booking then on to the Lakeside for a post-dinner drink. If you want to go I'll need final numbers at the next meet.

There is some breaking news from Mason and Juliaaaaaarh but I'm sworn to secrecy so you'll just have to wait for it to be made public! Congratulations to Zoë and Tim on getting married last month, looking forward to seeing the official photos though the ones you emailed look great. Next meet is **Wednesday 3rd December** and I believe the AO position will need voting on, that probably means an even lower turnout than normal.

Ade and Patch



SUFFOLK

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Just to keep Colin happy, I have returned to duty and am writing the Area News for him. Perhaps he will stop moaning now! We had a well-supported November meeting at The Magpie. The landlord has a new (?) powerful wood-burning stove and certainly nobody was cold. It was a fine evening and six cars ventured out on what stayed a dry night.

Colin, as usual, was providing more spares for repairs/upgrades/rebuilds. I now have a tatty, rear seat cover from a Herald which I will cut up to repair the driver's squab on my car, the only part of the interior that is showing its age. Will let you know how it goes. A guy Colin knows (?) called in with details of cars and lots of spares he has for sale: Herald 13/60 Convertible for restoration; 13/60 Saloon for restoration/spares; and Vitesse 6, factory sunroof and overdrive, MOT to March '04, needs some TLC. Contact John Ince 01449 711365 and make him an offer.

It appears that although Colin has reduced the number of cars he owns, he has not lost his old ways. A Herald in a hedge is his latest acquisition. It's been there a while (more than 10 years maybe) and is likely to lose a lot of what's left of it when transported back. Meanwhile Mike has been taking his angle-grinder to his Herald Estate renovation. Also appears that two of us have the same taste in cars - Viteses and oldish Mercs. Both different but both great. Other Triumph owners have BMWs as their everyday cars, although I understand Llyall's wouldn't start when he returned from holiday, but his Herald did!

Have you seen the article in The Courier about Classic Le Mans in July 2004? I am working on Pat to persuade her we ought to go, although the camping part may be the most difficult as we have not done that for some years!

We are going to arrange another Christmas meal this year, after Christmas of course and probably at The Magpie. Oh, and there may be a quiz! The next meeting dates are: **Tuesday 2nd December Tuesday 6th January Tuesday 3rd February**

See you at The Magpie, 8:00 p.m. on **Tuesday 2nd December**

Peter

IMPORTANT NOTE

Early deadline to meet Christmas Post - News in By 7th December

SUFFOLK . . . SURREY SUSSEX . . . SWINDON

SURREY

Well all the leaves have fallen from the trees and Christmas is just around the corner which must mean Winter is here. Now most people clean their cars and put them away for the cold months. Not us, Adam's Vitesse has been off the road with no MOT since the middle of the Summer. Finally Adam has taken it down the MOT station and it passed without any problems. He didn't even check much before he took it for its MOT. So now that it's cold and raining we have the use of a nice, four-seater Convertible! Its probably just as well as we have had a few problems with the PI Saloon recently. Thanks everyone for the advice on the problem we were having with starting the PI. You turned the key in the ignition and it just went click but when you released the key the engine started, very bizarre. We employed my Dads electronics knowledge to find that the wired connections between the electronic eye and the lumination pack had corroded, and after only six months of being on the car. Not good. That's now sorted but now the Gearbox needs fixing. It never ends when you have four Triumphs!

Con has decided to buy Dave's Herald 13/60 Saloon that someone shunted up the back. Con needs the engine for his Herald 1200 Estate he bought this Summer. It should make the car a better workhorse that with the 1200 engine that is getting a little sad. Dave doesn't mind the car being broken as long as most of it survives to keep others Triumphs going.

I must say a huge congratulations to Paul and Jane who have got engaged while on holiday in San Diego. Apparently Paul proposed on the beach at LaJolla just north of San Diego back in September. All I can say is it's about time and I'm sure you will all join me in wishing them every happiness.

Adam has been to two meetings recently at the Ace Cafe on the North Circular, just south of Stonebridge station. They have several different car meetings on different Wednesdays throughout the month but every second Wednesday is a special Triumph only evening. You can turn up in anything else but that night is specially for Triumphs. In October John Muggleton advertised it so the car park was full of Triumphs but in November there was apparently only seven or eight. If anyone is interested in going there regularly then perhaps we could organise something. People could even meet at our house to convoy up there if anyone is concerned about finding their way there.

The meeting in the Well House in was a bit strange in October as there was very little talk of cars. We seemed to discuss everything from gardening to how to roast Chestnuts to Dick Pumridge and I doing a fair impression of a railway announcer. We had been asked to define the Surrey Area's catchment area with postcodes and we were running through the towns and villages around Surrey. We were very surprised that there is a very large area that our meeting covers that does not overlap with any other area to the south between Guildford and Crawleigh. We will have to try and hold some events towards that

area next year to cater for the members down that way. The meeting was quieter though, as I have banned Jenny from attending the meetings (she's my daughter if you don't know us).

William just finds a table to fall asleep under, like Adam sometimes too, but Jenny just causes havoc.

Meeting this month **December 23rd** so see you down the pub for a pre Christmas Drink.

Karen

SUSSEX

It's happened! Pete has really done it. The hallway is finished and Gill is all smiles. Also, changes are afoot, as Neal is to assume the highly sought after position as Sussex AO. No doubt it will be a seamless transition, and you may even get a monthly column. Things are a bit quiet at the moment, with just the Christmas meal looming. 16 will be attending, the majority seem to be staying at a seedy B&B in Hove staggering distance from the bars and restaurant. Hope the breakfast is OK!

I had a phonecall from GT6 Dave last week about the chance of some cheap rolling road time at Brooklands as part of a group of "modified" Triumphs, and apparently Retrocar mag may be interested too, so you never know, Martin's car may get another heady dose of fame (just don't mention flying helmets). Doubt if mine will though. I'll report back soon as.

Well that's about it for now. There may well be a gathering at my gaff on New Years Day similar to previous years, but details will be sorted next meeting (**Wednesday 3rd December**) at the Green Man, Ringmer. Go on, come along. You may enjoy it. And they should have Festive on too!

Cheers

Clive

SWINDON

Hello Everyone. First of all Merry Christmas to you all. I hope that Santa manages to fit the tubular manifold/unleaded stage III head/TR5 wheels down the chimney for you (isn't that what everyone wants for Christmas?).

The weather is getting colder and thoughts turn to doing all those jobs you have been putting off in the summer in your nice, warm garage (I wish!). At least that seems to be what's happening if the attendance at the Autumn Restoration show at Stoneleigh was anything to go by. It was packed and we were kept busy all day. I did manage to take a peek at the cars for sale, some nice Triumphs and a Rover P6 I would have wanted to take home if it wasn't broken.

The monthly meeting at the Black Horse was busy as usual. Talk turned to our "porn-star names" with some really good ones. My favourites were Dinky Chubb and Fluffy Popperwell. One day we'll actually talk about cars. Forbes and Carol came to see us, maybe he's going to get another Triumph again?

The meeting on **4th December** will be our Christmas meal. This year we're hav-

TEST VALLEY . . . THAMES SOUTH WALES . . . SOUTH WEST WALES

THAMES

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

Well, well, well, quite a good meeting last month for the first of our winter monthly meetings. It was good to see you all and great sitting around the fire discussing all the summer activities which seem so long ago now. It looks like George is off to New Zealand for a few months - good luck. Poor Andy, every time he turns up Mike asks for his mechanical services, he shouldn't be so good. Dick and Dawn have been off travelling yet again! Ray and Chris decided it was a TSSC evening so it was good to see them. Lloyd and his brother came for the gear box that Mike forgot! David and Jenny told us more tales of their PI. All in all it was a good meeting and I would like to take this opportunity to thank all the local members for their support over the last year.

It was decided that our Christmas meal would be in **January** and probably at a Chinese restaurant, not very traditional I know, but you can only eat so much turkey in December!

The next 2004 meetings will be **8th January and 5th February** - do come along and meet us, we are very friendly really. Happy Holidays -

Tracy

Karen

TEST VALLEY

e-mail: bobmcd@nt1world.com

Hi! Hope you all have a Merry Christmas etc. ... now that's out of the way. I have done quite a few evenings this year thanks to the brilliant weather.

The best event had to be The Route 66 Fest in San Bernardino California, joined Dave and Jenny from Andover and the rest of 'the over the hill gang' (big thanks for the hospitality, Bob and Ant that means beer and big eats to you).

I got to meet and talk with several of the stars of American Graffiti (30th Anniversary) makes you feel old doesn't it. On return to the UK even managed Toddington in mid-October without getting wet, that's a first.

Unfortunately a last as well as rumours are around the show will be moving to Cheltenham racecourse next year. P.S. Larry finally got the seats done, thanks.

Now for the future as nobody else wants to be AO for 2004 you have me for another year but it will be my last - you have been warned.

Burbage Bob has taken over as treasurer to help ease the load (thanks Bob).

Also we hope to have a Sunday Lunch Run in either Jan/Feb which may involve a visit to somewhere local; more details next month.

Remember **second Thursday of the month** is club night at The Clatford Arms, Goodworth Clatford Just south of Andover of the B3057 8.00 pm onwards. For more details, information, directions contact Bob McDay on 01256 410192

Take Care

Bob



update on the France/Switzerland trip for next time!

Neil

STH WEST WALES

southwestwales@tssc.org.uk

The October Sunday meet was held at The Three Compasses, Crwbin and saw sixteen members enjoy a very nice three-course Sunday lunch. Six cars met up at Hendy and had a very pleasant run with beautiful views across the Carmarthenshire countryside. Those present being, Tony, Barbara and Bryan, Keith and Joy, Marryl and Ken, Jeff and Celia, with Jim and Elizabeth on their first event as new members to the Club. Jeff and Celia sprung a surprise on us all with their new Vitesse Convertible and on arrival at The Three Compasses, Huw also surprised everybody with his newly acquired Bond Equipe. Mark and Alison, Kris and Katy had travelled direct. Marryl organised a raffle, which made £11.50 towards Club funds, this being won by Keith with Celia having donated the prize. Thanks were expressed to Ken and Marryl for making the arrangements. Alison gave out the menu for the Christmas Dinner being held this year at the Miramar in Llanelli. If you wish to join us contact Alison as soon as possible on 01554 772485 as she is taking deposits. The cost of the dinner is £12.50 per person and is on **Saturday 13th December**.

Club Night on Tuesday 4th November was held at our new venue, still in Pontarddulais, details to follow. Fifteen members were present these being Bryan, Keith and Joy, Jeff and Celia, Mark and Alison, Marryl and Ken, Dave, Steve and Christine, Kris, Jim and Elizabeth. Apologies were received from Barbara who was on baby-sitting duties and also from Gladys and Tony who are not too well at the moment.

Celia had donated yet another raffle prize which was won by Alison having raised £9 also Vera donated prizes for the future. Ken gave a brief outline of next years proposed events and enthusiastic discussion ensued on this theme.

Numerous suggestions were put forward for the Sunday meet venues together with ideas for a couple of full 'weekend away' trips, watch this space!

Ken raised the question of the **December Sunday meet** which falls on the **21st** but the general consensus was it would be a good idea to have this on **Sunday 28th December** as a little light relief after the Christmas festivities, this will consist of a shortish run followed by lunch. Jeff and Celia have volunteered to arrange this event. Hopefully lunch will be at Morrison Golf Club, if you wish to join us contact Jeff



SOUTH WEST WALES . . . WEST MIDLANDS WIRRAL . . . WORCESTER . . . NORTH YORKS

● STH WEST WALES Cont

on 01792 791438.

As mentioned above we have changed venues, albeit at very short notice due to the change of ownership of The Gwyn and due to a change of policy it became unsatisfactory for Club night. As Pontarddulais is quite central to all our current members attending Club night we have relocated to the Pontarddulais Conservative Club, St Michael's Avenue, Off Water Street, Pontarddulais. Although we have only had one meeting everybody feels that the change of venue will be successful, particularly as we now have a separate room and are not in one corner of a public bar.

EVENTS DIARY

DECEMBER

- Tues 2nd Club Night** - Pontarddulais Conservative Club, 8.00 pm
- Sat 13th Annual Christmas Dinner** - The Miramar, Station Road, Llanelli
- Sun 28th Meet** - Short run and lunch

JANUARY 2004

- Tues 6th Club Night** - Pontarddulais Conservative Club, 8.00 pm
 - Sun 18th Meet** - lunch
- ##### FEBRUARY
- Tues 3rd Club Night** - Pontarddulais Conservative Club, 8.00 pm.
 - Sun 15th Meet** - lunch
 - Sun 22nd Swansea Historic Vehicle Register** - Auto Jumble at Swansea.

For details and/or book a pitch, contact Mike Evans 01792 206686
Compliments of the Season to all a Blwyddyn Newydd Dda (Happy New Year) For further information contact 01269 594578

Ken

● WEST MIDLANDS

It was a surprise to find several die-hards outside in the car park examining a dynamo in the dark this month, this is the sort of dedication we like to see!
Another unusual item in the car park was an orange Spitfire, surely not as Triumph intended, but very tidy!
There was a good attendance, 12 when the nights are drawing in isn't bad.
We had a number of suggestions for the 30 Nov day out, news from that next month as it will be over when you read this. Hopefully, as many of you as possible will have been able to make it.
Merry Christmas to those of you who can't make it next month, hope to see as many of you as possible in the new year.

John

● WIRRAL

Hi Everyone. Welcome to the last newsletter of the year. As is usual for the winter there is not a huge amount to report. The November meeting was well attended although I only recall seeing two Triumphs in the car park, I suppose we must take advantage of any chance we get to drive our cars before the roads get covered in salt. The main event for **December** is the Christmas Dinner on the **13th December** at The Cottage Loaf, this year is promising to be our best attended dinner yet. Just a quick reminder of a point Ray made in last month's report, it would be much appreciated if all deposits and outstanding balances for the dinner be paid at the next meeting on the **2nd December**, as this will make things much easier for Carol.

Also you need to choose what you want from the Menu. Due to the amount of people attending the dinner, Carl the landlord has requested that we let him know in advance what the menu selections are.

That's it for this month, so all that is left for me to do is to wish you all a very happy Christmas & New Year. Cheers,

Andy

● WORCESTER

The Toddington Show had a good turnout with 20+ cars on the Saturday and 30+ on the Sunday (helped by a Stag and some Dolomites).

Thanks to all that made the effort. I did not mean to imply that Barry Minett-Smith was mean in last month's write-up, it's just that he has such the gift for finding great bargains that money doesn't come into it. Anyway, he did arrive early for the November meeting and bought those of us that were there a drink, so for those that missed out, tough, you should have been earlier and from those that were there, thanks Barry, you're a gentleman.

The November meeting was well attended, even a few Triumphs in the car park, not bad for this time of year when it's too dark to linger outside.

The main topics for discussion were the AGM next month and what events to plan for the future.

We do need to elect a new AO, any volunteers? If anyone wants to volunteer for any other post, please get your name into the AGM. Many events are being arranged by individual members, their help is greatly appreciated and it does ensure that no-one has too onerous a job, if you want to help, we want to hear from you. If you have any suggestions for events or locations, please put them forward. Is there anything we need to get to help at events, think about it and let us know. Don't forget, there will be free chip butties and a free raffle, so do please attend.

Pete Williams is, again, organising the annual dinner, which will be held in **March** and should cost around £12/head. A form to establish numbers and preferences was handed out, please get them back to Pete at the **December** meeting (or e-mail him on pete.val@virgin.net, or call him on 01684565500).

This year we had to cancel WAC, (Worcester Area Concours for those not sure), we want to reinstate it in the calendar for next year at a new location.

We can hold it at the Hanbury Steam Fair on the **18th & 19th September**, this would give some alternative interest and avoid a clash of events, can we have your opinions on this, or any alternative location etc.
Don't forget the Le Mans Classic, at the end of **July**, several famous Triumphs should be competing.
Monthly meetings, 7.30 pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham). **First Monday of the month.**

1st December. AGM, don't miss this. **5th January. 2nd February. 1st March.**

Virgin

● NORTH YORKS

Before I start this months area report I have to say a big thank you to Tim and Zoe for doing all the really hard work the past three months whilst I've been enjoying myself in Oz. Actually within four weeks of being home it was looking like I might be going back again. Fortunately, for Tim, Zoe and my wife it now looks like I will be staying here for a while. For the rest of the North Yorkshire Area members, hard luck, you are going to have to put up with me.

We had quite a good turnout this month, despite two local attractions vying for the attention of our members (i.e. bonfire night and Michael Ball in concert in York. Pat said she saw you Scott, but thought you must not have seen her as you didn't wave back). We only had one Triumph in the car park, Ben's very nice Herald 13/60 Convertible. There can't be many 18 year olds with a car that they want to keep for ever, but with a smashing car like his who can blame him (Mike and his TR7, by the way, were busy enjoying a family firework display. Does this gesture mean that you can come to the Dec meeting Mike?).

As most of you know food is one of my great passions in life, so while I remember, The North Yorkshire Area's late Christmas party will be on **Wednesday the 7th Jan 20:00 to 20:30**. Last year most of us turned up in our best bib and tucker or the poshest party dress we could find that hadn't had drink spilt down it. Come along to **December's** meeting on the **3rd** and have your say on what we do.

Talking of Christmas brings me on the subject of Lynne. No we've not talking hand bags this month, but her Christmas wish list (by the way, does everyone remember Lynn's flashing nipples at last years Christmas do? [They were very festive and almost totally Triumph, made from a pair of recycled Herald indicator lights and powered by a fork lift truck battery]). One wonders what she will do to top it this year. Perhaps next month we could drop ideas into a hat and let Lynn pick one out to decide how she should entertain us in Jan). Anyway back to Lynn's wish list - a pair of white biker boots!! She even brought a cutting along, taken from a very exclusive mail order Catalogue (well it cer-

SOUTH YORKS . . . WEST YORKS

tainly wasn't from Argos - it's strange why it was wrapped in a plain brown envelope though??). At £225 per boot she must have been really good this year to expect such expensive pressies. I wonder if Paul believes in Father Christmas?

Well that's about it from me for this month - more next month. Try and come along to our next meeting, all members, new and old are most welcome - I promise you won't regret it

Nigel

● SOUTH YORKS

November's meeting didn't go with so much of a bang, more of a gentle sizzle! Annis was almost thrown out for her bonfire quiz, but despite all the protests this was won by Mike C. It should be noted that Russell made a paper aeroplane with this sheet after the third question! Do you know what gunpowder is made of?

We are planning a seasonable buffet at our **December** meet and a more formal meal later in the month. I

if you haven't already booked, you may just be in time if you call Victor or Peter as soon as you read this.

It looks like the raffle prizes may be recycled ... we were unfortunate enough to win one! Sorry for a brief report - I am out of practice. Come back Victor, we are missing you!

All that's left to say is Merry Christmas and a Triumphal New Year to all friends and members.

Peter and Annis

● WEST YORKS

A bit of late news that I missed at the last meeting - Bob and Brenda Waddington's Herald "Hetty" got runner-up in its class at the Mile of Triumphs.

Well deserved I reckon.
The AO's meeting in October was cancelled due to a very small list of attendees. I have passed on the queries by e-mail but no replies as yet.

The first Sunday lunch was moved to Saturday the 18th (because of the AO's meeting) and was held at the Sun Inn , Fewston. Yours truly was half an hour late, which did not pass without comment as everyone had waited for us to arrive before ordering their food! The idea that tables would be easier to get on a Saturday worked OK but the traffic was another matter as our average speed was about 18mph - that was my excuse anyway! Club cars were a bit thin on the ground but Paul and Lynn turned up on the "new" Harley which was a mass of chrome and sounded a treat.

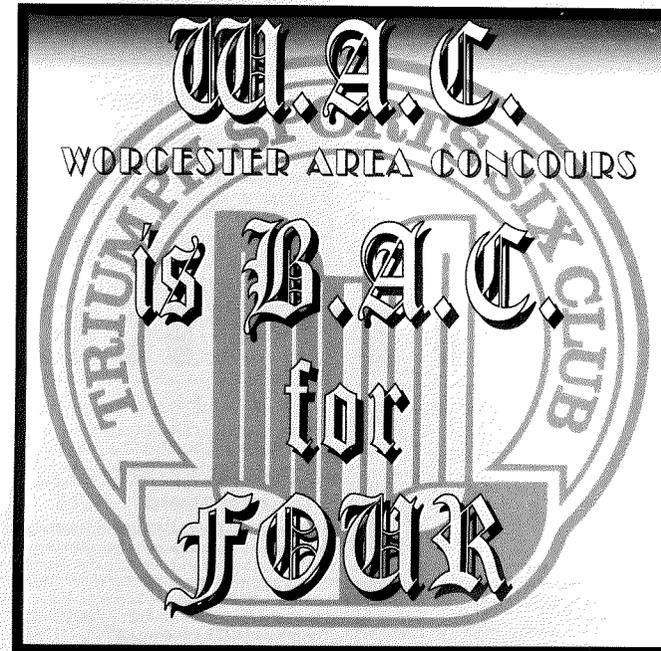
November's Clubnight saw another good turnout (32) and the quiz provided by Ashley was won by Pam Ruthven. One question beat everyone "what have Robert the Bruce and Muffin the Mule got in common?" Answer "their middle name". Groans all round. Apparently the source of this gem was Terry Wogan - say no more.

There will be a normal club night on the **9th December**. Suggestions are wel-

comed for the next weekend lunch venue in a different part of the countryside. The January meeting is on the **13th** when we will hold the AGM.
That's about it for this month. Happy Christmas one and all.

Bob

Area News Reports
Early deadline to meet Christmas
Post - News in By 7th December



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JUNE 2004

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ao@derwentvalley-tssc.fsnet.co.uk

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Parts for Sale
Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

13/60 CONVERTIBLE 1971. For Restoration or Spares. On Road until October 03. Many good parts or good for Saloon Conversion Project. Includes good Hood, Tyres, wheels and trim and engine. Won't Break so Buyer Takes all. Offers around £400. Steve (Peterborough) 01733 557 023 (Eves).

13/60 CONVERTIBLE. Blue. Recent respray. History. Lovely looker. S/S exhaust. New carpets and hood. Reluctant sale. Will e-mail photos. £2,450 o.n.o. Gareth (Telford) 01952 677459 gareth0898@yahoo.co.uk

13/60 1971 CONVERTIBLE. Wedgewood Blue. Excellent cond. Lots of history.

Overseas move forces sale. £3,000. Brian (Essex) 01268 690728 - 68255.

13/60 CONVERTIBLE 1971. Purple. MOT 04/04. Tax exempt. Alternator conversion. Good runner. Body needs attention. 88,000 miles. £500 o.n.o. Matt (S. London) 07714 594 630 - 69665.

13/60 CONVERTIBLE. Red. Very reliable. MOT June 04. Tax exempt. New mohair hood, moulded carpets, s/steel semi sports exhaust, unleaded. £1,750 o.n.o. Helen (London) 0787 0501540 - 67495.

1200 SALOON 1962. Litchfield Green. Tan

interior. Excellent condition for age. Runs superbly. Many bills and parts. 1 years MOT and Tax. Offers over £1,000. Hugh (Hayes) 0208 5692667.

13/60 CONVERTIBLE. 67,000 miles. Red. White hood. MOT 08/2004. Garaged last 9 years. 1,000 miles since engine rebuild and respray. £2,200. John (Surrey) 0208 6603884.

1200 SALOON 1966. Blue. Used and abused by lady owner for 10 years. Now in need of TLC. Very reliable. Plus 9 years Courier! £250 o.n.o. Kirstie (Coventry) 02476 453211 - 94/49205.

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

MKIV 1300 1973. Hard/soft tops. Sound body. MOT July '04. Met green. Used daily. Tax exempt. Offers around £1,000. Jack (Bucks) 0781 3642886.

1500 1976. 60,000 miles since full rebuild. K&N filters. EBC brakes. CD player. H/top, s/top, tonneau. Red. New MOT. £3,000 o.n.o. Lee Broderick (Devon) 07970 260929 - 67016.

MKIII body-off restoration six years ago. Seven months MOT. Garaged. Good runner. Clean interior. £950. Paul (Swansea) 01792 368661 - 98/58718.

1500 1981. Fully restored. Red. Real beauty. Taxed, MOT. Unleaded. Rebuilt engine. New gearbox, hood. Many new parts. £3,500 o.n.o. Carswell (Rosyth, Fife) 01383 417758.

MK4 1978. Red. LHD. Originally registered in Germany. Completely restored and resprayed. Hardtop. Tonneau. Soft top. Black leather seats. Single ownership for the past 16 years. Regularly serviced. Must sell due to lack of garage space. Selling at £3,250 o.n.o. Reg No UJE 326S. MOT and Tax 'til 08/04. Graham Purslow (Uppingham) 01572 821160 - 67433.

MKIV. Tax exempt. Year's MOT. Restored 2001. New bucket seats, rollbar. Competition radiator. New hood, hardtop. Alloys. Very reliable. V.g.c. £2,250 o.n.o. Danny (Herts) 07764 686572 - 0063793.

1500 part restored. Newish engine and overdrive gearbox. New differential. Stainless steel hardtop, rollbar. £1,000 o.n.o. Brett (Kingston) 020 83981030 or mobile 07836 661568 - 86/3551.

WINTER BARGAIN. 1500. Restored and rebuilt. Taxed. MOT'd. Pageant Blue. 1979. Lots of new parts. Lovely condition. Only

£3,000. Richard (Essex) 01799 522038.

1500. Lead-free engine, Kenlowe, alloys. Hood, seats, carpets, trim, suspension replaced. Stainless exhaust. Taxed, MOT (5.2004). £1,500 o.n.o. Adams (Warwicks) 01295 680286 - 87/17635.

1500 1977 Overdrive. Inca Yellow. Very good example. Drives superbly. Structurally very solid and sound and perfect paint. Stainless exhaust, new hood. Long MOT. Winter bargain £2,950. Quiller Triumph: View pics and other sale cars on <http://www.quillertriumph.co.uk> (SE London) 020 88544777.

Mk IV 1500 restoration project. White, overdrive, tax exempt, needs minor work to chassis rot to pass MOT. £600 o.n.o. (London) Contact Edward: 02083054118/07773913029

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1500 1976 (R). Excellent engine and running gear. Hard/soft tops. Solid but tatty body. Rear shock mount needs welding. £600. Doug (Hereford) 01432 769101 - 99/60552.

1500. Blue. Matching hood. Unleaded, overdrive, stainless exhaust, electronic ignition, oil cooler, Heritage bonnet, yew dash. TSSC value £4,000. Accept £2,950. Keith (Edinburgh) 0131 4493781 - 92/40138.

1500. Overdrive. Rebuilt suspension with polybushes, S/S exhaust. Walnut dash. Hard/soft tops. Always garaged. New job forces quick sale. £1,50. M Odolphe (France) 01373 812893 - 01/64529.

1500 1979. Inca Yellow. 7 months MOT. 2

months Tax. Requires some body restoration e.g. sill and will supply new clutch, new exhaust, hardtop and tonneau cover. £1,350 o.n.o. For more information contact Dave (N. London) 07956 487643 - 99/60117.

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MKIII 1968 restoration project. Nearly new hood. £100. Richard (Devon) 01363 775593.

1500. Reg 1980. One owner since 1983. 52,000 miles. Full service history. Hard and soft top. Period alloys. Excellent condition. £3,750. Stuart Clarke (Twickenham) 0208 8933317.

MKI 1963. Good runner. Alternator fitted, new distributor, w/pump, cam chain. Some spares. Must sell £1,500 o.n.o. Ian Lloyd (Hampshire) 01425 616654.

1500. Bare tub and bonnet. Rolling chassis and good 1500 engine, gearbox and diff. Offers. Mick (East Sussex) 01892 652399 - 97/55821.

VITESSE

Cars for Sale
Cars for sale
Cars for Sale

MKI 2L CONVERTIBLE 1966 (Nov). Signal Red. Unleaded head. S/S exhaust. New radiator. New petrol tank. Replacement clutch. One owner since new. Good, reliable runner. Bodywork needs attention. MOT to July '04. £2,000. John Cockrill (Deal, Kent) 01304 239439.

MKI CONVERTIBLE. Red A1. Unique Rolls Royce dealer plates. New gearbox, hood, dynamo and exhaust. FSH, MOT Aug '04. Manuals. 63,000 miles. £3,900 o.v.n.o. Rob Mettler (S. London) 07970 790852.

MKII 1969 Red Convertible. Same owner 15 years. Professional restoration 1990, now requires respray and interior work. £3,300. Robin (N. London) 0208 4420791 eves.

MKII CONVERTIBLE 1969. White. Recon gearbox, diff. 12 months MOT. Tax. Mechanically sound but bodywork tatty. Last valuation £2,000. Will accept £1,750 o.n.o. Ben (Hampton, London) 07763 986999 -

MKI SALOON 1968. Overdrive. Recent tyres. Stainless exhaust. Used daily. MOT

June. £800. Mark (Essex) 01376 500213 - **MKII CONVERTIBLE 2L.** Overdrive. Laurel Green. MOT S/Steel exhaust. Sound chassis. Good condition. Restored in past. Full history. Unspoilt genuine car. £2,900. Linda (Kent) 07802 776 779.

1600. Rare 1600cc 6-cylinder. Original, unrestored (very few new parts). Extensive documentation. 36,000 miles. 2 owners from new. Dry stored. £2,900. Paul Brooks (Suffolk) 017748 603407 or 01728 830459.

GT6

Cars for Sale
Cars for Sale
Cars for Sale

MKIII. Tax exempt. Rotoflex. Bills for £3,700. Photos. Ported unleaded head. Stainless steel exhaust. Full test. £1,750 o.n.o. Ted Woodall (Stoke on Trent) 01782 633176 - 54343.

MKIII 1974. Red, 11 months Tax, MOT. Service history. 55,000 miles. Garaged. Dry weather only. V.g.c. New gearbox, tyres, exhaust, radiator, battery. £1,995 o.n.o. Peter Hughes (Cheslyn Hay) 01922 701198.

MKIII. White. Tax exempt. Reconditioned unleaded head. New clutch and carpets. Copper brake pipes. Spax suspension. One year MOT. Bargain £2,950. Hayley Bell (Cambridge) 07900 937490 - 68894.

MKIII 1971. White. 11 months MOT. Overdrive. Resprayed. 2 owners since new. Interior needs attention. £3,900. Graham (Kent) 01732 843634.

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CAMBER COMPENSATOR for Mki Vitesse Convertible. Either new or secondhand. Jack Green (Cornwall) 01872 863301 - 96/56235.

FOR HERALD 1200. Charcoal Grey carpet set or pieces (Stanpart) Dave (Swindon) 01793 337069 - 92/40978.

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SPITFIRE 1500 Moss exchange differential part TKC 3718RX. New c/w and pinion. Test miles only £200 plus carriage or collect. Alan Beal (Tunbridge Wells) 01580 200696 - 68867.

VITESSE MKII SPARES. Complete car but dismantled. Free to collector. Andrew Foley (Nottingham) 07810 851975.

HERALD 1200. Registration 862 9FH. Blue and white. Garaged for last 10 years. Spares or repair. Free to good home. Steve (Suffolk) 01359 221354 - 87/18523.

SPITBITZ, SPITBITZ tones of parts all at reduced prices for this month only i.e. bumpers, was £75 now only £50; doors was £75 now only £50; Mkl, II, III Spit chassis was

£100 now only £50. Plus loads more, all reduced to make way for new stock. Spitbitz (Berks) 01189 732648.

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HERALD 1200 complete engine in bits minus block and crank. All parts free to collector or cost of postage. E-mail martin-dean.doe@btopenworld.com Martin Doe (E. Anglia) 01945 464949 - 98/59536.

SPITFIRE MKIII bonnet. Including bumper and sidelights and grille. Reasonable condi-

tion. £140 o.n.o. James (Kent) 01843 581667 - 69705.

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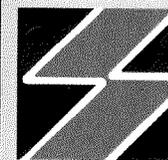
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