



Whatever Triumph you Drive Whenever you Drive it

Insurance policies from Footman James provide top quality cover at competitive premiums for TSSC Members with **ANY** Triumph Car. With a proven track record for 20 years in specialised Classic Triumph Insurance the TSSC and Footman James have pooled their expertise to provide an unbeatable combination of service and cover in an exclusive scheme designed for **ALL** TSSC Members.

FOR INDIVIDUAL SERVICE AND COMPLETE PEACE OF MIND **Contact us Today**

The Enthusiast's Insurance Broker

FOOTMAN JAMES



The Market Leader

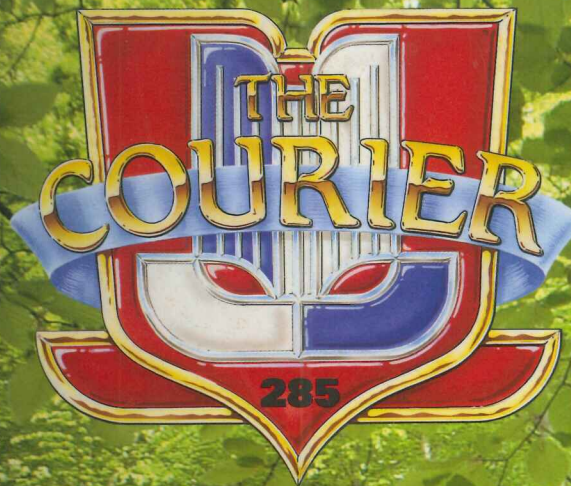
Tel. 0845 458 6760

Web: www.footmanjames.co.uk

E-Mail: enquiries@footmanjames.co.uk

Member of General Insurance Standards Council.
Telephone calls may be monitored or recorded for training purposes.

An open+direct Company



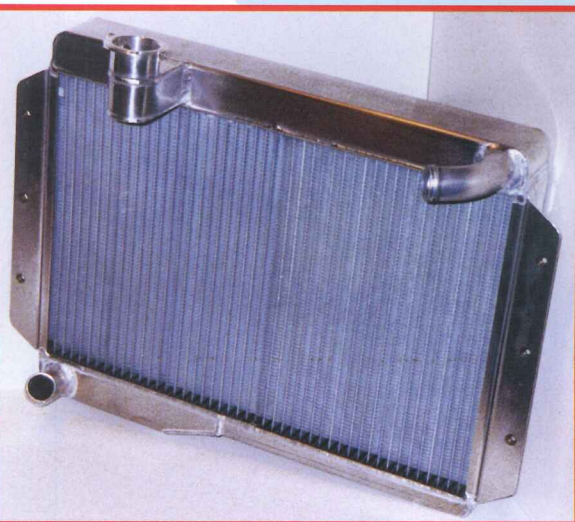
MARCH 2004

Cooling

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

Aluminium Radiators

Twice the Efficiency - Half the Weight. Highest F1 Quality Fabrication.



Fitting an aluminium radiator has proved to be a stunning upgrade over the last 12 months. Not only do they look fantastic, they really do work!

Currently available for these Triumphs: Spitfire, GT6, Vitesse 1.6 and 2 ltr TR7 - TR8. Prices start from £450.00. P&P £14.95. Please contact TSSC OFFERS for an individual price.

Radiators are made to order. Delivery is usually 28 days.

Please Note
If your Triumph is not listed above please contact TSSC HQ with your specific requirements

Secondary Cooling Fans

KE020	.....Herald/Bond (4 cylinder)	£95.00
KE021	.....Spitfire	£110.00
KE022	.....GT6	£110.00
KE023	.....Vitesse/Bond (6 cylinder)	£110.00
KE024	.....Manual Override Switch	£6.50
KE025	.....TR2 to TR7 (not TR8) from	£120.00
KE026	.....TR7 V8 Transplant	£160.00
KE027	.....Dolomite / 2000/2.5 from	£120.00
KE028	.....Stag (Rover/Triumph)	£155.00

Improve the cooling of your club car with this lightweight but effective fan. Can be used with or without existing fan (except Vitesse). Can reduce engine noise, produce quicker warm up, improve MPG and give extra performance.

Very easy DIY fitting. P&P - £9.95



New Design



The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.285 Vol 23. MARCH 2004
Price £2.50 Free to Club Members.

CLUB HEADQUARTERS

Main Street, Lubenham,
Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.Q. FAX: 01858 431936
H.Q. e-mail: membership@tssc.org.uk
<http://www.tssc.org.uk>

Headquarters open between
9am - 5pm Monday to Friday
Saturdays - check Courier P.7

CLUB MANAGER

John Muggleton e-mail: john@tssc.org.uk

FINANCE ADMINISTRATOR

Trudi Prettyjohns e-mail: trudi@tssc.org.uk

MEMBERSHIP SECRETARY

Miss Charlie Smith e-mail: charlie@tssc.org.uk

CLUB SHOP MANAGER

Nigel Whale e-mail: nigel@tssc.org.uk

Courier Copy By 10th of Each Month

Articles/Area News Enquiries

Tel: (01858) 434424 Fax: (01858) 468228

Courier / Area News

e-mail: courier@tssc.org.uk

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

COURIER EDITOR

Bernard Robinson

COURIER SETTING

Jo Sunderland

Courier Copy to:

Triumph Sports Six Club,
Main Street, Lubenham,
Leics. LE16 7TF.

PRESIDENT

Bill Sunderland

GENERAL SECRETARY

Peter Williams

5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.

TEL: 01604 705319.

COUNCIL MEMBERS 2004

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:
Spring has Sprung!
Lovely Herald Estate
in the woods.
Pic Graham Willcocks

Contents

march 2004

Events Calendar	4
Comment	5
News Review	6
Cop Shop	11
Herald 13/60 Register	14
GT6 Register	16
Bond Register	20
Specials Register	24
Spitfire I, II, III Register	28
International Liaison Report	34
Vitesse Register	38
Herald 948/1200/1250 Register	42
Spitfire IV/1500 Register	48
Race News	56
Heaton's Herald	60
Readers Write	64
Berkely Square - Hammer & Spanner	66
Building a Winning TR5 p2	72
Gertie's Story p2	76
TSSC Officers	82
Area News Review/ Classified Adverts.	83

T.S.S.C. Events Calendar

www.tssc.org.uk/events

PLEASE SEND ALL EVENT INFORMATION TO
TRUDI PRETTYJOHNS 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

September 2004

FRIDAY/SUNDAY 24/26 SEPTEMBER 2004
MILE OF TRIUMPHS
GREAT YARMOUTH NORFOLK

TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

April/May 2004

FRIDAY/MONDAY 30 APRIL 3 MAY 2004
TSSC ISLE OF WIGHT CAMPING
WEEKEND. APPULDURCOMBE.
CONTACT GRAHAM/ANGELA
01983 281427 OR events@triumph-iw.co.uk

May 2004

SATURDAY/SUNDAY 29/30 MAY 2004
CIRCUIT OF NORTHERN IRELAND RUN
CONTACT PAUL 0289 0292772

June 2004

FRIDAY/SUNDAY 11/12/13 JUNE 2004
BREEN BEACH PARTY
CONTACT COLIN 07778 778985
FRIDAY/SUNDAY 11/12/13 JUNE 2004
DALES RUN AND CAMPING WEEKEND
CONTACT: rpy@batley.fsnet.co.uk

SATURDAY/SUNDAY 26/27 JUNE 2004
PEAK RUN AND CONCOURS
COLIN 01773 531580

July 2004

FRIDAY/SUNDAY 2/4 JULY 2004
WEST KENT AREA STAND KM MOTORING
PAGEANT HOP FARM PADDOCK WOOD
CONTACT HARRY 01892 834954

August 2004

SATURDAY 8 AUGUST 2004
LEICESTER AREA SPLASH
STANFORD HALL LEICS

SATURDAY 28 AUGUST 2004
TOTALLY TRIUMPH CLASSIC SHOW
CONTACT PAUL 0289 0292772

September 2004

SATURDAY/SUNDAY 18/19 SEPTEMBER 2004
WORCESTER AREA CONCOURS

CLASSIC CAR SHOWS

(CLUB INVITED)

March 2004

SUNDAY 28 MARCH 2004
SPRING RESTORATION SHOW AND
AUTOJUMBLE STONELEIGH (NAC)
WARKS TEL: 01568 797881

May 2004

SUNDAY 30 MAY 2004
TRIUMPH MARQUE DAY
BMHIT CENTRE GAYDON WARKS

September 2004

SATURDAY 4 SEPTEMBER 2004
KILBRONEY SHOW & AUTOJUMBLE
ROSTREVOR, CO. DOWN.

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/23/SUNDAY/25 JULY 2004
CLASSIC LE MANS
PHILIP WILLCOCKS 07973 333303

2004 Race Calendar

Date	Circuit	Organisers
April 6th	Mallory Park	Triumph Trackday
April 10th	Silverstone	MGCC Rnd. 1
April 17/18th	Croft	BRSCC Rnd. 2
May 8/9th	Spa Invitation	
May 22/23rd	Rockingham	MGCC Rnd. 3
June 3rd	Oulton Park	MGCC Rnd. 4
July 18th	Mallory Park	MSCC/BRSCC Rnd. 5
July 31/Aug 1st	Donington	BRSCC Rnd. 6
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
September 12th	Cadwell Park	MGCC Rnd. 9
Sept 25/26th	Brands Hatch	MGCC Rnd. 10

Comment

By John Muggleton

Taxing Times

We have received a number of telephone calls from Members over the past few months regarding the recent changes to licensing laws. The main change is the implementation of a fine for owners who do not tax their vehicle or declare it off-road (SORN - Statutory Off Road Notification). If neither the tax is renewed nor SORN is declared within one month of the expiry of the previous tax disc or SORN, there is an instant fine of £80, reduced to £40 if paid within 28 days. For those of you who

7657585. More information is available from the DVLA website. www.dvla.gov.uk or their customer helpline 0870 2400010.

The old chestnut of fuel for our cars has also been a topic of conversation recently, especially with the falling number of garages selling LRP at the pumps. So what do you use? Many members have now fitted converted cylinder heads and run on unleaded fuel. Many more are using additives with unleaded fuel, or like I have in the past just filled up with unleaded and kept an eye on the head for valve seat recession. The FBHVC (Federation of British Motor Vehicle Clubs) have been acting on behalf of Clubs for a number of years regarding these matters and are looking for your opinions. For the latest news their website www.fbhvc.co.uk is full of excellent information and advice.



Last Years epic 2 day rebuild at Alexandra Palace

have long term restorations underway, you only need to make a SORN declaration if the vehicle has had a licence in force on or after 31st January 1998. If you have more than one vehicle and wish to check on the status of your fleet call DVLA's Date of Liability phoneline 0906

On a lighter note, yet another great Stoneleigh show. With the shows now getting into swing, I look forward to meeting some of you at the **Classic Cars Live show at Alexandra Palace on the 20th & 21st March**. If you're thinking of going, save yourself some money and pre-book your tickets. See the advert on page 12 of this months mag for full details.



TSSC NEWS *Review*

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

2004 International Display

This year is the 40th Anniversary of the Spitfire first appearing to race at Le-Mans

To celebrate the TSSC International Team are gathering some historic Spitfires for the club stand, with particularly exhibits you may not usually see. In order to maximise the display we wish to put as many Spitfires into Bingley Hall as possible.

Remember this years impressive Red Car display, lets fill the hall with Spitfires !

Space is limited to 70 cars, places are sure to be taken quickly, to register your car now !!

Write to The Event Manager, 12 Henry Ryder Close, Abbeymead, Gloucester GL4 5GA with your name, membership no, car details including Colour, Reg No. and type i.e. Mk1, 2, 3, 4 or 1500

If you can get online - Go to

www.tssc.org.uk/international.asp?article=registerme

The excellent lighting in Bingley Hall shows the cars off to their maximum and the balcony's offer superb vantage points for dramatic photo opportunities across the display.

Photographs of the display will feature in the Courier and many Triumph and national classic car magazines. Cars registered prior to the event will receive a commemorative rosette as part of the display.

Register your Spitfire soon to avoid disappointment !

The 2004
International Team



ADU 1B - Picture courtesy of Jean Jacques de Galkowsky

RED ROSE GROUP

2004 North Wales FUN Classic
Trackday

Location: Trac Mon, Anglesey,
North Wales

Date: Sunday 9th May 2004

Time: Sign in 8.30 am to 9.30 am

9.15 am Instruction Talk

Track time 10.00 am 'til 6.00 pm

3 - 20 minute sessions per hour, max 15, laps per session

The TR Register's Red Rose Group, Fun Classic Trackday is planned for the above date. Anticipation of a well attended event is expected, first come, first served. Although hosted by a Triumph club, this event is not limited and we invite guests with various classic marques.

A £20.00 deposit must be placed at the time of booking, reservations cannot be taken otherwise.

For more information and bookings, please contact Dave Randles on 01244 822444 or e-mail dave@benran.net . www.benran.net



HQ OPENING TIMES

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 13TH MARCH - 9.00 AM TO 1.00 PM

SATURDAY 27TH MARCH - 9.00 AM TO 1.00 PM



www.tssc.org.uk



5%
Discount



www.tssc.org.uk

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 3RD APRIL - 9.00 AM TO 1.00 PM

SATURDAY 24TH APRIL - 9.00 AM TO 1.00 PM

CLOSED FRIDAY 9TH TO MONDAY 12TH FOR EASTER HOLIDAY

The Club Shop will be attending the following shows

LONDON CLASSIC MOTOR SHOW

Sat/Sun 20th/21st MARCH

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 Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

TSSC Club Shop Online
www.tssc.org.uk

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

FEATURES TO THE SITE ARE:

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

SIX SPARES

THE TRIUMPH CAR SPARES SPECIALIST

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

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

MAIL ORDER ADDRESS ONLY
138 FULWELL ROAD, TEDDINGTON, MIDDLESEX, TW11 0RQ
OPENING HOURS! Mon-Fri 9.30AM TO 6PM, Sat 10AM TO 2PM
TEL: 020 8977 6587 FAX - 020 8977 7358

TELEPHONE NO. 020 8977 6587

SEALS - HERALD/VITESSE

Front windscreen seal	£22.91
Bonnet scuttle/bulkhead seal	£5.29
P seal on windscreen frame	£4.11
Saloon roof to header w/screen frame seal	£14.10
Hood header rail seal, front	£8.81
Hood front outer finisher/ seal (white only) original	£19.98
Front quarter light rubbers per pair	£37.60
Door skin to door glass outer weatherstrip	£6.46
Door skin to door glass inner weatherstrip	£3.99
Door glass glazing seal	£3.53
Hood side seal (top of door)	£5.29
Wheel arch to dash seal (small mud flap)	£3.29
Door aperture seal, convertible	£12.93
Chrome door aperture seal cappings Convertible pair	£14.10
Door aperture seal, saloon	£15.28
Front valance seal	£1.65
Door check link seal	£2.64
Gear lever gaiter	£12.93
Handbrake gaiter	£11.75
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boot	£3.82
Boot seal	£12.93
Estate rear tailgate glass seal original	£44.05
Rear quarter window seal, saloon	£23.50
Rear windscreen rubber, saloon	£24.97
Window runner channel, front	£7.99
Window runner channel, rear	£5.88
Rear roof to deck seal, saloon	£13.51
Petrol tank filler neck seal	£6.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£6.99
Petrol tank drain neck seal, sponge	£6.99

ALL OTHER SEALS AVAILABLE - PLEASE RING

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£19.98
P seal on windscreen frame	£4.99
Roof to windscreen top seal, GT6 I, II	£26.50
Hood header rail/hard top seal, front, SPITFIRE	£8.23
Door skin to door glass, outer weatherstrip	£6.46
Door skin to door glass, inner weatherstrip	£3.98
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£5.29
Wheel arch to dash seal (small mud flap)	£3.29
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.69
Door aperture seal (Furlex) GT6	£18.80
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.65
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.59
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£9.99
Handbrake gaiter, SPIT I, II, III, IV	£11.75
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boot	£3.82
Boot seal Spitfire	£12.93
Tailgate aperture seal, GT6	£12.93
Tailgate glass seal, GT6	£27.03
Petrol tank filler neck seal	£6.58
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.99
Tailgate rubber insert GT6 I, II, III	£6.99
Cover clip for inserts	£2.00
Door handle 1/h HERALD, VITESSE	£39.95
Door Barrell and push button r/h HERALD/VITESSE	£29.38
Door cam lock r/h HERALD/VITESSE	£39.95
Outer door handle ass. SPIT I, II, III, GT6 I, II	£20.56
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£109.86
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£24.90
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£29.96
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£21.74
Window winder handles and inner door opening handles, all models - please state model	£9.00
'B' post striker catch SPITFIRE, GT6	£15.86
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£27.03
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£19.39
Boot lock assembly SPITFIRE IV/1500	£19.51
Tailgate handle and lock assembly GT6 I, II	£23.50
Tailgate handle and lock assembly GT6 III	£19.98
Boot latch/striker assay. SPIT IV/1500, GT6 (ALL)	£13.22
Chrome flip top petrol cap SPITFIRE IV/1500	£43.48
Lacking petrol cap, SPITFIRE, chrome	£21.15
Lacking petrol cap, HERALD, VITESSE	£14.98
Chrome wiper arm assembly, all models	£9.99
Stainless wiper blade and holder, all models	£8.81
Chrome wiper wheelbox Hexnut	£2.00
Bonnet mirror (head & stem), HERALD, VITESSE, original from	£28.20
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£21.15
Bonnet lock kit (pairs) all models	£17.92
Bonnet catch assay. all models	£26.73
Steering column lock assay. SPITFIRE IV/1500, GT6 III	£43.48
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£8.23
Ignition barrel and keys as above HIGHER SECURITY	£14.10
Matched lock set GT6 I, II, door, tailgate & ignition locks	£33.25
Full lock set as above with paired bonnet locks	£44.65
Matched lock set SPITFIRE, door, boot & ignition locks	£27.08
Full lock set as above with paired bonnet locks	£38.78
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£33.25
Full lock set as above with paired bonnet locks	£44.65
Matched lock set, HERALD/VITESSE, door, boot, ign., c/bax	£58.75
Rear override HERALD, VITESSE, fully pressed (each)	£37.60
Chrome w/screen washer jet, complete ass., SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., HER/VIT	£4.99
Rear number plate light aluminium covr, orig. HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£125.73
Bumper end cap, aluminium HER	£11.75
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

ALL CHROME, LOCKS, BRIGHTWORK AND BADGES DECALS COMMISSION PLATES STOCKED - PLEASE RING

PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£141.00
Front valance, quality fibreglass	£42.30
Bonnet D plate, HERALD, VITESSE	£12.10
Front wing, HERALD 13/60 ORIGINAL PRESSING	£99.88
Front wing VITESSE	£123.38
Front wing, HERALD 1200	£127.49
Front wing arch repair	£22.33
Sill, HERALD, VITESSE	£23.50
Door skin, ORIGINAL PRESSING	£76.38
Door under section repair panel, HERALD, VITESSE	£29.96
Door step/tread panel (not aluminium finisher) as original	£11.75
Rear wing, HERALD, VITESSE	£86.95
Rear wing arch repair	£22.33
Rear quarter valance steel (with or without bumper strip)	£32.90
Rear centre valance, VITESSE, original pressing	£32.50
Rear centre valance, HERALD, original pressing	£73.44
Complete Windscreen Frame Panel, Original Stanpart	£293.75

PANELS - SPITFIRE/GT6

Battery box	£17.63
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£62.76
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£34.08
Front wing, origina pressing, SPIT I, II, III, GT6 I	£75.20
Front wing, origina pressing, GT6 II	£99.88
Front wing, SPIT IV/1500, GT6 III	£44.65
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£34.08
Sill, all SPIT, GT6, as original	£22.33
Six piece sill kit, both sides SPIT/GT6	£88.13
Door skin, SPIT I, II, III, GT6 I, II	£38.78
Door skin, SPIT IV/1500, GT6 III	£39.36
Full floor, One Side, front to rear, new improved with Captives	£86.36
Heelboard panel	£38.78
Heelboard bracket for radius arm	£38.78
Rear wing, SPITFIRE IV/1500, GT6 III	£98.70
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£57.70
Rear valance, SPIT I, II, III, GT6 I, II	£66.88
Rear valance, SPIT IV/1500, GT6 III	£54.93

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£17.63
Front wishbone bushes	£1.41
Lower Steering Coupling	£22.33
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolox	£68.15
UJ flange to diff, small or large	£18.80
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6	£70.50
Front vertical link HERALD, SPITFIRE	£68.73
Front wheel bearing kit (inc. hub felt)	£14.69
Top ball joint, all models	£11.75
Track rod end, all models	£7.99
Universal joint, all models	£7.23
Front suspension bolt/nut kit, all models	£14.98
Rear suspension, non rato, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£18.80
Front coil spring, HEAVY DUTY, state model	£19.39
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, non rotolox models	£23.50
Rear full wheel bearing kit, non rotolox models	£18.10
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£86.95

BRAKES ETC.

CALIPERS ALL FULLY RECONDITIONED AS NEW EXCHANGE	
Type 12 HERALD, SPITFIRE to 67, VITESSE 1600	£58.75
Type 14 HERALD, SPITFIRE '67 onwards, for only!!	£49.94
Type 16/16PB VITESSE, GT6 State model	£59.93
Type 16PB Metric GT6 III Late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£17.63
Brake drum, late GT6 MkIII ORIGINAL	£24.68
Wheel cylinders, Rear - state model	£8.99
Brake hoses front/rear - state model	£8.81

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£38.78
Petrol tank sender unit SPITFIRE	£38.78
Fuel pump HERALD, SPITFIRE	£21.15
Fuel pump VITESSE, GT6	£23.50
Carb repair kit (Stromberg) inc. needle valve	£18.80
Carb repair kit (S.U.s) inc. jet	£24.68

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

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

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£82.25
SPITFIRE 1500	£91.65
VITESSE 2 Litre, GT6 all models	£111.63

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£5.88
Engine mounts, 6 cyl.	£7.05
Overdrive gearbox mounting	£15.86
Standard gearbox mounting	£2.94
Steering column bush (excluding late 1500)	£8.52
Bump stop rotolox suspension	£5.58
Rear inner wishbone bush rotolox models	£7.34
Rear spring eye bush, all models	£6.17

REMEMBER WE STOCK A FULL RANGE OF NEW & SECONDHAND SPARES FOR YOUR TRIUMPH WITH DELIVERY DIRECT TO YOUR DOOR
TEL: 020 8977 6587

HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£116.33
Hoods, SPIT MkIII - original quality	£116.33
Hoods, SPIT IV/1500 zip rear window original quality	£120.73
Hoodwell Cover HER/VIT including fixings	£50.53
Headlining, HER/VIT, saloon, coupe	£64.63
Pair of front seat recovering kits HERALD/VITESSE	£158.62
Rear seat covering kit HER/VIT	£158.62
Pair of door trim panels, HERALD	£59.93
Pair of door trim panels, VITESSE	£64.63
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£69.92
Front scuttle side panel, HER/VIT	£12.93
As above, left hand for VITESSE, with pocket	£24.68
Under dash mill board panel HERALD/VITESSE	£24.97
Seat base diaphragm, HERALD/VITESSE	£23.50
Moulded carpet set, HERALD/VITESSE	£142.18
Carpet set, SPITFIRE, tufted and bound	£94.00
Moulded carpet set, SPITFIRE	£188.00
Moulded carpet set, GT6 (state model)	£239.70
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£157.45
Door trim panel, SPIT IV/1500	£30.55
NEW SPITFIRE, GT6 dash top cover (state model)	£43.38
Door trim panel GT6 state model	£30.55
Glove box, SPITFIRE, GT6, each	£17.92
Pair of sun visors SPIT IV/1500, GT6 III	£34.96
Radiator cowl, GT6	£15.28
Radiator cowl, SPITFIRE	£12.93

ALL OTHER INTERIOR TRIM STOCKED LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£24.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£39.66
Halogen headlight conversion set, VITESSE	£52.88
Dash interior light unit, Original, Herald /Vitesse	£14.10
Wood rim steering wheel, all models	£56.40
Leather rim steering wheel, all models	£38.78
Fibreglass tunnel covers, state model	£42.30
Overdrive column switch cowl	£19.98
Alloy rocker cover, 6 cylinder	£59.93
Alloy rocker cover, 4 cylinder	£47.59

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

PRICES EXCLUSIVE TO TSSC MEMBERS

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



International Weekend 2004

STAFFORD County Showground

40th Anniversary Display

July 10th/11th

DIRECTIONS

Junction 14, M6.
A518 Stafford to
Uttoxeter Road.

- ★ Saturday Night Party
- ★ The Top TSSC Concours Event
- ★ Massive pure Triumph Trade Parts and Autojumble Stands
- ★ Childrens Creche
- ★ Fun and Games for ALL The Family & much more!

TRADERS Ring
01858 434424 To Book
Stand Space

Le Mans
Spitfire
1964 - 2004



WEEKEND PRICE £17.50
INCLUDES ENTERTAINMENT AND CAMPING

OR 1 DAY TICKET £9.00

PRICES SHOWN ARE PER PERSON

NO PRIOR BOOKING NEEDED

SPONSORED BY FOOTMAN JAMES



Cop Shop

by Mike Crewes

www.tssc.org.uk/copshop



Tyres, Tubes and Legalities

Recently there has been quite a discussion on the Club's website Message Board regarding the legality of tubeless tyres on our (and older) cars. After some research I came up with some useful information, but I'm afraid it may need further research by the register secretaries to give it the accuracy that members may need.

Wheels on modern cars are constructed for tubeless tyres and this can be seen on any modern wheel (with the tyre removed). You will see a hump on each side of the wheel well close to the rim. This holds the tyre bead in place and makes sure that the tyre seals itself on the wheel, preventing the bead from moving and breaking the air seal. Older wheels may have one hump and are also constructed for tubeless tyres.

Now the problem. Very old wheels will have no humps, but this doesn't mean that they are not constructed for tubeless tyres. Some wheels are and some are not. Just to add to the confusion, it is notoriously difficult to find out whether, or not a particular wheel of this construction is suitable for a tubeless tyre or not (a job for Register secretaries?).

But so what? Well, if you have tubeless tyres fitted to a wheel that is not constructed to be fitted with them you commit an offence under Regulation 100 Road Vehicles (Construction and Use) Regulations 1986, in that you are using a vehicle in a dangerous condition. How it would come to light, or even be proved is another matter.

If you are not sure what type of wheels are fitted to your car the answer is simplicity itself - fit inner tubes. My research (with Michelin Technical Department) shows that, contrary to popular opinion, you can fit inner tubes inside radial tyres provided the

following points are observed:-

1. The inner tube is of the correct size and properly lubricated with talc.
2. The inside surface of the tyre is smooth and not ridged.
3. The wheel is in good condition.

So there you have it, more useful information with which to astound your friends at this spring's parties.

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 and SAE if a reply is required), or email: copshop@tssc.org.uk

SPITFIRE, HERALD, VITESSE, 2000, 2500, DOLOMITE, STAG, GT6, BOND.

ALSO ROVER SD1 ALWAYS BREAKING FOR THOSE V8 PARTS. MASSIVE STOCKS
www.winsandco.co.uk e-mail: winsandco@tinyworld.co.uk



WINS INTERNATIONAL LTD
TRIUMPH SPARES
ESTABLISHED 1987



Price Lists, New parts for all Models

PROBABLY THE LARGEST BREAKER OF ALL TRIUMPH MODELS.
WE ARE CONSTANTLY BREAKING, ALL PARTS SHELVED.

WITH OVER 400 CARS BROKEN, WE WILL HAVE THAT ELUSIVE PART.
ALL PARTS CARRY A MONEY BACK GUARANTEE. FAST NEXT DAY DELIVERY, OR VISIT THE SHOP COUNTER. WORLDWIDE DELIVERY.
ALL NEW PARTS AVAILABLE FROM OUR EVER INCREASING STOCK.

(CALL THE ALADDINS CAVE OF THE TRIUMPH WORLD)

Mail Order Specialist

Delivering UK and Worldwide

TEL: 01342 836060 FAX: 01342 833878

WINS INTERNATIONAL LTD, UNIT 17,
HOBBS INDUSTRIAL ESTATE, NEWCHAPEL,
LINGFIELD, SURREY RH7 6HL

VISA - SWITCH - MASTERCARD



**CLUB MEMBERS,
MAKE SURE YOU SEE**

**BRITAIN'S
FINEST
DISPLAY OF
CLASSIC CARS**

**SPECIAL
CLUB OFFER**
£5 PER
TICKET
SAVE £6.50 OFF
TICKETS ON
THE DOOR

STUNNING DISPLAYS
 CELEBRITY GUESTS
 CONCOURS CARS
 CLASSIC CARS FOR SALE
 INTERACTIVE EXHIBITS
 EXPERT ADVICE
 CLUB STANDS
 TRADE STANDS
 AUTOJUMBLE
 AUTOMOBILIA AUCTION
 DRIVE-IN FROM THE ACE CAFE



**DONT MISS THE
GOLDFINGER 40TH
ANNIVERSARY
JAMES BOND
FEATURE**

Welcome to
classiccars

FREE CAR PARKING

SHOW OPENING TIMES: 9.30am to 5.30pm

ADVANCE TICKET PRICES FOR CLUB MEMBERS: £5 Adult
MUST BE PURCHASED IN ADVANCE BY PHONING

TICKET HOTLINE 0870 366 6542

To take advantage of the £5 ticket price, please phone the ticket hotline quoting 'CCM' or book online at boxoffice.necgroup.co.uk/cclive - enter password 'CCM'. Transaction fee per booking £0.95.

For the latest event news visit www.classiccarslive.com

Try our Website www.trgb.co.uk

You can download our price
 disc of over 7,000 part No's.
 and our additional search
 facility helps you find the
 part you want.

If you do not have access
 to the Web then give us a
 call for a Free Price Disc

TRGB LTD.

0870 7572441
 or Fax: 7572442



**British Motor
Heritage
Approved**

TRIUMPH SPECIALISTS FULL RANGE OF TR2/3/4/5/6, SPITFIRE, GT6, HERALD AND VITESSE PARTS

CHEAPER QUALITY RELIABLE SPARES IN EAST ANGLIA

SPECIAL OFFERS

Beautiful Leather Steering Wheels inc. Boss from only	£49.00
NEW Moulded Leather Wheels (similar to Mo Mo) inc. Boss	£75.00
FIT THESE KITS AND YOU ARE GUARANTEED BETTER STOPPING POWER	
Set of 2 Brake Discs and EBC Kevlar Pads Herald/Spit	£49.95
Set of 2 DRILLED Discs and EBC Kevlar Pads Herald/Spit	£89.95
Vitesse and GT6 Kits as above at only £55.00 (STD) and £89.95 Drilled	
Set 4 Goodridge Brake Pipes Stainless Steel Braided Spit or GT6/Vit	£39.95
Genuine HERITAGE Rear Wings Spitfire IV/1500/GT6 MkIII	£89.95
Genuine HERITAGE Front Wings Spitfire IV/1500/GT6 MkIII	£42.00
QUALITY Alloy Rocker Covers 4-Cylinder £43.47 6-Cylinder	£57.50
Spitfire MkIII or IV Stainless Exhaust Systems (state model)	£117.50
Spitfire 1500 Stainless Steel Exhaust Systems from only	£135.00
Lumination Electronic Ignition Systems from only	£85.00
Wool Mix Carpet Sets all Edged with Leatherette from	£87.00
Kenlowe Fan Kits Latest Design	£98.99
Wipac 5 1/2 Inch Spot Lights Chrome Backed VERY Period, pair at	£19.00

YOU MUST MENTION THIS ADVERT FOR THESE PRICES

CARRIAGE FROM ONLY £6.99
 FOR A 30KG PARCEL

ALL PRICES INCLUDE VAT

Full workshop facilities at only
 £27.50 an hour PLUS VAT

TRGB LTD Unit1, Sycamore Farm, Industrial Estate, Long Drove, Somersham, Huntingdon, Cambs. PE17 3HJ.

Voted Top 500 Top Trader
www.jyclassics.co.uk

JY CLASSICS
 Service, Restoration & Sale of Triumph Sports Cars

Spitfires restored to order
 Servicing, Repairs, MOT work
 Welding, Trimming, Hood Fitting
 Bodywork, Accident Repairs

Spitfire, GT6, TR6 & Stag Specialists

Pre-Purchase Inspections Nationwide

Spitfires Bought and Sold

Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks HP16 0DR

01494 866087
 e-mail: sales@jyclassics.co.uk
www.jyclassics.co.uk

Anglian TRIUMPH SERVICES

TEL: 01986 895387 FAX: 01986 / 896860
 email: david@angserv.demon.co.uk
<http://www.angserv.demon.co.uk>

CROSSWAYS GARAGE
LODDON ROAD DITCHINGHAM
NR BUNGAY NORFOLK

SPECIALIST FOR
SPITFIRE, GT6, VITESSE AND HERALD
REPAIRS - RESTORATION - PARTS

SERVICES : ENGINE RECONDITIONING
SERVICING - TUNING - RESPRAYS
CAR SALES - TRANSPORTATION
CAR FINDING SERVICE - TRIMMING
ELECTRICS - CLUTCH FITTING
IN FACT YOU NAME IT WE DO IT!
ANGLIAN TRIUMPH SERVICES
KEEPING YOUR TRIUMPH ON THE ROAD



Little Improvements

By Derek Giles

As you may remember, I have posed the question on a couple of occasions on the effectiveness of Green stuff/Kevlar brake pads.

Everybody seems to have an opinion, and at the moment I guess it is about 50/50 that they offer an improvement depending on what else has, or has not been done to the braking system.

I have fitted a set to a friend's

1500 Spitfire and he swears by them; BUT they do seem to produce a lot more dust than the normal pads!

So perhaps I can now put the cat among the pigeons once again, I have found that EBC do another set of pads that contain Kevlar and are marketed by, among others, Moss, as regulation '90' ROAD (Kevlar) pads. Their part No is TT3450KV and cost £12-87p, perhaps a little dearer than a standard set but considerably cheaper than the Green stuff!

I have now fitted a set to RWV and will assess their potential and let you know how they perform.

Another of my old favourites is the storage life of unleaded petrol, to me it lacks the effectiveness of old style fuel and also seems to GUM up carbs and fuel pumps/lines! (More or different resins perhaps?) This came to a head when, after my 3 week jolly to Africa, I started RWV!

During the winter I always run the engine for 15 to 20 mins once a month just to keep all the fluids moving and prevent

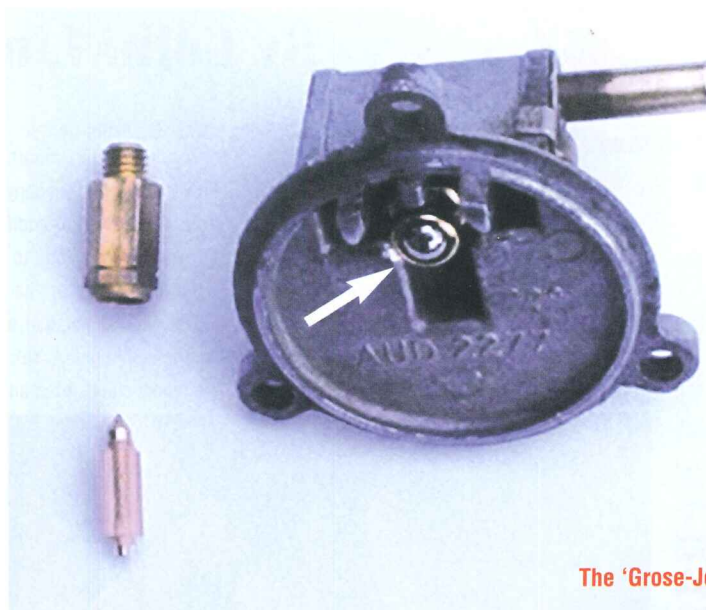
too much condensation anywhere. The engine ran OK but I soon noticed fuel leaking from the vent on the rear carb. On investigation I found the needle valve had a gummy deposit on the seat, so the fuel level was artificially high! The front one also showed signs of the same deposit! All something to do with the additives used I guess, and the fact that the

brass tip of the needle valve can't cope with anything other than pristine seating!

I must admit this is not the first time I have had this problem, the Bond has suffered the same fate on more than one occasion! More annoying than anything else as petrol costs enough without leaving it on the road. I can recall some years ago a modified needle valve tip using vitron was tried but I don't think it proved any better.

Someone though, must have been doing his or her homework, as an alternative is now available in the form of the 'Grose-jet'.

This utilises a steel ball and machined spherical seat! I have fitted a pair to my 1.1/2" S.U. carbs and they seem to be working well! Again Moss can supply these under part No GAC9201X at £7-95p each. Moss may not always supply the best value for money parts or service but if you choose wisely a lot of their 'Triumph Tune' parts are well developed and after all you pay your money and takes your choice!



The 'Grose-Jet' in situ

And finally: An update on the IVR situation. As of Dec 03. The total count stands at 579 cars.

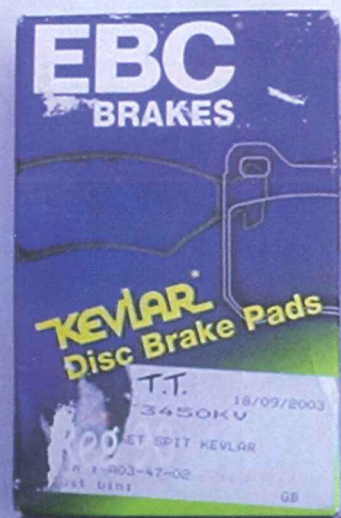
This breaks down as follows;

Convertibles:	340
Saloons:	163
Estates:	52
Scrapped:	24

It is still surprising that out of each batch I receive, about 50% of cars are new to the IVR scheme. Including many that have changed hands in the last 6 months or so! Does this mean some 13/60 members are still not convinced of the importance of holding this information in a central database? If these details are not saved now they may well be lost forever and that can only be detrimental to the history that is TRIUMPH!! SO COME ON PLEASE SPEND 20mins filling in an IVR for YOUR CAR! Use the FREEPOST address and keep me busy!!

Cheers for now and watch this space.

Derek



Green Stuff Pads



GT6 Fan-tastic

By Colin Lindsay

Hi all, and greetings from Northern Ireland !!

I've just taken a week off work primarily to get a few things done around the house prior to selling it, which has now fallen through since my dream house - the one with the 60 x 30 garage - has been sold, (and not

somewhat!!)

I'm aiming this month's article primarily at Mk1 owners, unless any of you have taken the retrograde step of adding either a dynamo or a metal engine fan to later cars! Whilst at Stafford a few years back in a mad fit of 'originality-itis' I managed to lay my hands on an as-new six bladed metal engine fan in a very fetching shade of orange which I thought I

Spitfire & GT6 Fans



to me either) so when this month's Courier fell through the letterbox into the welter of paint, concrete dust and various central heating fluids it was a welcome diversion! (I also took this week off to miss the worst of the snow, as I've five hills to navigate to reach the main roads and they can be hairy in snow or frost to say the least - however as I look out of the window at the torrential rain I realise we seem to have missed it

would use to replace the later eight-bladed yellow plastic item with which SAL had arrived in my garage; four years on I'm thinking "originality be damned" and I'm going to refit the later fan both to reduce engine noise and to improve the engine power - there is a significant weight difference and it may be only a slight improvement but it still helps... I find the plastic fans are more forgiving with

regards to balance; the blades respond to the heat of the engine and tend to regain their original line whereas the metal ones if unbalanced soon let you know! I was quite surprised to find that even though the position of the GT6 fan differs from Heralds or Spitfires, being moved

to the crank pulley instead of the water pump - the mounting holes are exactly the same and whilst you probably won't want to fit a Herald fan, the seven bladed Spitfire model is a cheap and readily available alternative to the heavier eight bladed GT6 fan although on balance, it's slightly smaller and from the shape of the blades there will be less cooling power. I've included a photo of both to show the differences. The Spitfire fan has a recess on the rear of the central hub which means it sits further back from the radiator and also closer to the fan belt, but it should be a simple matter to add spacers if you require. If you're fitting a replacement fan - or if your current one needs an overhaul - you'll require a kit as shown: rubber mountings with inner metal sleeves and two tab washers which will prevent your fan bolts unscrewing and flying off. And where do they go? Straight through the radiator... Part numbers are 108496 (bushes), 108499 (metal sleeves) and 107857 (tab washers). The tab washers do raise one point - how on earth am I meant to bend the tabs on the washers if they fit snugly down into the recess on the fan? Unfortunately I don't think there's any way of replacing the fan without removing the radiator so while it's out, give it a good flushing and inspect the hoses for cracking or splitting.

Flush the rest of the system too while you're at it, we might get a Summer this year...

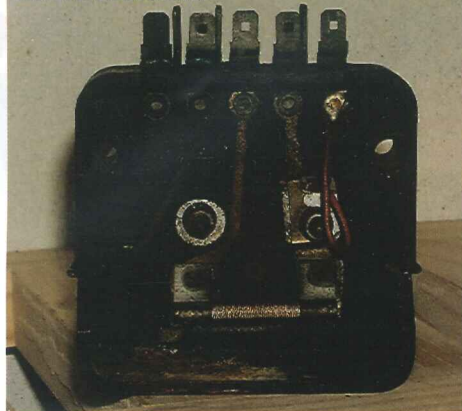
I was glad to see Dave Rumens resurrecting the article on alternator fitting in last month's Courier; this is a subject covered a few



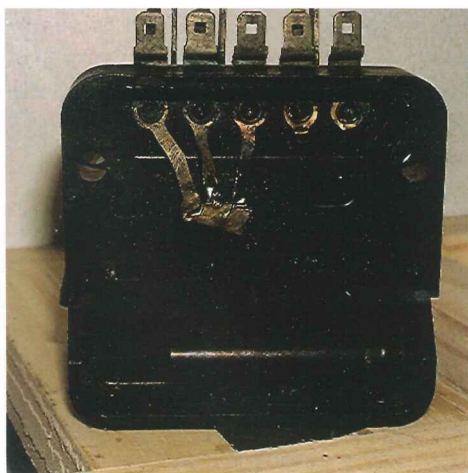
Fitting Kit

times over the years but I always feel it's no use directing a new member to articles in magazines which appeared around 2001 if not earlier and expecting them to find a copy (Practical Classics are always doing that!!) so while I still have this to do on SAL, I've obtained all the parts necessary to do the job from visits to Stafford or other autojumbles... with the exception of the fan shroud... any sources? I've seen more than a few GT6 with a huge and often untidy lump of peeling insulating tape under the control box and I wanted a more professional looking finish. Last year I decided that the tidiest way to dispose of the errant wiring was behind the control box as opposed to under it and therefore adapted the copper connections to join together with a small blob of weld to keep them in place. Detach any copper connectors you'll be using from the front of the control box by cutting or bending then push them through the slots to the rear - you'll be pleasantly surprised how much you have to join together! Simply wrap them together making sure they're making

Before Conversion



good contact - rub with sandpaper if they're a bit corroded - and solder them to ensure they don't come apart again. The three larger wires join to their usual terminals, which link in behind the box; the thin brown / green and brown / yellow wires which have to join to operate the warning light can simply be connected to the same terminal using adjoining lugs or a 'piggyback' spade connector and the black wire - now redundant - connects to a terminal which goes nowhere.



After Conversion

Thus everything looks as though it's meant to be there, and there's no huge blob of insulating tape and wiring hanging under the loom. You can pick up spare control boxes for pennies in any Triumph breakers. The great thing is that not only do you now have a tidy wiring job, but the actual empty control box is handy

for storing emergency fuses, bulbs or even spare keys - just wrap them in plastic to avoid rattling or any danger of ever shorting anything....

This advert which has been pinned to my garage notice-board for the last five years or so came from Classic and Sports Car magazine and features a real monster of a



Triumph GT6

1973. By Weslake. A very potent motor car and ideal for historic rallying or racing. Modifications are too numerous to list but I can vouch for the fact that she is a TR6 eater. A most comprehensive history file comes with this car from her fastidious owner. Beautifully finished in metallic silver with sun roof, full harness seat belts, Minilite wheels, triple Weber carburation and much, much more. Don't miss it at £4,950.

GT6, in which I was slightly interested however certain features, probably the insurance and 5 mpg did play a big part in dissuading me. Who did buy it? Is KKP 422 L still out there in the UK, or did it follow many of the cars advertised in the more exclusive magazines to a foreign clime? Metallic silver is a lovely colour to modernise the GT6, although I'm not sure about the badges screwed to the overrides...

It's nice having time off; I can answer member's queries 'live' on the phone instead of replying to saved messages and even managed to get to the club messageboard to add my long-overdue sixpenny worth! Pity I missed Stoneleigh though...Tomorrow I'm off to Belfast to see SAL which I believe should be close to completion.. my garage is too empty looking without it! That's the great classic car equation: the fuller the garage, the emptier the bank balance...

See you all next month

Colin



Canley Classics



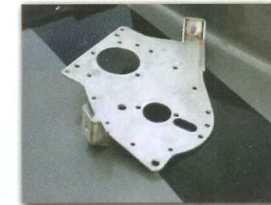
The Triumph Spares Specialists



Leading the way in the development, production and sales of tuning and suspension products for all small chassis Triumphs, backed up by one of the largest stock holdings of spares to keep your Triumph on the road.



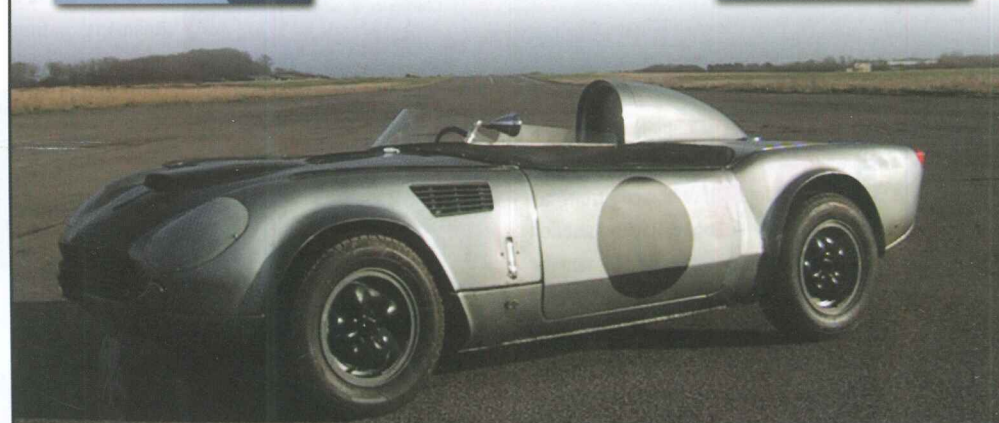
Recent developments include a wide range of lightweight components, including aluminium engine plates, water pump housings, front hubs and lightweight flywheels.



We also stock famous brands such as Koni, EBC brake products, Goodridge brake hoses, Polybush, and Quaife differentials.



click on : www.canleyclassics.com to keep up to date with what's new for your Triumph !



visit our website at : www.canleyclassics.com

or call us on telephone : 01676 541360

Green End Road, Fillongley, Warwickshire, United Kingdom, CV7 8DT





Dutch Bonding

By Guy Singleton

At Stoneleigh's Triumph Spares day I was pleased to see Steve White's new 2 litre convertible.



that I can't find any contact details for him so I'd be pleased if he could get in touch again. I'd love to hear more about how the Estate project is going.

I recently had an email from Frank Bosmans from Belgium who has



Which he bought via (rather than directly from) an eBay auction from a 'well known trader', familiar to many of you! I understand that the car was not 'quite' as described on eBay but eventually a deal was done. We found the car in the car park but unfortunately did not get to meet Steve, though he did call later to say that the car had got him there and back – just! It seems to like drinking water as well as petrol! No doubt we will meet him soon

and also set to know more about the car.

Steve mentioned that both the doors are in poor condition which reminds me that I spoke to someone who was building another Equipe Estate – all fibreglass rather than as mine is with a Herald roof – and he mentioned that he had made fibreglass doors for the car and had the moulds for them. I'm afraid that my inefficient filing system means



sent some photos of a Bond Equipe meeting last year in the Netherlands.

"On Sunday the 30th November I went to Git van Steijn in the Netherlands. She had organised a gathering of Bond fanatics and of course I had to be there. Her father was



kind enough to welcome us in his garage, although it would be better to call it any petrolhead's paradise I think.

In this garage, which looks like a very professional business, stood amongst others, the following interesting cars : a couple of Marcoses, some TVRs, a few Ginettas, an MGB, a Fiat 124 spider, an Alfa Coupé from the fifties, a mini Moke, a Fiberfab FT Bonito, an Apal Buggy and a Bond Equipe 2 litre convertible.

I have forgotten a few others

and there were also some motorbikes.

The people that I met up with were all Bond owners, some even had their cars with them. At the moment Git knows of about 20 Bonds in the Netherlands, some of them are roadworthy, others are being restored and others are stored or in some stage of disrepair. Any how it made me feel good to talk to fellow Bond owners. Unfortunately I couldn't drive my own GT4S up there because it broke down again a few weeks before. I don't know why it does that because it drives faultless for days but every time I want to take it to an event it breaks down on me.

The dynamo had been playing up some time so I gave it new bearings and bushes, then it shorted out so I got rid of it and bought a new one. A few weeks

BONDS Register
www.tssc.org.uk/bondequipe



later the union joints packed in. I have had these replaced and now the car vibrates like mad. As I had hit a rather deep pothole in the road I suspect a bent shaft. At the moment I am considering to take the rear suspen-

sion of my spare car, give this a complete overhaul and then transfer it to my car just for peace of mind. I have enclosed some pictures of the Bonds present at Git's meeting. There is Git's own GT 4S, which is a 1966



rh� model. There was mister Groen's green 2 liter coupe and mister Thomson's 2 litre convertible which came with the hood down and drove home in the same way ! [Note from Guy, we had a visit here in Bondhenge from Mr Groen and his son just last week when they came over to pick up a windscreen for one of his cars. We mentioned the email and photos from Frank and he was pleased to point out his one for us. Although there were a few language difficulties, somehow Bond is a universal language and it was an interesting visit.]

The reliant Scimitar was a stand in for another 2 litre coupé which is almost restored, only the window rubbers are giving its owner some troubles.

Very impressive was a photo collection that belongs to Frank Buhrs, he has over 40.000 pictures on micro cars like Bond's, Reliant, Isettas and the like. He brought along some of his albums for the others to look into."

It's good to see them enjoying their cars – hopefully we will get to met up with some more of the European Equipe owners and cars at Classic Le Mans.

Finally following Jean-Claude's photo of his 4s last month, I enclose a photo of my spare 2+2 body-tub in the snow last week – I have now cleared my rented garage and have yet to find space to get it put away!

Finally, finally I include the last of my replacement parts lists following on from the last two months, this time of course for the 2 litre cars. Again, I would ask that if any of you have any updates or amendments for this list, please do let me know.

2 litre Replacement Parts

Bonnet - Bond

Bonnet air scoop - Triumph 2000 MkI

Boot Lock - Dolomite / Triumph FWD

Bulkhead - Herald (but with screen surround modified

Bumpers (Front) - Bond (cut-down Triumph 1300 FWD)

Bumpers (Rear) - Triumph 1300 FWD

Carpets - Vitesse saloon or convertible – depending on model

Chassis - modified Vitesse, front cross member and rear outriggers shortened.

Control box - Vitesse

Dash board - MkI Vitesse (late MkI & MkII with black Ambla covering)

Dash instruments - Vitesse

Dash switches - Vitesse

Diff & driveshafts - Vitesse (MkII with rotoflex as per Vitesse)

Door Handles - Mk3 Spitfire / MkII GT6

Doors - Modified Herald with different door skins – door glass Bond

Engine - MkI or MkII Vitesse depending on model

Exhaust - Not known, presumably modified Vitesse

Floorpans - Vitesse

Front screen - Bond

Fuel Tank - Herald Estate

Gearbox - Vitesse

Headlights and rims - Triumph 2000

Headlining - Bond – material same as Herald

Heater - Vitesse

Interior Door panels - Vitesse

Interior Footwell panels - Vitesse

Number plate light - Triumph 2000 MkI

Other glass - Bond

Other internal trim - Bond

Quarterlights - Bond

Radiator - Vitesse

Rear body tub - Bond

Rear lights - Vauxhall Cresta

Rear spring - Vitesse

Seats - Bond

Shock absorbers - as per appropriate Vitesse

Sidelights/indicators - Vitesse

Speedo & Rev counter cable - Vitesse

Wheels - Vitesse

Wiring Loom - Bond – but will be similar to Vitesse (with additional earth wires)

Badges

Bonnet Badge - Bond

Bond Letters - Bond (only fitted to late convertibles and some export cars)

Equipe Scroll - Bond

No: '6' - Bond



New Gentry News

By Trevor Collett

I'm gratified. You might ask why. I'll tell you why. I have had more than one response to my plea for information on your cars.

This is excellent for two reasons. It means that there are still nicely nutty people building and rebuilding Herald kit cars and specials and it means that I will be able to put an article together for your delectation for a few more months, before I completely dry up.

One of the first to send me stuff, brilliantly timed just before deadline day, was Chris Fish from Darlington, County Durham. Chris has condensed a build period stretching over nine years into 660 wise words:

"Following Trevor's request for a bit about our cars in last month's Courier my sense of guilt has resulted in this letter.

This time last year I was about to try to get my freshly completed Gentry on the road when a slight paperwork

hiccup looked like holding me up. Luckily Trevor provided some excellent advice that allowed me to show the local DVLA office the error of their ways and grant me an appropriate tax disc. This let me enjoy five hundred miles of trouble-free (almost) motoring last summer. At this time I promised Trevor some information and belatedly here it is.

ENN457C started life as a Herald 1200 saloon but came to me as a poor chassis, two

and a large valve head (unleaded of course) and Spitfire overdrive box. Wire wheels are TR and the wiring loom is home designed and built, incorporating a big fuse box (following an electrical fire in my Herald). The seats are Herald 13/60 and the rest of the, yet to be completed, interior is home built, including the veneered dash.

The car is still running in and it has been incredible to feel the mechanics loosening up



doors, a boot lid and a six-foot high pile of bits. "You've got enough stuff there to build a car," was a friendly comment, so it had to happen. It did however take just under nine years on and off. I am left with a Gentry, with a 13/60 motor with Spitfire cam, re-bored

and bedding in over the first miles. Yes, there are more plans - finishing trim items at the rear, a full tonneau cover, completing the interior, a stainless extractor manifold and exhaust and looking more closely at the suspension, particularly the back. There

are no problems as such, but this is a first build-up so there must be improvements to be had.

Here are some of my views on building the car and suggestions to anyone wanting to start off with any kit:

** Never underestimate the time required. My budgeted time*



was three years, but took no account of two Herald rebuilds, a postgraduate qualification and re-commissioning an Mk2 Jaguar.

** Never underestimate the cost - see above.*

** Never add up the bills till it's finished or you might stop and not restart, (I still haven't added it up and have no plans to.)*

** If people offer to help, make sure that they know what they are doing (thanks to the mates who completely dismantled the engine whilst I was on the phone and piled all the bits into one box!) * Don't listen too closely to people who ask why you are doing it, or who tell you, "You can't possibly build a car".*

** Don't start too many other projects or the tricky bits will get left, (in my case for several years.)*

** Don't be afraid to pay people to do the specialist bits you can't take on, I didn't paint it or re-machine the engine block.*

** If you are not sure in any way or have any doubts then don't start. If you have any doubts at the beginning then it's likely the project will stop when things get tough.*

** In terms of the Gentry, mine came from SP Motors of Barwell. The parts supplied were pretty well made and give a*

good result, but don't underestimate the amount of work. There are a lot of bits to add to the basic kit and this is not an easy process to get running. Having seen much more modern kits available for Cobras etc., I am quite envious as to what can be

obtained "off the shelf" as it were.

** Despite very frequently wondering why I was doing this and vowing never to work on any old car again, as soon as it was on the road I started thinking about*

how to build the next one! (Oh no, groans from those who know me)."

Thanks Chris; excellent advice from me, eh? Wish I could remember what it was, I know one thing, it was free. You've heard me say it more than once, Gentrys have a reputation to be a bit more difficult to build than some of our other kits. What I always follow up with, though, is to say that the plus side of this is that completed cars are invariably excellent. The two photos Chris has supplied seem to bear this out, don't they?

Chris makes some play of what is still to be done - doesn't look much left to me. How can I sum his car up? Lovely as an English rose (not the most original simile, but, heck, if I was better with words I could get paid for it). Thanks again Chris, let's have another report when you have finished the car and have put a few more miles on.

And, the rest of you, please keep your contributions coming in.

keeping the great marques alive...

OIL RADIATOR



LIMITED SLIP DIFF.



EXHAUST SYSTEM



GRILLE ASSEMBLY



STEERING RACK



ENGINE

VARIOUS OIL RADIATOR, 13 ROW (1/2" BSP)	£36.66
TR2-4A FLYWHEEL/LWEIGHT STEEL (7 1/4" CLUTCH)	£217.38
TR4-7 KENLOWE FAN KIT	£96.14
TR4A-250 CLUTCH KIT	£99.88
TR2-4 CLUTCH KIT 3 PIECE	£159.45
TR7 NEW CAMSHAFT	£166.85
TR5-6 RING GEAR ASSEMBLY	£24.68
SPITIV FRONT ENGINE MOUNTING	£7.34
SPIT ROCKER OIL FEED PIPE 1500CC-6CYL	£21.00
TR3-4 NEW CAMSHAFT SPRINT88	£152.75
SPIT1500 OIL PUMP	£58.69
TR7 QUAFIE LIMITED SLIP DIFF - 5 SPEED	£608.00
TR2-4A ROCKER SHAFT - TUFTRIED	£27.95
TR3-4 CAM FOLLOWER - LIGHTENED & HARDENED	£5.95
TR2-4 RADIATOR (WITH STARTER HOLE)	£188.00
SPIT1500 WATER PUMP ASSEMBLY	£33.95

EXHAUSTS

TR4A TWIN EXHAUST SYSTEM S/S	£185.65
SPIT EXHAUST MANIFOLD MKII S/S	£174.65
SPIT EXHAUST SYS. (TWIN PIPES) 1500CC S/S	£189.95
TR8 EXHAUST SYSTEM - BIG BORE RALLY SYSTEM	£202.95
TR2-4 PERFORMANCE EXHAUST SYSTEM S/S	£114.95
SPIT S/S EXHAUST MANIFOLD - 3 PIECE	£158.95
TR5-6 SPORTS SILENCER S/S	£68.95
SPIT INLET MANIFOLD TWIN HS4 1500CC	£114.95

BUMPERS & GRILLES

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

STEERING

SPIT STEERING RACK ASSEMBLY RHD	£109.94
TR4A-6 STEERING RACK ASSEMBLY RHD	£149.95
TR6 STEERING RACK GAITER KIT	£8.30
TR2-3B STEERING BOX HOUSING RHD	£141.00
7/STAG STEERING RACK GAITERS	£5.43
TR4-6 STEERING RACK SOLID MOUNTING KIT	£29.75
TR7 TRACK ROD END	£11.95

BODYWORK

TR4-5 FRONT WING - LH	£358.38
TR7 FRONT WING ASSEMBLY - LH	£162.15
TR2-3A REAR WING - RH	£305.50
TR2-3A FRONT WING LH	£369.95
TR5-6 DOORSKIN	£69.50
TR3 FRONT APRON ASSEMBLY	£672.95
TR250-5 FRONT UPPER VALANCE	£111.63
TR7 FIBRE GLASS BONNET ASSEMBLY	£123.38
TR6 BONNET ASSEMBLY	£307.00
SPITIV REAR WING	£84.29
TR5-6 FLOOR PANEL - RH	£87.50
TR2-3A BOOT LINER PANEL - LH	£37.95
TR4-4A REAR DECK REPAIR PANEL	£88.13
TR2-3A WINDSCREEN GLASS	£78.14

LIGHTING

TR3-3A FRONT SIDE & FLASHER LAMP ASSY.	£13.25
VARIOUS HEADLAMP SET LHD + PILOT	£38.95
TR6-7 NUMBER PLATE LAMP	£5.76
SPIT HEADLAMP ASSY. RHD (SEAL BEAM)	£36.50
VARIOUS TRIPOD HEADLAMP RHD	£80.95
VARIOUS HALOGEN HEADLAMP KIT RHD + PILOT	£35.95
VARIOUS HEADLAMPS STONEGUARDS (PAIR)	£9.87
SPIT REAR NO. PLATE LAMP & BADGE ASSY.	£110.95
TR4-5 REAR LAMP ASSEMBLY	£85.95
SPIT REAR NUMBER PLATE LAMP	£13.98
TR2 REAR LAMP ASSEMBLY (TO TS1306)	£59.22
TR7 CHROME DRIVING LAMP 5.5" (PAIR)	£29.38

ELECTRICAL

VARIOUS WINDSCREEN WASHER PUMP (ELECTRIC)	£13.44
TR2-4A ELECTRIC SCREEN WASHER ASSEMBLY	£170.38
TR7 CENTRAL DOOR LOCKING KIT	£88.13
TR7 BOOT RELEASE KIT	£55.23
VARIOUS SPORTS COIL IGNITION (PUSH IN HT LEAD)	£18.95
4 CYL HT LEAD & CAP SET	£21.95
CALL INDICATOR SWITCH	£23.95
TR5-6 BOSCH FUEL PUMP CONVERSION	£254.95
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

EXTERIOR

VARIOUS LOCKING PETROL CAP - LOZENGE	£45.95
TR4 VINYL HOOD - BLACK	£164.50
TR5-6 DOUBLE DUCK HOOD BLK FIXED WINDOW	£222.08
SPIT ROLL OVER BAR (WIDE) MKII, IV/1500CC	£139.95
SPIT BONNET ASSEMBLY - 1500	£675.00
TR4-5 STAINLESS STEEL BOOT RACK	£74.95
TR4A HOOD - VINYL BLACK FIXED WINDOW	£61.25
VARIOUS CHROME BULLET - RACING MIRROR	£16.75
VARIOUS O.E. STYLE DOOR MIRROR	£15.30
TR5-6 DOOR GLASS (CLEAR)	£39.36
TR4A TONNEAU COVER - BLACK	£108.69

INTERIOR

SPIT CARPET SET BLK (MOULDED) MKIV-1500	£205.26
TR3-3A CARPET SET - WOOL BACK	£116.33
UNIV CARPET SET - BLACK	£85.90
SPIT FOOTWELL MAT	£19.98
VARIOUS GEAR KNOB - WOODEN TRIUMPH LOGO	£4.58
VARIOUS GEAR KNOB - LEATHER TRIUMPH LOGO	£4.58
VARIOUS SEAT WEBBING KIT	£13.57
TR6 SEAT FOAM SET (4 PIECE) - 1973 ON	£94.95
VARIOUS MOTO-LITA S/WHEEL 14" LEATHER DISH	£91.53
VARIOUS SEAT BELT - INERTIA	£43.95
TR2-3A STEERING WHEEL - NON ADJUSTABLE	£177.95
TR6 STEERING LOCK ASSEMBLY	£50.03
TR4A DASHBOARD - BURR GLOSS RHD	£194.95
TR6 DASH SUPPORT COVER	£84.60

BRAKES

ALL BRAKE BOOSTER KIT (SINGLELINE SYS.)	£156.95
TR6 CALIPER PISTON	£12.95
SPIT BRAKE DISC	£17.57
TR7 BRAKE PAD SET	£7.65
SPIT BRAKE SHOE (SET4)	£14.95
SPIT GREEN STUFF BRAKE PAD SET	£24.21
TR3A-6 GIRLING BRAKE DRUM 9"	£56.40
TR7 BRAKE DRUM - 4 SPEED	£37.01
TR7 BRAKE DRUM - 5 SPEED	£53.46
TR4A-6 S/S FRONT BRAIDED BRAKE HOSES (PAIR)	£24.45
TR3A BRAKE/CLUTCH MASTER CYLINDER	£91.65
SPITIV BRAKE MASTER CYLINDER (TANDEM)	£194.94
SPIT1500 BRAKE MASTER CYLINDER - 78 ON	£185.96
TR4-6 GIRLING REAR WHEEL CYLINDER - O.E.	£18.21
TR4-6 BRAKE PAD SET - KEVLAR	£17.33

All prices include VAT @ 17.5% and are subject to change without prior notice. All prices per single component unless otherwise stated. Carriage not included. E & O.E.

WHEELS

VARIOUS 15"x4" 48 SPOKE CHROME WIRE WHEEL	£146.88
VARIOUS MUD FLAPS - TRIUMPH LAUREL LOGO (PAIR)	£7.95
SPIT 13"x5" MINATOR ALLOY (BOLT ON)	£69.91
TR3-6 WIRE WHEEL HUB - RH	£39.95
VARIOUS 15"x6" REVOLUTION ALLOY BLK/SILVER	£105.95
VARIOUS 15"x5.5" MINATOR ALLOY - SILVER	£81.55
TR3-6 WIRE WHEEL CONVERSION KIT	£246.75
SPIT WIRE WHEEL HUB KIT (2 EARED SPINNER)	£246.75
VARIOUS 2LB ZINC ALLOY HAMMER	£12.26
VARIOUS TRILOCK WHEEL NUTS (ALLOY WHEEL)	£15.55
TRIUMPH SUPALOCK WHEEL NUTS (SET4)	£20.50
VARIOUS AUTOGLM TYRE DRESSING	£5.49

WIRE WHEEL



Moss Revised Restoration Catalogues

Coming Soon...!



CONTAINING 'NEW' PARTS AND ACCESSORIES

SUSPENSION

TR7-8 REAR SHOCK ABSORBER - STANDARD	£25.79
TR2-4 GAZ FRONT ADJUSTABLE SHOCKS (PAIR)	£90.00
TR2-6 STUB AXLE	£29.38
TR4A-6 POLY MAJOR SUSPENSION OVERHAUL KIT	£52.88
TR7 ANTI DIVE SPACER KIT	£24.95
SPIT REAR ANTI-ROLL BAR KIT 5/8 - 1500	£122.79
TR4A-6 REAR KONI SHOCK ABSORBER	£56.34
TR5-6 REAR SPAX CONVERSION KIT	£144.95
TR4A-6 RR COIL SPRING - STD (GREEN/WHITE)	£18.80
SPIT-GT6 GAZ ADJ. SOCKS REAR - NOT ROTOFLEX	£87.90
SPIT STEERING 'QUICK' RACK RHD	£189.95
TR7 ROAD SPRING	£19.95
TR2-4 NEW S/ABSORBER (25% UPRATED) - LH	£70.50
TR4A-6 REAR TELESCOPIC CONV BRKTS (PAIR)	£72.96
TR4A-6 NEW SHOCK ABSORBER - FRONT	£19.39
TR4A-6 NEW SHOCK ABSORBER - REAR RH	£70.50

KITS

TR2-4 CLUTCH KIT - COVER/PLATE/RELEASE BEAR.	£168.42
TR4A UPRATED, LOWERED SPRING SET	£144.82
TR5-6 FULL TWIN S/S SPORTS EXHAUST SYSTEM	£389.48
TR7-8 SERVICE KIT - PLUGS/POINTS/FILTERS ETC.	£45.63

SEATBELT-INERTIA



TRIUMPH LOGO FLEECE



£19.95 inc VAT
(Please ask at your local branch for details and size options)

London 020 8867 2020 sales@moss-europe.co.uk

Bradford 01274 735 537 bradford@moss-europe.co.uk

Bristol 0117 923 2523 bristol@moss-europe.co.uk

Darlington 01325 281 343 darlington@moss-europe.co.uk

Derby 01332 756 056 derby@moss-europe.co.uk

Manchester 0161 480 6402 manchester@moss-europe.co.uk

FREE Catalogues 0800 281 182 catalogues@moss-europe.co.uk | moss-europe.co.uk

Postage Free in UK, EEC countries £3.50, Rest of the World £5.00. Opening Hours: Mon-Fri: 9.00am to 5.30pm. Sat: 9.30am to 3.30pm. Sun & Bank Holidays: Closed.

BRITISH
MOTOR
HERITAGE
APPROVED



PENRITE
OIL

moss



Classic Sports Racer

By Suzie Singleton

Recently I was reminded of an interesting Spitfire I'd seen last year at Duxford when it was mentioned on the TSSC Message board.

David Styles, whose post caught my eye, put me in touch with the owners, David Picton and Frederique Slezak and they've sent me the following article about the car.

The Triumph Spitfire Classic Sports Racer

One morning, I found myself waking up at my good friend, Mr Jaz Bansal's house, con-

fronted with that perpetual question. What exactly was I going to take with me to Le Mans this year? The evening before I remembered flicking through a glossy Aston book, admiring the straight six engine with six open trumpets and lamenting the fact that I didn't have a DBR1 to take along this year. Indeed Jaz had agreed that it was a pity that neither of us owned either a DBR1 or a D-type Jaguar. However, having given it some considerable thought, we decided that it would not actually be too difficult to build ourselves a late 1950's/early 1960's sports racer from the collection of Triumph bits we had accumulated over the years. After all it wouldn't be too complicated would it. Being a stripped out racer meant it wouldn't need an interior or the associated fittings; no heater, no trim, no windscreen, no wipers, and no roof. The challenge was set and the goal - to have it ready in six months to go to Le Mans June 2001.

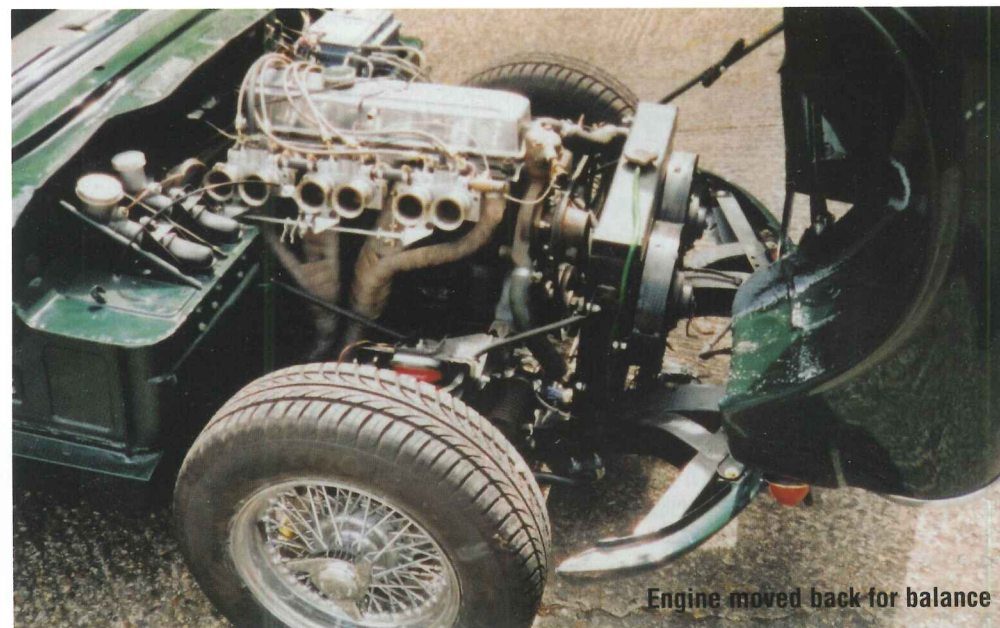
Having both owned several TR's, GT6's and Spitfires, in various states of tune, we have often discussed at length which Triumph was the greatest sportscar. The TR's are excellent but some 200 + kg's heavier than the GT6/ Spitfire range, yet the TR5/6 fuel injected engine and gearbox, we both agreed was the best of the bunch. The GT6, possibly the

most aerodynamic car, with the addition of a TR6 engine would certainly deliver the desired performance, however, the four cylinder Spitfire, with suitably restrained rear suspension has a balance, nimbleness and chuckability, which the GT6 struggles to achieve as a result of its weight distribution. We also took into consideration the fact that the ambient temperature at Le Mans is capable of reaching 40° c, so the 'wind in the hair' factor was an important criteria for driver comfort. Therefore it was decided,

conversions, but we ruled these options out as the end result would not be a Triumph Spitfire, rather a modern hybrid or silhouette car. Worthy as these projects are we felt that it was essential to keep it all period Triumph; this car was to be the best of everything that Triumph could do whilst emulating the late 1950's and early 1960's racing era. This one was to be pure Triumph.

Getting the balance right

In order to have the power of a TR6, the weight of a lightened GT6 convertible with Spitfire balance and



Engine moved back for balance

7516 KV cruising



the car we were going to build would need a TR6 engine and gearbox, the GT6 MK2 chassis, and the weight distribution and body of a Spitfire.

The objective of producing the car was to create a Sports racer that Triumph itself could have built or developed through the 1960's, so every major component on the car had to be Triumph manufacture. We came across a space frame chassis for a Spitfire and considered building a large V8 fibreglass-bodied car. Similarly, in the past, we have fitted a modern twin cam engine and carried out five speed gearbox

handing, the engine was moved back around 6-7 inches and lowered by approximately 1.5 inches. This was achieved by using the Spitfire engine front mounting plate. It means the additional weight of the TR6 engine - the extra two cylinders, are now added under the bulkhead instead of over the front axle.

As a GT6 gearbox is stretched to cope with a modified 2 litre engine we decided to use the TR/2.5 saloon gearbox to cope with the additional power and torque of a modified 2.5 litre engine. We used the J-type overdrive version as it is physically much narrower than the A type overdrive (and

this all ally gearbox despite having much larger gears and shafts, is in fact lighter than the 1500 Spitfire overdrive gearbox.) Obviously some chassis modifications were needed so prior to making the alterations the chassis was strengthened. (If using a non-overdrive GT6 gearbox the number of chassis modifications is minimal and we have moved the engine back in another project car without having to reinforce the chassis.)

A substantially shorter propshaft had to be manufactured because of the gearbox position and we also had to move the handbrake back. The front bulkhead, as you would imagine, needed some extensive modifications to allow space for the larger engine. The exhaust manifold was a tight fit and additional space was made for removing the starter, accessing the metering unit and throttle linkage.

Axle, Suspension, Wheels & Tyres

The front suspension was largely unchanged. It was good enough for Colin Chapman, Lotus and ended up in formula one, so apart from using alternative front springs, only the camber and caster needed adjustment by us.

The differential we used was new, but otherwise a standard 3.27-1 GT6 item. We also used MK2 GT6 suspension and considered having driveshafts specially fabricated with two CV joints to replace the rotoflex and UJ. Knowing the differential is at the limit of its capability with this power, and knowing a friend that races a 2 litre GT6 has had two rear hubs fail (but not the drive-shafts) we decided the rotoflex coupling would actually reduce the impact or shock loads on the differential and the hubs. (It is also the reason we decided on 185 section tyres so at the maximum load, the wheels would spin rather than overload the drive train any further.)

We opted for centre-laced chrome wire wheels as these are stronger, have a wider rim and looked the part too. These were supposed to fit a Spitfire and may just have fitted onto a MK4/ or 1500, however, true to form they didn't fit on the early Spitfire. So we widened the front arch lip by an inch each side, and the rear drive shafts, lower wishbones, shock absorbers, spring and handbrake cable had to be shortened by an inch each side - even after removing the inside wheel arch lip!

Because of all the modifications, a significant amount of adjustment was needed to the ride height, spring rates and anti-roll bars to achieve high-speed stability, ride comfort and cornering balance. As a result of this

development work we are now happy with the set up of the car. It does have slight initial understeer but can, at will, be balanced with throttle controlled oversteer. So when desired corners can be exited in a smooth, progressive power slide.

Engine Modifications

With the engine moved back, Webbers were not an option due to the lack of space and the 2.5s manifold is only just possible with a tight squeeze. But the fuel injection system - one of Triumphs greatest adaptations, fits easily, produces the power and is exactly the same as the last D-types and lightweight E-types, which helped to achieve our 1960's sports racer dream. and of course the Triumph injection system is British.

The exhaust manifold as previously mentioned was a tight fit, but the club tubular manifold cleared the steering column where other systems didn't. The Y-piece has been left off and two straight through pipes exit just ahead of the nearside rear wheel.

The engine itself has a raised compression ratio and uses the cylinder head from the last 2.5 saloons. It has our preferred sprint cam and the bottom-end is lightened and balanced, while the block has been machined to accept tagged trust washers - an area many regard as the Achilles heel of Triumphs straight six engine.

Thrust Washers

With the thrust washers being a semi-circular strip they can, when worn, spin round with the crank and drop out, so that the next time the clutch is depressed the crank and the block are all but scrap. Popular advice to owners has been to use copper thrust washers, locktight or pin the washers to the block. The latter solution may seem to hold the washers secure, but as they wear, the pins are left proud and score the crank. After some research into the matter we found a thrust washer with a larger surface area and a tag (as many other engines have) and machined the block to accept these thrust washers - something we have used successfully on several previous engines.

Brakes

Standard GT6 rear brakes were fitted along with front drilled GT6 discs. One deviation from Triumph manufacture was a pair of four pot callipers supplied by the Club, which we just happened to have on the shelf. After some experimentation with different bore master cylinders and servos, we opted for a 0.75 bore cylinder and no servo for the optimum pedal travel and response.

Body

Originally, we had purchased fibre glass panels from two

or three different manufacturers but returned them all and used steel panels because of the vastly superior fit and surface finish. Although we knew this would make the car heavier, we wanted a bodysell of suitable quality.

The end result

On a good day, with cold fresh air the engine puts out 200bhp and the car tops 140 mph with 0-60 estimated under six seconds. The engine proved to be very tractable and pulls hard from low revs, which was something we found to be very useful on returning from the Le Mans trip June 2002, not 2001 as expected. Our friends Porsche had broken down and had to be towed 50 miles back to the port by the Spitfire. In fact, the first Le Mans outing for 7516 KV proved to be a memorable occasion for a number of reasons. On one particular evening, after one or two drinks and a swim in the fountain in Le Mans town square, we realised the car park ticket had floated off during the excitement. Not

following Porsche that had just driven out of the car park.

The Porsche 'pilot' was given a stern talking too, the only consolation being that he didn't have a clue what they were on about.

After the 2002 Le Mans excursion we returned three months later with 7516 KV for Classic Le Mans, however, by this time our Porsche driving friend had seen the error of his ways and purchased an old MK3 Spitfire and bolted in a 2.5 litre engine - all be it in standard position. We shall be returning to Classic Le Mans this year to take part in the celebrations for 40 years of Spitfire at Le Mans - and we look forward to seeing you there.

Epilogue

While working at the Triumph factory, Canley site in the early 80's, one of the old experimental department mechanics told me of a GT6 fitted with a fuel injected

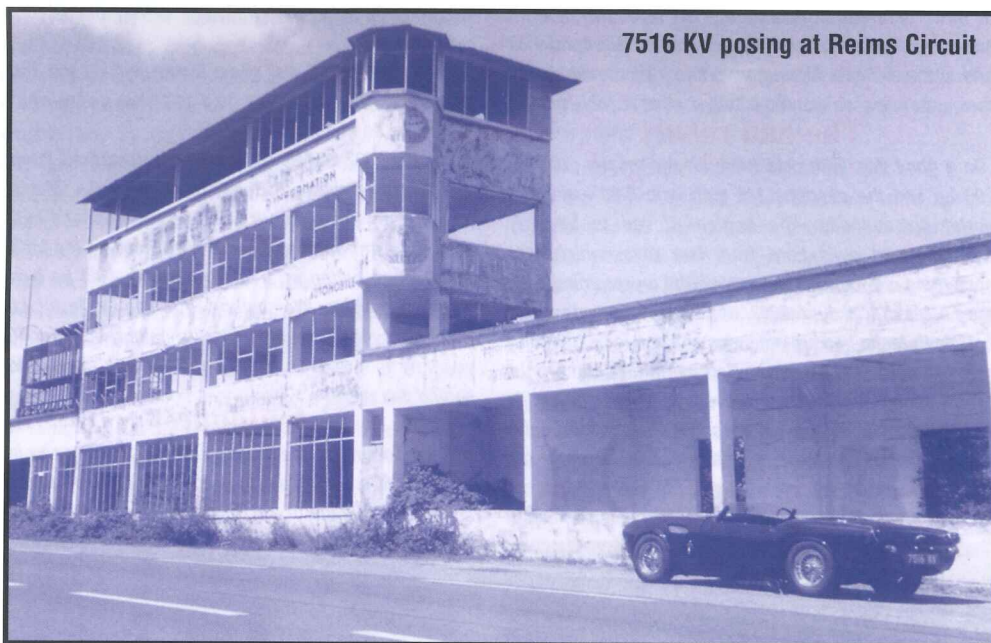


Towing the Porsche

speaking French too well we realised we couldn't explain our ticket-less predicament, but found the lack of wind-screen to be a distinct advantage in exiting the car park with out a ticket. Whilst ducking our heads the car was low enough to just drive under the closed barrier - much to the surprise of the French car park attendant.

Then whilst waiting for friends in the aforementioned Porsche to pay and exit the car park, the open exhausts of the Spitfire began to draw a worryingly large crowd, including Portuguese National TV. Needless to say there were requests for a rev of the engine and a bit of a racing start. Finally, seeing the Porsche emerge I rather over enthusiastically revved the engine, dropped the clutch; the car roared into action and violently snaked from side to side along the square to huge cheers from the crowd. Unfortunately this drew the attention of the Gendarmes who leapt into action and jumped out to stop the

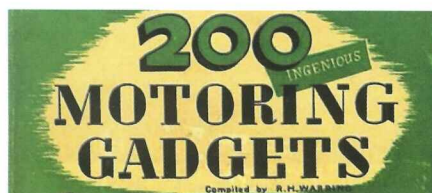
TR5 engine that was taken to MIRA (Motor Industry Research Association) and was found to be quicker than the standard 4.2 E-type coupe. Jaguar management put a stop to any possibility of its production, as this car would have had an impact on E-type sales. Maybe some others from the experimental department at Triumph back in the 1960's could corroborate this story - technically it seems to be possible. Taking into account the Le Mans Spitfires with their little engines managed to top out at 138mph on the Mulsanne straight, it seems clear that the GT6 is a more aerodynamic shape than this low screened, open top car. Certainly we have found that we quickly hit a brick wall at 140mph. Therefore a fuel injected GT6 with a modified 2.5 litre engine may well be capable of speeds over 150 mph. What a shame Triumph never finished their GT6R Le Mans project in 1965-66.



7516 KV posing at Reims Circuit

I'm looking forward to meeting up with David and Fred at Classic Le Mans in July - though the debate is still going on, here in Cadley, as to whether we'll be taking a Spitfire or a Bond!

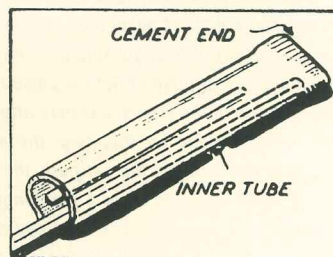
Now you all see how easy it is, I'm hoping more of you will be sending in photos and stories about your Spitfires, with your IVR form of course! Now to Finish with an Idea from the Gadgets Book.



Make it from a Discarded Inner-Tube A RUBBER TOOL-BAG

RATTLE-PROOF AND PRACTICAL

TYRE chains or other car gear which is inclined to rattle unless suitably protected, can be effectively silenced by a section of discarded inner tube. First cut the tube to the required length, tie up one end, insert the chain or other gear, then secure the other end in a similar fashion. This simple rubber chain-bag will do its job with remarkable efficiency.



PICTON SPORTSCARS

Arch 4, Theobalds Grove Station, Waltham Cross High Street,
Waltham Cross, Hertfordshire, EN8 7BG

Telephone: 01992 634464

**Over 20 Years experience of building, maintaining,
modifying and driving Triumph sports cars**



- ★ All MOT, servicing, mechanical and bodywork undertaken
- ★ Spitfire 6 Cylinder conversions, fuel injection specialists
- ★ Full and part rebuilds or customer assisted rebuilds
- ★ Free pre-purchase inspections at our premises

CARS FOR SALE

GT6 MK1 - Old English White, fully rebuilt and modified with GT6 MK2 rotoflex chassis and Spitfire MK3 body tub. Wire wheels, overdrive, full sports exhaust system, tuned 2.5 triple webber engine, 180 bhp - **£3950**

SPITFIRE MK4 - One of the last MK4s ever built, Magenta, full service history, genuine, 67,000, overdrive, garaged from new, zebarted and alarm fitted, very original sound car, some minor blemishes - **£2750**

HERALD 13/60 CONVERTIBLE - Project car, dry stored for 13 years, basically sound solid, new hood but not running - **£350 ONO**

SUNBEAM ALPINE S2 - 1964. Complete mechanical overhaul including new wire wheels and hubs. Factory aluminium hardtop and new Mohair hood. Re-trimmed seats, new doorskins and sills. Long MOT. Needs minor cosmetics - **£3750**

www.picton-sportscars.co.uk



Spanish Rep

By Philip Willcocks

This month I would like to welcome
Wayne Matthews aboard as
TSSC representative
in Spain.

International Liaison Secretary
www.tssc.org.uk/overseas

Currently we have several members in Spain, most of them originate from the country but a few are expatriates from the UK. Spain is a prime destination for European & UK holidaymakers and many people have either settled their full-time or bought holiday

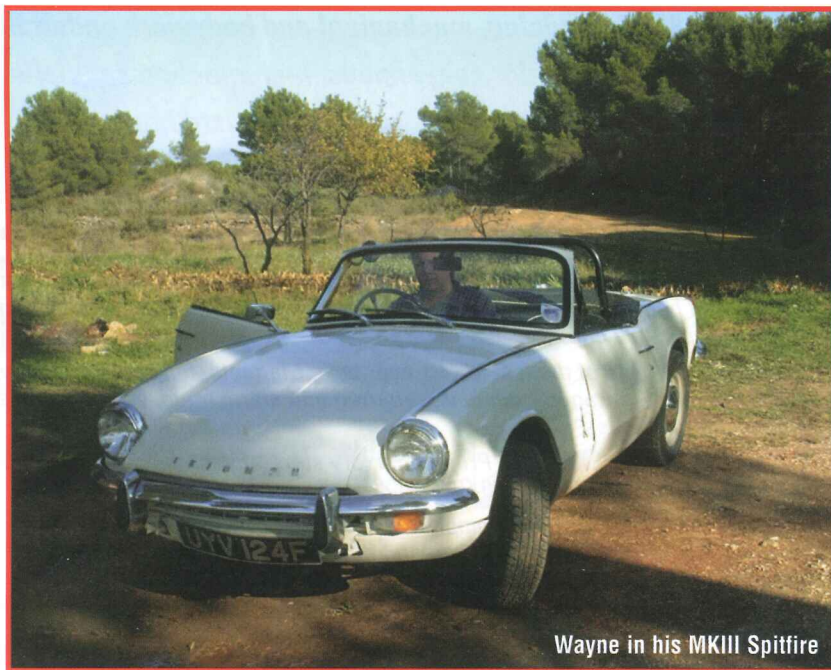
homes. The increasing interest of Triumph cars in the region means that the new Spanish area is sure to flourish.

Wayne actually took the appointment a few months ago but has been very busy with the harvesting on his farm so it took a little while before he could write an introduction in the form of a short biography. The new TSSC Spanish representative can be contacted via spain@tssc.org.uk

I started my working life as a plumbing apprentice at 16 for Hillingdon council, London. At the age of 29 I moved to Crete to set up a jet ski business.

Things didn't work out as planned largely due to local politics and I returned to London after 2 years.

I found the noise and dirt too much after the tranquillity of a Greek island and so I moved to Glasgow to be nearer to my Scottish girlfriend, Kirsty. We lived in Glasgow for six years during which time I owned two Series 3 Land Rovers (classic).



Wayne in his MKIII Spitfire

We moved to Edinburgh in August 1997 the month of Princess Diana's untimely death. Moving into a house with a 'long' driveway allowed me to purchase a 1971 P6 Rover and a 1959 Ford Consul, followed by the 1968 (same age as my girlfriend



but not in such good condition) Triumph Mark III Spitfire that I still retain today. Unfortunately, due to the expense of running 3 cars and a works van the Rover and Ford had to go.

The Spitfire was rebuilt by Cameron Fabrications in Edinburgh and sprayed by my friend Keith Turner, of the Edinburgh based Rock & Roll band, 'High Voltage'. Just over a year ago, Kirsty and I decided to move to Spain. We bought an idyllic farm (finca in Spain) with 11 hectares of land (almonds, olives, vines, figs, fruit and pine trees) and a local village house in the pretty and tranquil

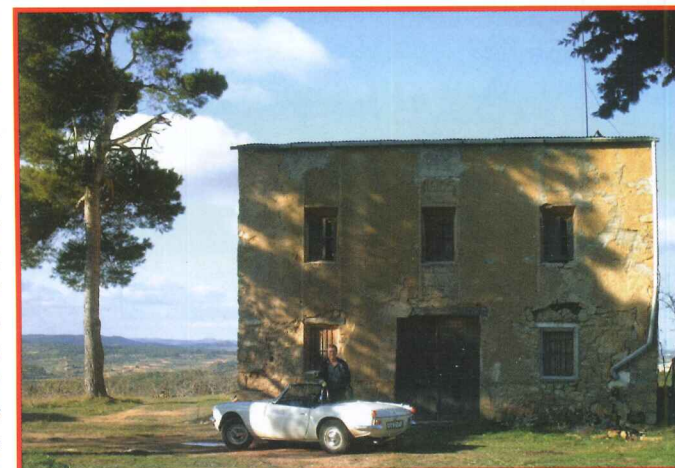


village of Batea, Catalonia. The farmhouse needs a lot of work (photos to follow) but should be finished in 10 years time! The village house needs less work and we hope to have it available for rental next summer.

Now that we are settled out here I want to resurrect my interest in classic cars. With the land we own car shows may be a possibility in the future, if enough interest is generated. That aside, I would love to help organise meetings and rallies with other Triumph lovers. Please contact me by e-mail if you are interested.

Holiday makers, temporary and permanent Spanish residents all welcome.

Wayne.



Le Mans Classic

I have some good news! A number of you made enquiries about booking this event only to be told that the camping was full and tickets were only available until last Christmas. Well the news is that the deadline for ordering tickets have been extended to 22nd March, also I have been able to get additional camping space not too far away from our original camp site - 40 additional spaces now available.

When I originally conceived the idea of a TSSC run to Le Mans Classic I thought that we would have maybe forty people, well this has now turned into a major event and we have about 200 members attending in 90 club cars!

So, as soon as you read this and if you want to come along then please contact me immediately as I will not be able to take bookings after the **22nd March**.

Other news:

The circuit laps will now be on the Saturday and not the Sunday as previously promoted.

Booking confirmations will be sent out in the next few days.

Children 12 or under get in free both for the camping and the circuit.

Please contact me for a booking form:

Philip Willcocks
overseas@tssc.org.uk 07973 333303 (evenings)

LE MANS CLASSIC
July
2004
40th Anniversary - Spitfires at Le Mans

Will You Be There?

NEED HELP FIXING YOUR TRIUMPH?

We can replace rusty panels,

- Weld chassis sections,
- Respray in classic Triumph and modern colours,
- Sort out MOT problems,
- Fix mechanical and electrical faults,
- Collect and deliver anywhere in the UK
- and generally get your car looking good and going well!

We are GT6 and Spitfire specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or just a straightforward service. We can also restore just a specific area of your car, while you do the stripping down and final fitting up.

Our 3500 sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven, to ensure perfect paintwork. So no matter what your car needs - give us a call for an estimate.

MW RESTORATIONS 01799 584994

Saffron Walden, Essex.

E-mail: mwrestore@aol.com



Steering for a Breakdown?

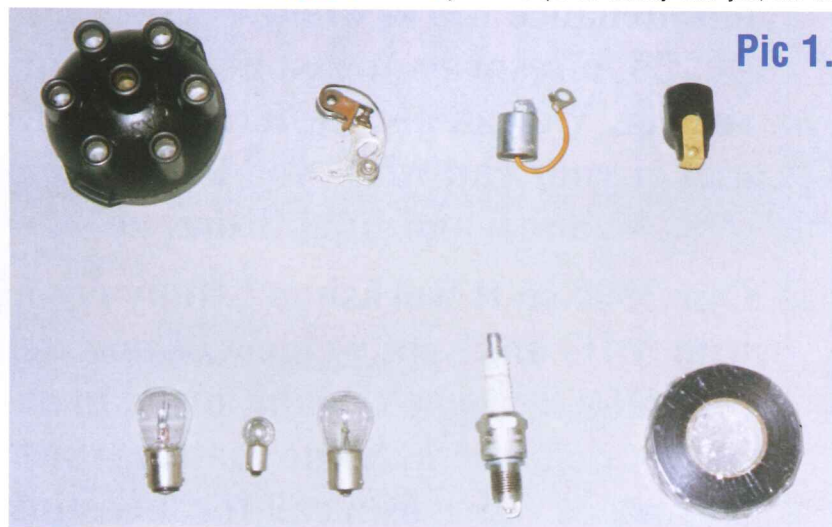
By Dave Rumens

Well March is here and Spring is just around the corner and I for one am hoping we get a hot summer again as last year.

So I guess its time to prepare your Vitesse for the coming season. The preparation should include a full service and a check on the cooling system. However, even with the best prepared cars things can still cause problems so

What's in Your Boot?

Winter or summer it is a good idea to keep a set of spares in the boot. To illustrate the point I have included the following pictures - **Picture 1** shows



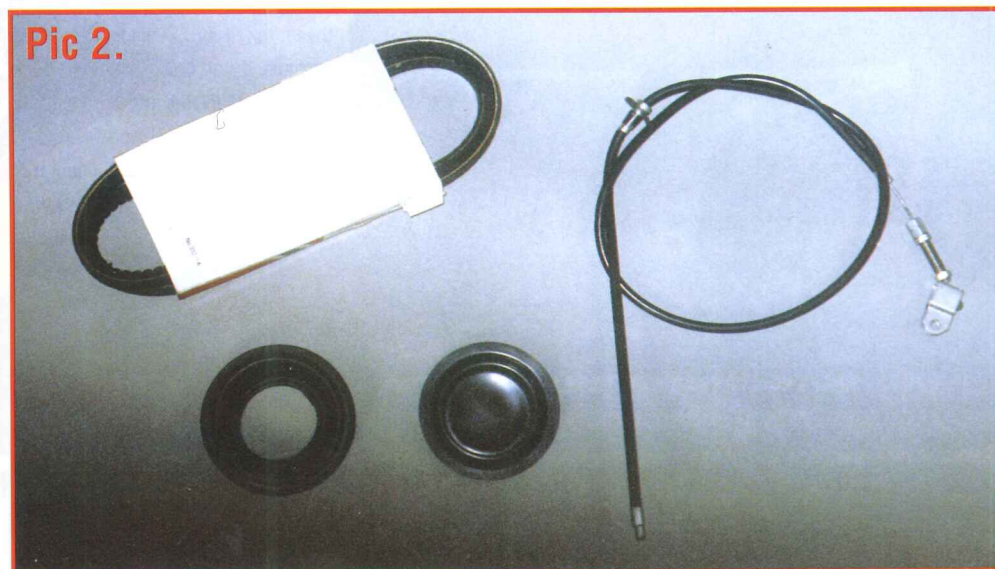
Pic 1.

distributor cap, points, condenser, rotor arm, bulbs, plug and a reel of electrical tape. **Picture 2** shows fan belt, throttle cable, diaphragms for Stomberg carbs and emission valve. **Picture 3** shows a collection of spare hoses. Two items not

shown that may be worth including are spare fuses and a spare radiator cap. Cars not fitted with the Stomberg carbs do not require spare carb and emission valve diaphragms. Also those models with a throttle linkage do not require the cable. At first sight this may seem a lot of spares to keep in the boot but just remember if you do breakdown due to say a faulty rotor arm, most recovery vehicles won't be carrying any basic 1960's spares, so no quick fix from that direction. Service parts that were so common in every garage workshop back in the 1960's and 1970's are now only held by the specialists. So if like me you take your Triumph on holiday with you, the last

thing you want is a recovery home when all that is needed is a rotor arm. If you already have the bits in the boot then the car will be back on the road with the minimum fuss. There is something very satisfying about being able

Pic 2.



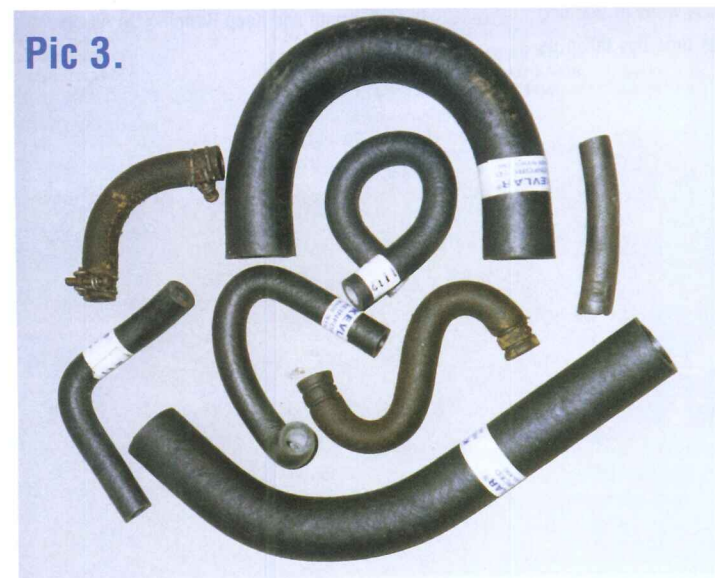
to deal with a problem and getting the car back on the road. After all the Vitesse was designed to be easily

maintained. One final item is a good torch (flashlight) that works, as there is nothing worse than groping around in the dark!

The Wooden Wheel

Moving on to non-technical matters, have you ever looked through the list of accessories for the Vitesse or Herald in the Standard Triumph parts book? It lists a wooden steering wheel. These were manufactured by a company who traded under the name of Formula. In the 1960s Formula manufactured a number of after-market accessories which were sold through your local car parts shop or were offered by the car manufacturers as an accessory. These were the

Pic 3.



Pic 4.



toll and the wood rim may have started to crack. In which case there is every likelihood the rim could break into pieces when you are driving with disastrous results - no steering wheel on my wagon! So if you do find one of these steering wheels carefully examine it for cracks. If cracks are present and if you intend to use the wheel then get it professionally repaired. If you are lucky enough to find one in good condition then keep it away from extremes of temperature e.g. hot summer sunlight and cold winters. This should reduce the likelihood of any cracks developing in the future. Well after that there is only the

days when people customised their car. Extra instruments, tuned engines and all sorts of other modification were carried out by young drivers of that time. It was not uncommon to see Hot Heralds, Anglias and Minis on the roads. Remember folks there were no Novas around in those days so we just had to make do! Picture 4 shows a one owner (never raced or rallied! Now where have I heard that before) Triumph optional wooden steering wheel manufactured by Formula and sold by Triumph as an accessory. A word of warning about these wheels. In many cases time has taken its

good old woodworm to worry about!

Now to this month's Vitesse, See picture 5. I thought we would take a look at part of the Vitesse line up at the 1989 SEM. To me the line up looks pretty good as there is almost all the Vitesse variants present which even includes what looks like a Mk1 2-Litre Estate. While on the subject of SEM don't forget it is coming up very soon. I'll be there on the Sunday and if you would like to make yourself known to me please do through the control tent.

See you all next month and Keep Running On All Six

David.



Pic 5.



ABINGDON

PARTS 4

4

MG • MX5 • TRIUMPH

TR2-3 HORN PUSHES

Great New Price!

£110



NEW FOR THE TR2-7

The Abingdon Emergency Kit (details below)



Coming soon...

...to a computer screen near you

www.davidmanners.co.uk

HUGE DATABASE OF PARTS, SECURE ONLINE BUYING, ORDER TRACKING

HYDRAULICS SPECIALS

WHEEL CYLINDERS

TR2-3	£6.00
TR4-6 (O.E.)	£7.95
TR7 4 SPEED	£8.25
TR7 5 SPEED	£6.90

MASTER CYLINDERS

TR3-3A BRK & CLUTCH	£28.75
TR4-4A CLUTCH	£29.50
TR4-4A BRAKE O.E.	£64.75
TR5-6 (69-71) CLUTCH O.E.	£39.95
TR6 72 ON CLUTCH O.E.	£76.50
TR5-6 BRAKE O.E.	£89.95
TR7 CLUTCH O.E.	£57.50
TR7 TANDEM BRAKE O.E.	£105.75

SLAVE CYLINDERS

TR5-6	£18.80
TR7	£18.00

CALIPERS

PRESSURE & CRACK TESTED
GUARANTEED FOR 12 MONTHS

TR2-3 A TYPE	£70.00
TR2-3 B TYPE	£78.00
TR4-6	£39.00
TR7	£39.00

ACCESSORIES

SHOW YOUR CLASSIC (OWNER) YOU CARE THIS CHRISTMAS WITH THE ABINGDON EMERGENCY PACK. A HOST OF LITTLE LIFE SAVERS IN A NEAT PRESENTATION BOX. ALL AT THE BARGAIN PRICE OF **£45.00**

CONTAINS: CONTAINS: PLUGS, LEADS, COIL, POINTS CONDENSER, FAN BELT, ROTOR ARM, THERMOSTAT, BULBS, FUSES, TOP AND BOTTOM HOSES, KITS FOR: TR2-7

LTHR TRIUMPH GEAR KNOB	£4.00
WDN TRIUMPH GEAR KNOB	£4.00
LTHR TRIUMPH KEY FOB	£3.00

CAR COVERS

INDOOR TR2-6	£74.75
OUTDOOR TR2-6	£130.00
OUTDOOR TR7	£130.00
DUST COVER TR7	£44.25

UNIVERSAL BOOT RACKS

ALUMINIUM	£33.50
ALL WOOD	£43.75
STEEL	£51.75
STEEL/WOOD	£52.50

UPGRADED PLUG LEAD SETS.

STAINLESS ST/KEVLAR CORE WITH TYPICALLY 5 X LESS RESISTANCE THAN O.E. WIRE

TR2-4 TOP ENTRY	£23.50
TR5-6	£25.00

STAINLESS EXHAUST SYSTEMS

TR2-4	£94.95
TR4A CROSS BOX	£145.00
TR4A TWIN BOX	£158.00
TR5-6 CARB	£138.00
TR5-6 PI.	£141.25
TR7	£129.25
TR2-3 SPORTS	£110.00
TR4A SPORTS	£122.00
TR5-6 SPORTS	£175.00

SPORTS SYS DO NOT INCLUDE FRONT PIPES

Falcon Stainless systems are made to such specifications that they guarantee their exhausts for as long as you own the car

MANIFOLDS

INDOOR TR2-6	£74.75
OUTDOOR TR2-6	£130.00
OUTDOOR TR7	£130.00

HOODS & TONNEAUS

HOODS

TR2-3A VINYL	£99.95
TR4A-6 VINYL	£99.95
TR7 VINYL	£117.50
TR7 OE	£175.00

TONNEAUS

TR2-3A VINYL	£79.95
TR4A-6 VINYL	£59.95
TR7 VINYL	£79.95

WE WILL EVEN HELP WITH DELIVERY

We export the world over and have some great delivery rates.

Spend £100 EXVAT and receive £5.00 towards shipping



Opening Times

Monday to Friday 9.00am to 5.30pm
Saturday 9.00am to 1.00pm

TEL: 0121 544 4444 • FAX: 0121 544 4340

ALL PRICES ARE CORRECT AT TIME OF GOING TO PRESS AND INCLUDE VAT. CARRIAGE EXTRA



ABINGDON PARTS 4 IS A MEMBER OF....

THE DAVID MANNERS PARTS 4 GROUP

991 WOLVERHAMPTON ROAD • OLDBURY • WEST MIDLANDS • B69 4RJ
JUST 50 YARDS FROM JUNCTION 2 OF THE M5



Long Term Ownership

By Bill Davies

I'm uncertain when it was that Don Mitchell wrote to me with an IVR for his Herald

There is no date on the letter and my own unique filing system means little is ever in a sensible order!

"My Herald 1200 Convertible 3493 VB was first registered on the 1st of Jan 1963. One day in

at home I went and bought 3493VB on Hire Purchase.

In 1969 a neighbour offered me some bits that would fit VB. They were 2 MicroCell Rally seats for £20.00 the pair (I sold the originals for £10.00), Motolita wood rim steering wheel, Webber twin choke down draught carb, and a 4 branch manifold. Once all these items were fitted VB was a bit faster than a normal Herald. To help me keep a check on the engine I fitted oil pressure, temperature gauges and a Redex vacuum gauge to tune the engine. These gauges were fitted under the dash with a radio and a clock in a panel xx inches wide and zz inches deep covered in foam backed Rexene to match VB's black interior.

The car was using a lot of petrol so I had the carb tuned by



Don Mitchell's long term Herald

1968 on my way to work from Camberley to Teddington I saw a Signal Red 1200 Convertible for sale at a car dealers in Sunbury on Thames for £350.00. We had been looking for a replacement for our A55 Cambridge, so a few days later after much discussion

a Webber expert about 5 miles from me, he said that some one had been at the jets with a file. He re-jetted it and sent me down the road to test the performance, I said there was a flat spot and he changed the jets twice more before he was satisfied that it was running as it should. It ran so well that as I was coming to the end of the Staines by pass at about 85mph (prior to 70mph limit) when 2 piston rings broke, the crank-case pressurised and shot oil out of the



Honeybourne hardtop in place

We thought that we would return to the Mediterranean, this time with VB, the caravan and a 5 months old son. When we were 3/4 of the way there the charging light came on just as we stopped for the night. The following day we set off cautiously looking for a garage. We found one in the middle of nowhere and as we pulled in we saw a TR2, 2 Jags, and an Austin Healey. I thought we should be all right here.

breather tube! Now we all know where the breather tube outlet is, just above the exhaust pipe. As I looked behind me there was loads of smoke.

When I got to work I checked the car, very little smoke was coming out of the exhaust but VB was sounding very rough. I got it home took the head off to have a look, fitted a new gasket and started it up. No change. I took it to a small garage a mile from the house and they fitted a Stanpart recon engine total cost fitted 80 pounds.

It was summer 1969 so we decided to go camping. We set off for the South of France and stayed near St Raphael for 2 weeks. We enjoyed that so much but found we were a bit cramped, we went to the Caravan and Camping Show to look at trailer tents and came away having put down the deposit on a 10 foot Sprite 400 caravan, mad or what. I fitted a tow bar and a Vitesse petrol tank to VB and set off from Hampshire to the West Midlands to pick up the Sprite. We completed the purchase, given basic instruction on towing and we set off home having never towed before. When we got home we all needed a rest including VB. In 1970 there were very few caravans on the road so that when we saw each other we used to wave, to see a convertible Herald towing a caravan driven by two under thirties was a rarity indeed and we got some amazed looks.

The garage owner checked the dynamo and said that the brushes were worn out. He did not have any, but started to work on a similar pair with emery cloth until they fitted and worked OK, he only charged us a couple of pounds, you don't meet many mechanics like him especially in France.

A year later I changed jobs and used my company car to tow the caravan much to the relief of VB, which was now used by my wife and as a fun car.

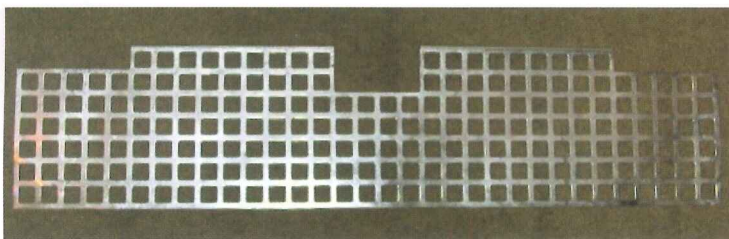
In 1977 we had the opportunity to go to the Middle East for 15 months, we sold VB to our next door neighbours. In 1980 we heard that they wanted to sell it, so we bought it back from them. Due to illness in the family she was then left in the garage till 1987, at which time I changed jobs and needed a car to go to work. I spent some time and money getting her going again, pouring oil in to each cylinder to free any stuck rings, replacing rear brake cylinders and a bit of welding as per the instructions of the MOT tester. VB was back on the road and was used

TRIUMPH Herald
948, 1200 & 1250 Register
www.tssc.org.uk/herald

every day for two years, till I had another company car. She then returned to the garage to be used only on dry days and holidays with the annual trip round the M25 to the SEM. XB often fails her MOT not because she gets worse, just that the MOT gets harder.

I have fitted a new hood; the worse thing when fitting it was making the first hole, was it in the right place or not. I also purchased a second hand Honeybourne Hard Top, they are very good but where do you put it when it is not in use? Well to end; our youngest son has just bought himself a 1980 W reg 1500 Spitfire and paid 10 times what dear old VB cost all those years ago.

So this year VB will have some company on the trip round the M25 to the SEM."



Triumph-grille - any ideas what this fits?

interesting cars. The downside is that being at work actually means I'm too busy to spend as much time talking to these people once I've met them! This included 2 Courier Van owners and a chap who was just getting a Herald 'S' on the road.

I didn't find out if any of these people were TSSC members, but if you are and you're reading this, sorry I didn't have much time to talk, but I'd be very interested in more details of your Heralds. Just before the end of the show I spotted 2 intriguing pieces of brightwork on another trade stand and I managed to

pick them up for a reasonable price.

They look superficially like Courier Van or Herald 'S' front grilles, but they aren't big enough.

They're probably nothing to do with Heralds, but I would be interested to hear from anyone who can tell me what they're actually for. Standard-Triumph used this mesh pattern in a number of places, including the front grille of the works rally Spitfires, so they could belong to anything.



Courier-grille - Very nearly, but not quite.

Stoneleigh Triumph Show

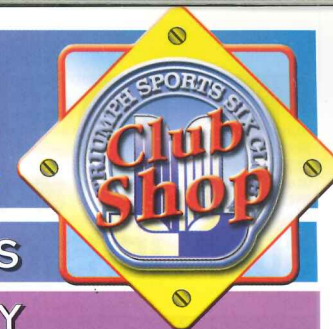
Having just returned from another excellent show at Stoneleigh, I was struck by the pros and cons of having a trade stand at an event like this. On the upside it means I can easily be found and get to talk to owners of all kinds of



Works Rally Spitfire. Pic - The Cox Archive

EBC Pads

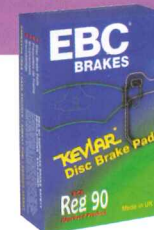
www.tssc.org.uk - Tel. 01858 434424



Ebc Kevlar Brake Pads

UPGRADE YOUR BRAKES BY FITTING THESE EBC KEVLAR PADS

- NO DISC DAMAGE
- STOPPING POWER UP BY 20% OR MORE
- IDEAL FOR ALL CLASSICS FROM NORMAL ROAD USE UP TO TRACK DAYS/ SPRINTS/ HILLCLIMBS
- SUPERB QUALITY AND 100% BRITISH MADE
- COMPETITION PADS (UP TO 750°C) ALSO AVAILABLE



CODE

MODEL

BP 100	Herald/Spitfire/Vit 6/1300TC/1500 71-72
BP 200	GT6 MKI/II / VIT MKI/II /TR4A, 5&6
BP 300	GT6 MKIII /TR6 72-75
BP 500	TR7
BP 600	TR8, 2000 69-70, 2.5PI 69-77, Stag
BP 700	1500, 1500TC 70-73, Dolomite, Toledo 72-74
BP 800	2000 63-64
BP 900	Acclaim

GREENSTUFF

£27.50
£35.50
£35.50
£27.50
£35.50
£27.50
£35.50
£39.50

Green Stuff

The Best Fast Road Brakes

An upgrade Roadsport or light race car pad, this high Kevlar content formulation has won many awards in the UK. With a friction co-efficient of around 0.5 and high resistance to brake fade (550°C)



All Pads Small Order P & P £4.95

RED Stuff Race Pads

EBC semi metallic Redstuff formulation is a true asphalt race pad with medium lifetime and a friction level of about 0.3 steadily rising to to 0.33 at 750°C. Redstuff is extremely kind to brake discs and are ideally suited to TSSC race cars.

- Please ring with details of your Triumph for Price and Availability

For the Ultimate Braking Performance use with EBC Turbo Groove Brake Discs

T.D. FITCHETT

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Delaney-Galley heater valve 560612	£47.50
Petrol tank	£120.00
Front lower valance 1200 O.E.	£115.00
Front lower valance 13/60 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 1200 front lamp panel 812140	£60.00
Herald 1200 front wings	£97.50
Herald 13/60 front wings	£80.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£8.75
Windscreen drip channel	£11.50 pair
Herald/Vitesse door skins 901338/9	£60.00
Complete door shell 902256/7	£205.00
Sills 803070/1	£19.00
Tread plate repair panel	£6.75
Front floor mounting bracket R 607548	£4.75
Front floor mounting bracket R 607549/50	£4.75
Rear floor mounting bracket 607655	£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 708161/2	£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 shin 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/PB	£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 exchange gearbox	£135.00
Herald 4 Synco 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 rotolox 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 UKC1084	£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
Up-rated 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
Ran 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
Track 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	£92.50
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 fitch panel 907097/576477	£105.00
Late type rear centre bumper	£82.50
Rear quarter bumper	£57.50
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon exchange	£65.00
Recon exchange water pump GWP201	£29.50
Recon steering rack	£55.00
Front trunnion 142377/8	£17.50
Top ball joint GSJ131	£19.50
Brake servo exchange	£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 208532/217025	£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 809777/8	£34.00
Headlamp support panel assembly 818871/2	£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 guiset 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 GCK160 Q/H	£75.00
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£47.50
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 II	£595.00
Bonnet assembly Mk III 913768	£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 VII 710703	£22.50
Boot floor carpet Mk I/II 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 II 820073	£97.50
Steering lock 216449/UKC2719	£40.00
Seat belts	£45.00 pair
New crankshaft 308034 (exchange)	£95.00
Recon exchange water pump GWP201	£29.50
Gearbox exchange	£170.00
Clutch kit Q/H	£75.00
Front suspension vertical link	£65.00
Front shock absorbers	£20.00
Track rod ends	£7.00
Rotoflex coupling 152273	£21.50
Rotoflex bush kit inc tubes	£15.00
R/H front wheel Mk I/II/III rotolox GBS750	£13.50
Brake shoe non rotolox GBS746	£14.00
Late side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£7.50
HT lead set	£8.00

TRIUMPH 2000/2.5 PI/2500

Mk I front panel (L/H-R/H 570195/6)	£125.00
Mk I front panel (nose cone) 903258	£65.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 756894/ZKC1972	£75.00
Mk II bonnet 1010507	£125.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.00
Rear centre bumper (estate) plain 576530	£85.00
Rear centre bumper (estate) for insert 917813	£85.00
Rear quarter bumper (saloon) plain 910158/9	£60.00
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£20.00
Interior door knob 615888	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - 730397	£57.50
Dash veneer set 2500S 726421	£57.50
Interior grab handle ZKC 701/711	£17.50
Draught excluder grille 614628	£6.00

Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307493	£20.00
Recon power steering rack	£117.50
Recon manual steering rack	£40.00
Gearbox exchange	£175.00
Mk II front side/flasher lamp 216149/216150	£35.00
HT lead set	£8.00
Clutch kit Q/H	£75.00
Recon exchange water pump GWP201	£29.50
Rear wheel bearing kit	£18.00
Rear shock absorber	£19.50
Recon exchange brake caliper	£45.00
Brake disc Mk I.209348 - O.E.	£40.00
Brake shoe Mk I (axle set)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£15.00

DOLOMITE RANGE

Dolomite h/lamp mount panel 724263/4	£27.50
Front underrier XKC 83/84	£20.00 pair
Rear lamp assembly 1300 F.W.D. 218874	£25.00
Dolomite Rear lamp assembly R/H TKC938	£44.00
Head lamp assembly 1300/1500 Dolo	£50.00
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£32.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor	£40.00
Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£35.00
Sprint Lucas distributor cap GDC134	£22.50
Set of HT leads 18.50	£8.00
Distributor cap 1300/1500 GDC136	£4.00
Oil filter 1300/1500 GFE119/150	£4.50
Service exch oil pump 18/50 - Sprint 215573	£22.50
Sprint gearbox exchange	£175.00
Sprint clutch kit Q/H	£75.00
Gearbox exchange 1300/1500/18/50	£150.00
Gearbox exchange 18/50 3 rail	£170.00
18/50 original clutch kit Borg/Beck	£115.00
Input shaft 1300 F.W.D. 137617	£23.50
C/V joint 1500 F.W.D. 518093/UKC 1160	£30.00
Front subframe mounting cup washer 138626	£6.50
Recon steering rack	£40



SU or Stromberg?

By John Thomason

Sorry no register last month but here's a chance to sort those carbs for this season. Sam Gould of New Earswick, Nr York, wrote in with an alternative way of converting the waxstat jets to a fixed type.

In Sam's words:- "It is possible to dismantle the waxstat jet by prizing apart the three tags that hold the thermal element cover to the alloy casing. A small electrical screwdriver is the tool I favour for this job together with some thick gloves as you inevitably stab yourself at the first couple of attempts to lift up the clips! Having dismantled the jet assembly it is then possible to remove the short actuating rod from the thermal unit. This rod is approximately 6 mm long and transmits the movement from the expanding wax pellet to the jet itself. The unit can then be reassembled and the tags crimped back in place. See Fig1. As a further refinement, I usually insert a suitably sized washer, approx 1 mm thick between the base of the jet and the thermal unit to ensure adequate tension in the jet spring is maintained. Obviously the jets need to be reset, as the relative

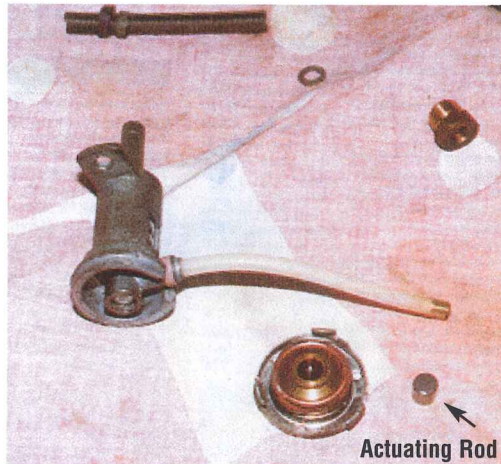


Fig 1. Waxstat assembly with cap removed
heights of the tops of the jets are likely to have changed. Purists might condemn this as a bit of a bodge but it does work and has proven reliable on the two engines I have tried it on. However the main advantage is that it costs "Yorkshire's favourite price" - nowt!"

At the end of Sam's letter, Sam asked the question as to which carbs I thought were the better, Su's or Strombergs? I have to admit that I've never really thought about, and the following probably asks more questions than provides answers.

The SU carb (short for Skinners Union) has been around almost from the dawn of motoring, whereas the Stromberg is a relative newcomer, arriving on the scene around 1962 and was actually the brainchild of our very own Standard Triumph Motor Company. Fig 2 shows the prototype Stromberg carb. Both carbs are constant depression (CD) devices and operate in a very similar manner. Indeed it is a credit to the engineers that they managed to come up with a design that got around all the existing SU patents - they even managed to use existing

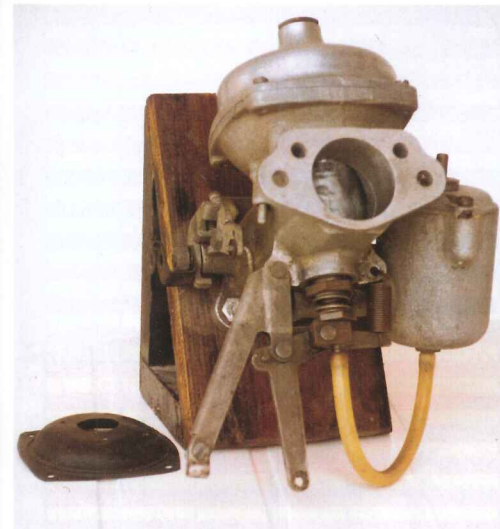


Fig 2. The Prototype Stromberg

SU needles on the early Strombergs! The principle difference is that the SU uses a piston as the air valve, whereas the Stromberg uses a rubber diaphragm, Figs 3 and 4.

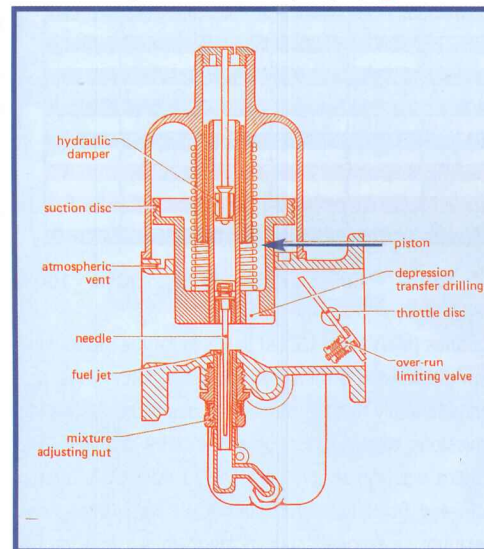


Fig 3. SU uses a piston as the air valve

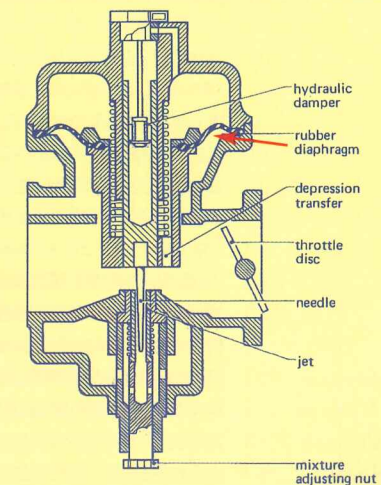
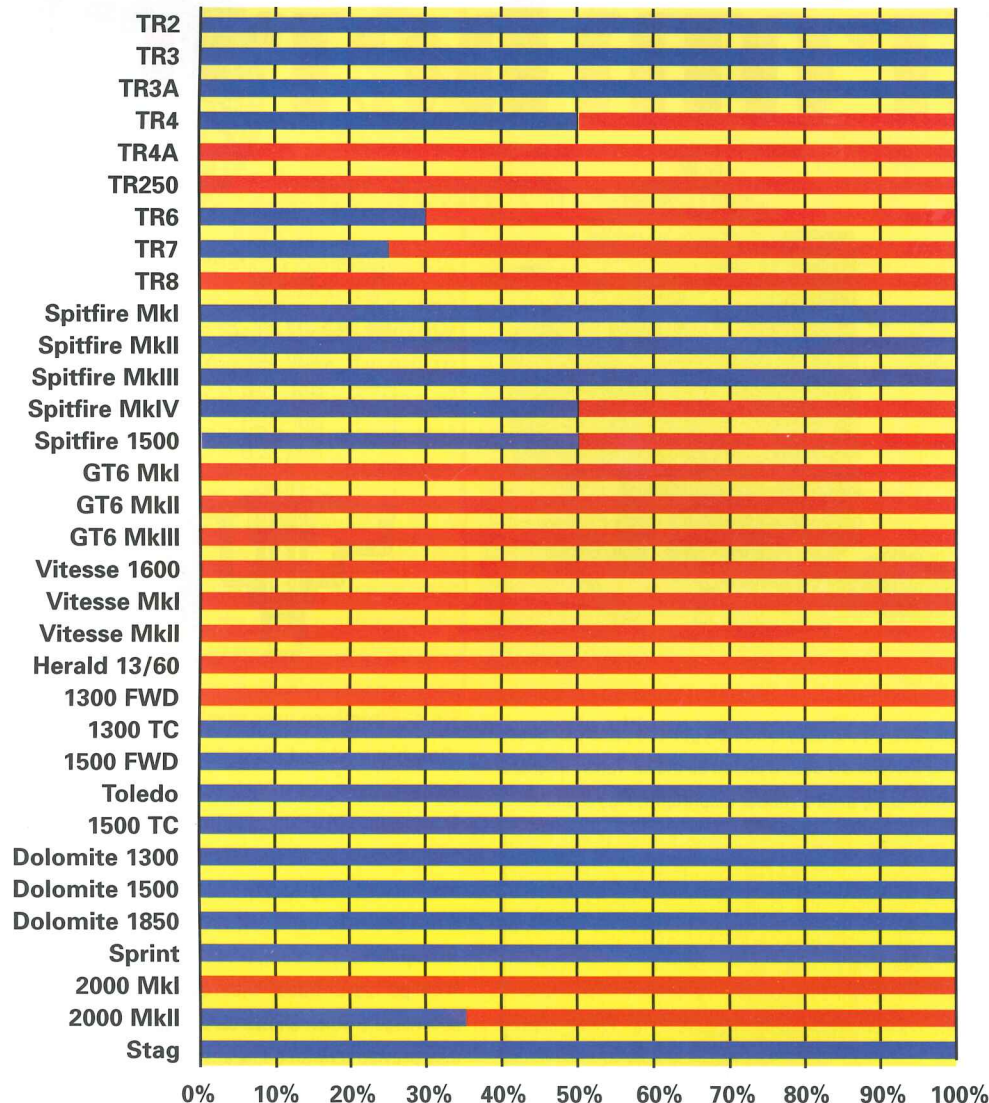


Fig 4. Stromberg uses diaphragm as the air valve

So which carb is better? As we know Triumph used both on their cars. Fig 5 (Spitfire) and Fig 6(both Overpage) (GT6). Originally Triumph had the Stromberg Carb made to avoid dependence upon SU carbs which they were having to buy at premium prices from the Birmingham SU Company, at that time owned by BMC, Triumph's major competitor. So why were not all Triumph cars fitted with Strombergs? Table 1 (Overpage), which shows carb usage on Triumph cars, may provide us with a few answers.

Above all, two factors influenced Mr Triumph, keeping costs down and meeting legislation, in this instance emission laws. Consequently cars produced between 1962 when the Stromberg first arrived, and 1968/1970 when Triumph became part of British Leyland and hence had access to SU carbs at discounted prices, Stromberg carbs were predominantly fitted. i.e. TR4 - TR250, GT6, Vitesse, small and large Saloons. The notable exception was the Spitfire. Even when SU carbs became available to Triumph again around 1968-1970, they were not

Table 1 - The Type of Carb used on Triumph Cars



immediately adopted. Existing models in production were tried and tested on the Stromberg, and with tooling and investment in place, there was no reason to change. Only the new range of small Triumph Saloons, the Toledo and later the Dolomite, adopted the SU carb. Also around 1970, emission laws started to bite, particularly in the States, Triumph's major market. Consequently there was actually an increase in the usage of Strombergs, all

Spitfires (MkIVs and 1500s) destined for the States were now fitted with Strombergs, as were TR6s. This fact tends to imply that the Stromberg was better at meeting emissions than the SU, otherwise why change? This pattern was repeated on the TR7, Strombergs for the USA and SU s for the home market where emissions were not so stringent. It may also suggest that the SU produced more power than the SU?

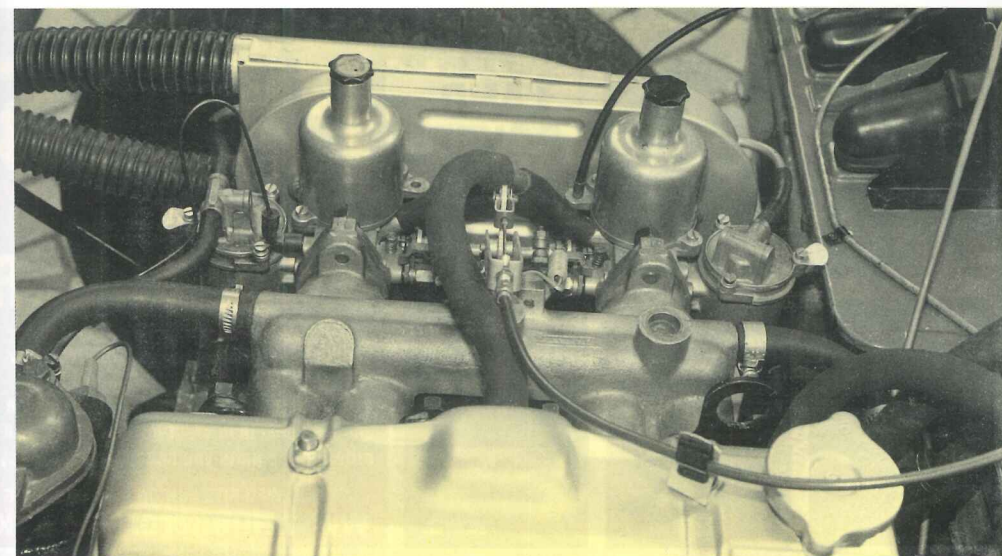


Fig 5. Spitfire Twin Su set up

Could this be why the Spitfire in the 60s, when marketing had it locked in competition with MG, was fitted with SU s, even though other Triumphs were being fitted with their home grown Strombergs.?

A complicated subject with lots of twists and turns that no doubt only Triumph know the answers.

However the above supposition does bear out some generalities that I have heard from members over the years, in particular those that have fitted SUs to the GT6 and TRs and those that have fitted Strombergs to the Spitfire. (SAH actually produced a Stromberg conversion kit Fig 7). The SU would appear to give more power on the GT6 whereas the Stromberg seems to give better bottom end

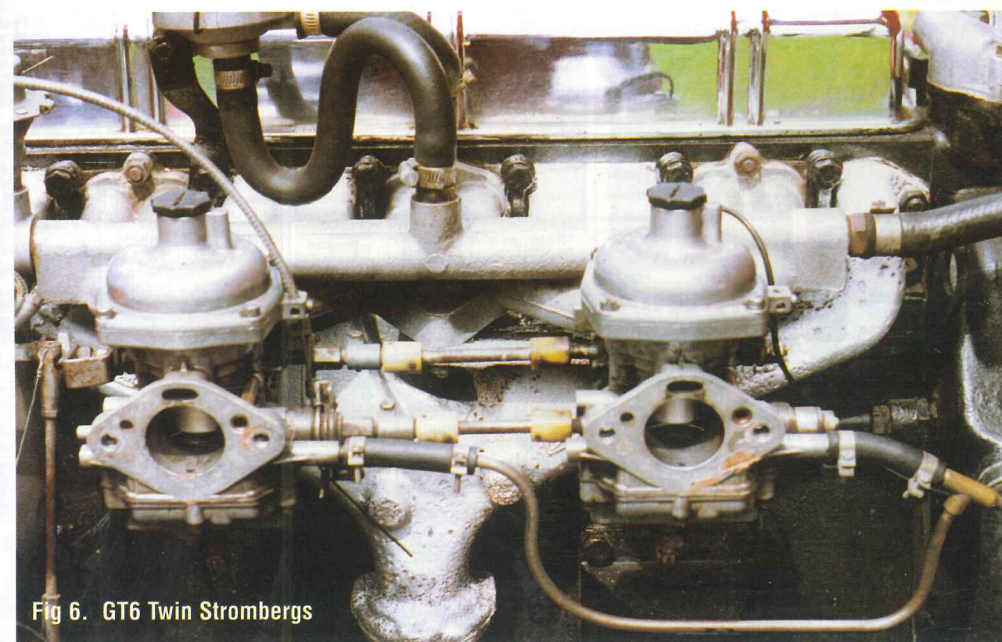



Fig 6. GT6 Twin Strombergs

NEW PARTS YOU NEED

FREELANDER

PARTS & ACCESSORIES CATALOGUE




36 PAGES

ALL THE PARTS YOU NEED

RANGE ROVER

CLASSIC 1960-1995

PARTS & ACCESSORIES CATALOGUE




108 PAGES

ALL THE PARTS YOU NEED

DISCOVERY

1989-1992

PARTS & ACCESSORIES CATALOGUE



96 PAGES

UPDATED PARTS YOU NEED

ROVER

V8 ENGINES

PARTS & ACCESSORIES CATALOGUE



44 PAGES

TRIUMPH

LAND ROVER

ROVER SD1

ROVER V8 ENGINES

212 PAGES

PARTS & ACCESSORIES

by fast MAIL ORDER

50,000 stock lines, listed, illustrated and photographed in our informative, easy to use, full colour catalogues.

Backed up by Rimmer Bros expert advice and the latest mail order technology to make ordering the parts you need quick and easy.

SEE OUR WEB SITE FOR ON LINE ORDERING
www.rimmerbros.co.uk

NEW PARTS YOU NEED

SD1

PARTS & ACCESSORIES CATALOGUE



92 PAGES

POPULAR PARTS - ALL MODELS

FULL ENGINES

UNLEADED

Reconditioned/Exchange
Bench tested 12 month/2000 mile guarantee. Fitting can be arranged.

Stag	£2,250.00
TR5/TR6/2500	£1,350.00
TR7;	
New	£1,295.00
Recon	£950.00
TR8/SD1/Range Rover (V8);	
Upgraded units also available.	
3.5 Litre	£2,173.75
3.9 Litre	£2,696.63
4.6 Litre	£3,818.75
4.8 Litre	£5,869.13
5.2 Litre	£7,637.50
Spitfire/Dolomite (1300/1500)	£950.00
Dolomite 1850	£1,100.00
Dolomite Sprint	£1,173.83
GT6/Vitesse/2000	£1,350.00
Herald	£950.00

We also stock Short Engines.

CYL HEADS - UNLEADED

Reconditioned/Exchange
Stag (Each)

TR5/TR6/2500	£528.75
TR7	£360.00
TR8/SD1/Range Rover (V8);	
Standard (Pair)	£528.75
Performance (Pair)	£822.44

DIFF'S & AXLES

Reconditioned/Exchange
Stag

TR4/5/6	£370.13
TR7;	£411.25
4 Speed	£233.83
5 Speed	£346.63
TR8	£370.13
Spitfire/GT6	£339.58
Herald/Vitesse	£339.58
Dolomite Sprint	£346.63
Dolomite 1300/1500/1850	£233.83
2000/2500/2.5PI	£370.13
SD1	£346.63
Range Rover	Enquire

GEARBOXES

(Manual) (Recon/Exchange)
Stag;

Less o/d	£361.88
Inc o/d	£616.88
TR4/5/6;	
Less o/d	£361.88
Inc o/d	£699.13
TR7/TR8/SD1;	
(4 Speed)	£282.00
(5 Speed)	£387.75

THE PARTS YOU NEED

SPITFIRE

PARTS & ACCESSORIES CATALOGUE



220 PAGES

THE PARTS YOU NEED

STAG

PARTS & ACCESSORIES CATALOGUE



188 PAGES

PRICES

PRICES SHOWN INCLUDE VAT @ 17.5%.

FOR EXPORT OUTSIDE EC DEDUCT 14.89%.

BRAKES & SUSPENSION

FRONT SHOCK ABSORBERS				REAR SHOCK ABSORBERS				FRONT SPRING		REAR SPRING	
Discs	Pads	R/Shoes		Std	Spax	Koni	Gaz	Std	H/Duty	Std	H/Duty
Stag	£38.72	£17.04	£23.44	£37.54	£55.17	£83.72	£83.37	£23.44	n/a	£24.62	n/a
TR4/5	£21.09	£13.51	£21.74	£20.56	£63.42	£63.42	£49.94	£21.09	£24.62	£22.27	£24.62
TR6	£21.09	£13.51	£21.74	£20.56	£63.42	£63.42	£49.94	£21.09	£24.62	£22.27	£24.62
TR7	£19.92	£11.69	£11.69	£32.31	£55.17	£85.19	£83.43	£20.56	£24.09	£20.56	£24.09
TR8	£52.88	£17.04	£18.74	£32.31	£55.17	£85.19	£83.43	£20.56	£24.09	£20.56	£24.09
Spit/Herald	£19.92	£13.51	£18.21	£24.26	£61.69	£74.91	£52.85	£22.91	£26.44	£85.19	n/a
GT6/Vitesse	£23.44	£13.51	£23.44	£24.26	£61.69	£74.91	£52.85	£22.91	£26.44	£85.19	n/a
Dolomite	£29.38	£11.50	£18.74	£22.91	£67.57	£70.50	£54.35	£22.91	£29.32	£23.44	£29.32
2000/2500	£56.34	£17.04	£18.74	£37.54	£55.17	£83.72	£83.37	£23.44	n/a	£24.62	n/a
SD1	£39.36	£17.04	£25.79	£37.54	£94.00	£91.07	£85.19	£25.79	£32.84	£25.26	£32.84
Range Rover	£20.56	£21.09	£24.26	£23.44	n/a	£79.87	£76.35	£18.21	n/a	£24.26	n/a

Spitfire/GT6/Herald/Vitesse;		
Less o/d	£282.00	
Inc o/d	£558.13	
Dolomite 1850 & Sprint;		
Less o/d	£282.00	
Inc o/d	£499.38	
2000/2500/2.5;		
Less o/d	£282.00	
Inc o/d	£499.38	
Range Rover	Enquire	

STAINLESS STEEL EXHAUST SYSTEMS

FULL

- Standard	£217.38
- Sports (Full)	£555.19
TR4	
- Standard	£139.24
- Sports (Part)	£88.13
TR5/6	
- Standard	£166.85
- Sports	
Twin (Part)	£188.00
Single (Full)	£411.25
TR7	
- Standard	£164.44
- Sports (Part)	£160.39
TR8	
- Twin (2 Box)	£240.88
- Single (Large Bore)	£210.33
Spitfire 1500	
- Standard	£152.69
- Sports (Part)	£187.94
GT6 MK3	
- Standard	£181.54
- Sports (Full)	£366.58

Herald

- Standard	£120.40
- Sports Part	£199.69

Vitesse

- Standard	£143.94
- Sports (Part)	£199.69

Dolomite

- Standard	£192.40
1850 Sprint	£296.63
- Standard	£172.40
2000 - Standard	£187.40
2500/2.5 - Standard	£217.38
SD1 V8	
- Standard	£428.80
- Sports (Full)	£479.00
Range Rover Classic	
V8 - Standard	£235.00
V8 - Sports (Inc Manifold)	£425.00
TD	£235.00
Range Rover Series 2	
V8/TD Cat Back	£369.00
V8/TD - Sports (twin) Cat Back	£599.00
Range Rover Series 3 (02 on)	
V6 4.4 Cat Back - Sports	£895.00
T6 Cat Back - Sports	£495.00
TDI	£169.00
V8 - Standard	£259.00
V8 - Sports	£449.00
MP1	£259.00
TD5 - Sports	£219.00
Freelander	
1.8i/2.0TD - Sports	£309.00
Twin T/P	£187.94
V6 - Sports	£329.00
Land Rover	
80"-130"	Full range stock

BODY PANELS & BUMPERS

	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper
Stag	£164.44	£587.44	£56.34	£80.01	POA	£299.63	£323.13	£475.88
TR4/5	£358.38	£340.75	£69.50	From	POA	£287.88	From	£211.50
TR6	£195.00	£195.00	£69.50	From	£307.00	£220.00	3 pieces	£207.98
TR7/8	£152.69	£311.38	£58.69	From	£170.26	£164.50	3 pieces	From £99.88
Spitfire	£45.77	From	£108.04	From	£42.30	£642.50	£281.12	£237.14
GT6 (MK3)	£45.77	From	£108.04	From	£42.30	£642.50	£281.12	£237.14
Herald	13/60	£109.45	£100.46	£84.54	£30.49	NLA	POA	car set
Vitesse	£128.60	£100.46	£84.54	£30.49	NLA	POA	POA	car set
Dolomite	£79.43	£223.25	£81.08	£21.74	£116.33	£123.38	£217.38	£119.85
2000/2500	£439.87	POA	£76.38	£31.31	£187.94	POA	£299.63	£182.13
SD1	£52.88	£105.75	£70.44	£58.75	£129.25	£205.63	£81.08	£81.08
Range Rover	£121.55	£176.25	£146.88	-	£599.25	ENQ	Kit - F+R	Kit - F+R

STAINLESS STEEL TUBULAR MANIFOLDS

Stag (Pair)	£393.63
TR4/4a	£245.58
TR5/6	£211.50
TR7 - 8 valve	£170.38
TR7 - 16 valve	£193.88
TR8 (Pair)	£293.75
Spitfire	£158.63
GT6	£223.19
2000/2500/2.5	Enquire
SD1 V8 (Pair)	£388.07
Range Rover V8	Enquire

WIRE WHEELS

(Conversion Kits)

	Chrome	Painted
Stag	£1044.58	£797.63
TR4/4a	£987.13	£646.25
TR5/6	£998.75	£722.63
TR7/8	£938.83	-
Spitfire/GT6;	From	From
Herald/Vitesse	£881.25	£668.58

SEAT BELTS (Inertia)

Stag	Pair £82.19
TR4/5/6	Each £41.13
TR7/8 Coupe	Each £32.31
TR7/8 Convertible	Each £41.13
Spitfire/GT6	Each £41.13
Herald/Vitesse	Each £44.65
Dolomite	Each £41.13
2000/2500/2.5	Each £41.13
SD1	Each £41.13
Range Rover	Each £41.13

WATER PUMPS

Stag/TR7/Dolomite 1850/Sprint;	
6 or 12 Vane	£170.38
Repair Kit	£22.91
Triumph 6 Cylinder	£46.94
Spitfire & Dolomite;	
1300 & 1500	£35.25
TR8/SD1/Range Rover	From £85.19

KENLOWE FANS

All Models (Except Range Rover);

Standard	£117.44
Heavy Duty	£211.44
Range Rover;	
No A/C	£188.00
With A/C	£193.88

RUBBER SEALS

	W/Screen	Door	Boot Lid
Stag	£32.84	£22.91	£17.57
TR4/5/6	£25.79	£20.56	£17.57
TR7/8	£32.31	£25.26	£17.57
Spitfire	£25.79	£20.56	£17.57
GT6	£25.79	£22.91	£17.33
Herald/V8	£28.14	£26.44	£17.57
Dolomite	£38.72	£22.91	£18.94
2000/2500	£35.19	£19.92	£17.04
SD1	£32.31	£43.18	£46.94
Range Rover	£48.76	£22.03	Enquire

HOODS

Prices shown are for Black, other colours available.

	PVC Economy	PVC Lux	PVC Orig	Canvas	Mohair
Stag	-	-	-	£200.67	£288.16
TR4	-	£156.87	-	£218.90	£275.46
TR4a	-	£174.91	-	£216.32	£273.63
TR5/6	-	£145.88	£206.68	£212.82	£297.94
TR7/8	-	£158.63	£235.00	£205.63	£287.88
Spitfire	£117.44	£140.94	£199.69	£182.13	£258.44
Herald/V8	£125.20	£150.19	-	£200.67	£294.30

CARPET SETS

(Top Quality - Tufted Pile)

Full range of colours

Stag	£164.50
TR4/5/6	£135.13
TR7/TR8 Coupe	£111.63
TR7/TR8 Convertible	£135.13
Spitfire	£105.75
GT6	£135.13
Herald/Vitesse	£135.13
Dolomite	£135.13
2000/2500/2.5	£158.63
Range Rover (From)	£158.10

We also supply Luxury Wool carpet sets.

HARD-TOPS (Lenham)

Stag (Exchange)	£1,020.32
TR4/5/6	£480.36
TR7/TR8	£499.38
Spitfire	£370.13

Request your free catalogue today

ASK ABOUT OUR:

- RESTORATION PROJECT VEHICLES
- RESTORATION REGISTER SCHEME
- PARTS FITTING SERVICE
- INTEREST FREE CREDIT
- PRICE WATCH PROMISE
- PRICE LISTS & DISKS
- SALES COUNTER
- EXPORT SERVICE
- TRADE & WHOLESALE PROGRAM
- RANGE ROVER CAR SALES

*One catalogue posted free, small postage charge for additional catalogues.

We reserve the right to alter prices without notice.

This advertisement replaces all previous adverts & offers therein.

All parts offered subject to availability.

Errors and Omissions Excepted.

VISITORS WELCOME

We are open:

MON - FRI 8.30am - 5.30pm,
SAT 8.30am - 1.30pm.

THIS IS JUST A SMALL SELECTION OF OUR MOST POPULAR PARTS

RIMMER BROS

EST 1981

Triumph

TR7 TR8

PARTS & ACCESSORIES CATALOGUE



228 PAGES

Triumph

GT6

PARTS & ACCESSORIES CATALOGUE



56 PAGES

THE PARTS YOU NEED

TR4 TR4A TR5 TR250

PARTS & ACCESSORIES CATALOGUE




46 PAGES

UPDATED PARTS YOU NEED

DOLOMITE & SPRINT

PARTS & ACCESSORIES CATALOGUE



52 PAGES

THE PARTS YOU NEED

Herald

PARTS & ACCESSORIES CATALOGUE



76 PAGES

THE PARTS YOU NEED

2000 2500 2.5PI

PARTS & PRICE LISTINGS



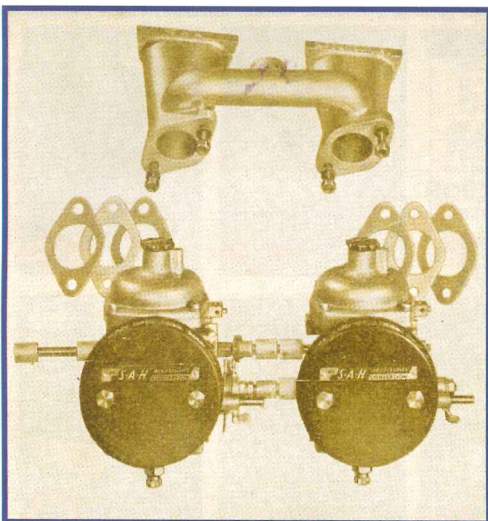


Fig 7. SAH Stromberg Conversion

torque and fuel economy. Some pretty sweeping and controversial statements which I cannot substantiate or give any reasons for! I'd be interested to hear other members' experiences on the subject.

Apart from cost and performance, are there any other considerations that make one carb better than the other for today's Classic Car enthusiast?

Here are a few thoughts.

1. Secondhand SU carbs appear to be more readily available than Strombergs.
2. New SU parts are more plentiful and the needle range

more extensive than Stromberg. I don't believe Original Zenith Stromberg parts have been manufactured for quite some time now.

3. More tuning data appears to be available for the SU.
4. The choke system on the SU is simpler than the Stromberg, especially later CDE and CDSE Stromberg carbs on which the choke units are prone to leaking.
5. Both are easy to tune, although with a slot for a screwdriver in the bottom of the jet adjusting screw, Strombergs are easier to adjust the mixture on. Having said that, late emission Strombergs e.g. late GT6, require a special tool to adjust the mixture from the top of the dashpot and are harder!
6. Both are reliable units, spindle wear etc. being similar on both, although watch out for torn diaphragms on the Stromberg and temperamental Waxstat jets on the SU.
7. The Stromberg gives better under bonnet clearance.
8. Although both are good, the Stromberg appears to suffer less from fuel vapourisation in the float chamber in extreme conditions.
9. The Stromberg with its float chamber underneath, is easier to link the throttles together on multiple carb applications.
10. The dashpots are easier to polish on the SU!
11. The SU is a better looking carb **Fig 8**, but that's just a personal view.

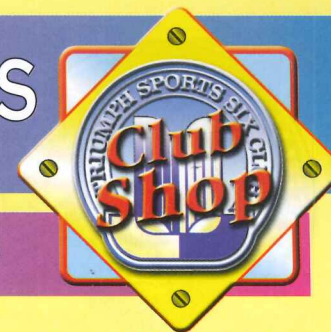
So which carb, if any, is better? My preference is probably towards the SU. Which is yours?



Fig 8. In my opinion The SU is a better looking Carb

Inlet + Additives

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



Inlet Manifold Upgrade



Reconditioned Inlet Manifold with Stainless Steel Water Pipe
A long-term solution for a common problem. So many Spitfires suffer with corroded and clogged-up manifold heater pipes.

Spitfires MkIII, MkIV and 1500 owners can now benefit from a non-rusting manifold heater pipe. **Supplied with inlet manifold that has been fully blasted.**

The old heater pipe removed and then replaced with high quality, non-rusting stainless steel, secured in place with a grub screw.

IM100 Manifold C/W Stainless Steel Pipe £49.95 Exchange. Surcharge £29.95

Postage and Packing - £9.95



Valvemaster Fuel Additives

PLUS OCTANE BOOST

Castrol Valvemaster Plus Octane Boost

250ml @ **£9.99** treats 250 litres (4p per litre treated)
Includes an Octane boost, raising the rating of 95 octane unleaded fuel to 97 octane

Castrol Valvemaster

250ml @ **£5.99** treats 250 litres (2.5p per litre treated)
Use with either unleaded 95 octane or Super unleaded 97 octane.

MEMBERS OFFER - 6 for the price of 5

6 Valvemaster Plus	£49.95
6 Valvemaster	£29.95

Castrol Valvemaster Plus was shown to offer the highest protection against Valve Seat Recession of all the products tested by the Federation of British Historic Vehicle Clubs.



Single Order P & P £3.95 - 6 for 5 Order P & P £6.95



By last reports, it seems that nearly all our race cars are still in pieces.

All apart from the newcomers guys (willabees that have become) who seem to be a lot better organised than the rest of us. I only know of one car, at the time of writing, that has made it to the testing circuit and that one broke! But as usual, there will be a mad 'last minute' spanner frenzy up and down the country and the I expect all the usual suspects will appear on the 10th of April at Silverstone.

At least the days are getting longer and the weather warmer ? so all those guys who have to work in the driveway/road/gutter will have plenty of time to apply their modifications. I used to work that way for my first three years of racing but have 'treated' myself to a lockup garage now, but it can be done without.

I have a few good garage days ahead of me this month as I'm installing a rotoflex rear and GT6 brakes all round with vented disks up front. A new lick of paint, new bonnet (hopefully Le-mans style)

41 Garage Days & Counting?!

and a bit of aerodynamics should see me right.

There have been a few changes to the racing calendar since last months Courier, notably Croft is now on the 17/18th April, Oulton Park is on the 3rd July and Mallory Park in now on the 18th July. Which means that for the first time in a long time, we don't have a race during the Stafford International weekend. So, for all of you who are going to Stafford this year we should be able to show some of the race cars off. Which, of course, will mean some of the drivers will be there to answer some of your questions. Maybe have a closer look and see how you could make your Triumph a bit nipier. An up-to-date calendar is available on the TSSC website along with latest racing news developments, just click the 'Triumph Racing' link.

As you will probably already know, there is a triumph Track day at Mallory Park on the 6th April which will give us all a taster of things to come.. It is hoped that we will have many different Triumphs there, from many different triumph clubs. Also, our current favourite magazine, 'Retro Cars' will be there to write about the day and the cars. So if you are looking for your 15 minutes of fame then you'd better book your place early 'to avoid disappointment'. £105 for all day, and £30 for a second driver is excellent value for money ? if you want to book then please either call me 0208 2551842 or the TR Register Office 01235 818866 for a booking form. If you're already booked then for next months article I'll include a basic circuit guide to help you find your way, a bit more than? "Go out of the pits and turn left, then follow the black stuff?" Bernie Ecclestone.

If you don't want to risk your own car then you could hire the Canley Classic/TSSC race car for the day (or share it with a friend) ? call Dave Pearson on 01767 541360 or info@canleyclassics.com - for more details.

On the 4th July, Retro cars Magazine are running a 'Modified Classics' show at the Santa Pod raceway. £10 entry on the day, £12 for a 'sprint ticket' that will allow you to run your car along the quarter mile three times. Over night camping, auto jumble etc. . The TSSC will be there ? you can be too. There's

even a mobile rolling road and many of the feature cars form the magazines first year of publication. Internet users can

By Nigel Gibbins



Donington Park Parade 2003

get more info at www.retrocarsshow.co.uk - or you can phone the show info line on 01452 317789.

The entry for 2004 closed on the 28th Feb, so next month I

can give you a complete listing of all the registered competitors.

Nig

2004 Championship Race Calendar

Date	Circuit	Organisers
April 6th	Mallory Park	Triumph Trackday
April 10th	Silverstone	MGCC Rnd. 1
April 17/18th	Croft	BRSCC Rnd. 2
May 8/9th	Spa Invitation	
May 22/23rd	Rockingham	MGCC Rnd. 3
July 3rd	Oulton Park	MGCC Rnd. 4
July 18th	Mallory Park	MSCC/BRSCC Rnd. 5
July 31/Aug 1st	Donington	BRSCC Rnd. 6
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
September 12th	Cadwell Park	MGCC Rnd. 9
Sept 25/26th	Brands Hatch	MGCC Rnd. 10

Simply

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

New Wind Deflectors **P&P £14.95**

- ◆ Designed specifically for the STAG utilising one of the easiest fitting systems we have found yet
- ◆ No bodywork modifications necessary
- ◆ Includes detachable leather cloth half tonneau
- ◆ Leather cloth colours to match original trim
- ◆ Chrome and Polished Stainless Steel Fittings

WDB201 - Stag £230.00
State Trim Colour when Ordering



- ◆ Reduce turbulence for you and your rear passengers
- ◆ No bodywork modifications necessary
- ◆ Clips into place behind 'B' post
- ◆ Made in un-breakable polycarbonate
- ◆ Comes complete with storage bag

WSS201 - Side screens £185.00
Only suitable for Triumph Stag

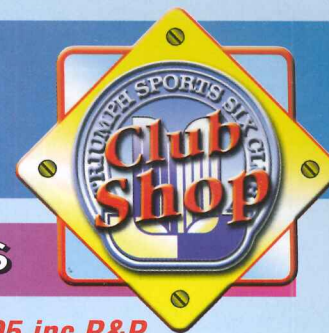
Lapel Badges & Fob **P&P included**



R184 Stag . Stag Dealership Fob £3.95
R124 Stag . Red/White/Yellow/Green . . £2.95
R138 Stag . Stag Animal £2.95

State Code & Colour when ordering CAR Lapel Badges

Stag



Stag Caps



CAR CAP..... £8.95 inc P&P
High quality fully adjustable with car logo on the front. NAVY



For an Additional **£4.95** why not personalise your club clothing to match your Car with a choice of Logo's. Logo can be embroidered onto your new Club Clothing. For example:

NFT - Fleece Top£28.95 inc P&P

Navy - V Neck Open Hem Fleece
With full colour embroidered Logo

S	M	L	XL
42"	46"	48"	50"

Please allow 7 working days for Delivery

Stag Overmats

CM101ST STAG 4 piece £30.00

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.



P&P £6.95

Stag Minilites

P&P £9.95



WH006 6"x15" £475.00

**WHEELNUTS
AND CAPS
INCLUDED IN PRICE**



505 BWU

By Alan Heaton

Triumph Herald 1200 Saloon.
Shown here are photographs of my Herald
505 BWU, which I purchased through an
advert in my local 'free' weekly
newspaper.

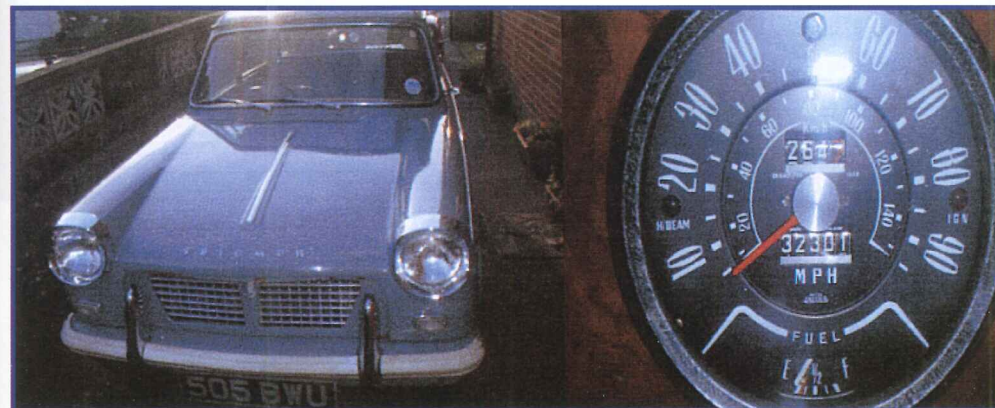


I have replaced:- Coil, distributor cap, leads, plugs and points and dynamo. I have changed the oil and filter TWICE. I have the original Service Documents and receipted bills since 1963, including the first 3,000 mile service (£4.5s.1d.) in May 1963. The MOT test expires in May 2004 and for the last five years it has not required any work.

Last year I attended 34 shows, including Stafford 2003 and the car was in daily use for three months, whilst my other car was 'off the road'.

and factory made backing plate. Has any other reader come across this modification? And what was the reason? Are there any more still in use? I cannot find any reference to the backing plate in any Triumph literature and I will be most interested in **ANY COMMENTS**.

Since I purchased the car it has been totally reliable and a pleasure to drive. I have also been informed that there has not been any welding



In Courier October 2003, Dick Plumridge mentions on page 43, an unusual feature regarding the fitting of early, small, sidelights

and is totally original apart from consumables.

I hope this information is of interest to the



readers, and here follows a short 'Potted History'

505 BWU Triumph Herald 1200 Saloon.

The chassis frame is GA 40872DL

Engine number GA 41394HE

1962 Model. Phantom Grey.

First registered 1/71/62

**Supplied by Craven & Co. of Harrogate,
North Yorkshire.**

Original owner was a Mrs L Liles of Harrogate. Owned for 21 years and covered only 23,757 miles.

Second owner was a Mr F Roberts of Shipley, West Yorkshire. Purchased on 18/8/83 and covered a mere 8,544 miles in 19 years.

Purchased by present owner, Mr A Heaton of Bradford on 7/81/2002 at 32,301 miles.

The car is approx. 95% original with no welding having been carried out and only some minor cosmetic repainting having been done.

The car is understood to be fairly rare as it would appear to be an early production model with front side -light modifications.

The owner has the original "Log book", service book and owner's handbook.

All early service records' receipts and invoices are with the car from day one to 1979. All from the Supplying Dealer.



A large collection of old MOT certificates have been retained from 1977 to present date. (Expires 17/5./03).

Car is listed on Triumph Register and the owner is a member "Triumph Six Sports Club" and "Dales Historic Car Club".



M. W. Restorations

Technical Tip of the Month

Fitting door catches and striker plates

If you ever take the door and strikers off the car, and then have to re-hang it, you'll find that lining up the catches can be a nightmare of trial and error - there is an easy way!

First, fit the door to the car with all its internal fittings in place, but leave the striker off (the plate that goes on the car body). Once you're happy with the door alignment, fit the striker and gasket, but just nip the screws up enough to hold it in place but so that it can just move. Then gently close the door.

As long as the screws aren't too tight, the striker will align itself perfectly with the door - you simply open it and tighten up the screws. And a real pain of a job has just done itself for you!

All the Best,

Mike.



READERS

Write . . .

Plymouth to Dakar 2004

Well, it's back to reality then! It's cold, wet, windy, loads of mud and even snow. Give me some sand, you know where you are with sand, it gets in your eyes, ears, nose and your "su's" - you also get stuck in it (a lot).

Oh the joys of the desert!

Yep, back from Plymouth-Dakar Challenge: A very scary trip with lots of highs and lows but loads of fun! Lola (2.5 pi) and the Red Bomber (Herald) proudly flew the Canley flag to success.



I won't go on too much as Team Michelotti will be telling the story (in their own words?) but I'd just like to say a few thank yous: Firstly the Maers family for donating the car, Mike Papworth for the gearbox and spares and the TSSC for their support, Cobley Transport for the time off work Maxine Winston, my hard-suffering partner on the trip, Keith and Moira

(Lada), Dave and Malc (Mitsubishi) and Cliff and Graham (Cortina Mk5). Two others that need a mention and a big thank you are Derek Giles and Rob Newton Allen as, without their help and friendship, we wouldn't have made it. They were both very patient with my fiddling (the PI bonnet went up more times than Jordan's top comes off!). Thanks to everyone who helped to raise £5,600 for Cancer Research UK.

Right then, time to get the Vitesse ready for an easy trip to Le Mans!! Thanks all,

Mark Bailiss

P.S. Anyone interested in driving to the Greek island of Rhodes and back Spring 2005!!

Telephone 07905 312608.

Friendly Event

I thought readers may be interested in this photo of my Triumph Herald 1200, which I owned last year. I sold the car in December 2003 but I did take it to the Norfolk Mile of Triumphs in September 2003. With it is my Austin A40 which I also sold last year. I am now on the lookout for another Triumph Herald to play with in 2004. May I add as a footnote that my wife and I had a really nice

time at the Mile of Triumphs due to the hard work of Joe Craske and team and the friendly atmosphere there, due to other TSSC Triumph members.

John and Christine Power

Norwich

Where are you now?

I was a TSSC member from 1980 until last year, when I sold my Spitfire 1500, registration OJX 32X. It was sold in June 2003, after advertising it in The Courier, to a member living in Grantchester, Cambs. My reason for selling it was 'old age' - rolling around on an oily, damp garage floor is not for 70 year olds! Somehow, I have managed to lose his full name and address and all I can remember is his Cristian name is Tony. At the sale I promised to keep in touch with him but this I cannot do. I would, therefore, be grateful if you could put a 'where are you now?' appeal in the next Courier and ask him to let me have his address etc.

Alan Bale

Bradford Tel: 01274 542581



**Herald and Austin A40
belonging to John Power**

Want a Stanbury TT?

Nick Vass has rescued it from a Scrapyard. Give him a ring on 01722 or e-mail stag@tssc.org.uk. It stands Nick in for £100. Engine and chassis are Herald and Believed to be ok

Bernard

Ed.

Stanbury TT



STANDARD



TRIUMPH

Berkeley Square London W1.

Do you remember the singing duo, Flanders and Swan? Them of 'Mud, Mud, Glorious Mud' and 'London Transport, Diesel-Engined, Ninety-Seven Horsepower Omnibus'?

GROsvenor 6050

By John Macartney

They had another song, though I can't recall the title, that started off with, "Twas on the Monday morning that the Gasman came to call." Whenever I hear Flanders and Swan mellifluously entertaining their audiences with yet another saga of personal misfortune or the frustrations of daily life, I am reminded of Western Avenue. I dread to think how Western Avenue would have coped today in the plethora of Health and Safety at Work legislation, Organised Consumerism, Menu Card Service Pricing and Customer Courtesy Cars, though I guess Mr. A.G. 'Jock' Brown (General Manager - London Sales and Service) would have coped in his own inimitable way - but what about the rest of them? As you can see from the photograph, Western Avenue (*overpage*) - or, as it was more favourably known by those who sought to impress - Park Royal, was by no means small in size. The Main Workshop, Parts Warehouse (sorry, The Stores) and Bodyshop, stretched down as far as the tall grey building at the back that was nothing to do with us. To the right, the service road was known as Dukes Road. Unfortunately, the site as we see it here and originally built before the war for bodybuilders, Hooper - has now succumbed to redevelopment. But those of you who regularly use the A40 into the western outskirts of London will be able to easily pinpoint it. Soon after

emerging from the Hanger Lane underpass, there is a bridge over the tracks at Park Royal tube station and the road goes downhill on a gentle left hander towards the Renault UK showroom. You'll still see Dukes Road, of course (it'll be the first on the right after the bridge) but of dear old Western Avenue, there is no more. When I last drove past, I seem to recall it had been turned into some form of DIY emporium - or was it a flat pack furniture retailer. All gone. Sad.

I wonder if the excuses are the same?

Anyway, back to Flanders and Swan and quoting them out of context. "Twas on the Monday morning that a Triumph came in for repair." - and that was where it all started.

Jock Brown made it clear to all those reporting to him that "no-one laddie, is ever turned away from my Service Department." In this instance, the possessive pronoun was always uttered with a degree of emphasis and pride. This message was further rammed home by Sergeant-Major Jock Murray, late of the Argyll and Sutherland Highlanders, Commissionaire - and in charge of almost everything that moved and even more that didn't. Among Jock Murray's charges were the UK Press Car fleet and all the Service Receptionists

The Golden Rule at Western Avenue was never to 'cross' Jock Brown or Jock Murray - ever!

In addressing them, you called Mr. Brown, "Sir" - and by all the saints in heaven, you meant it - while Jock Murray was addressed as "Major" or "Major Murray." The Sergeant prefix could be safely and tacitly ignored. You, on the other hand, quickly grew accustomed to being addressed as "laddie" - and if you hailed from Berkeley Square, you were mostly regarded as little better than an unmentionable something stuck to the sole of their shoe. To these two august gentlemen, showroom

Of matters Hammer & Spanner

salesmen were the lowest form of life - albeit in smart suits, burnished shoes and talking in 'retained' tones. It was merely because 'Sir' was convinced we were always (and in his own words) "buggering about."

In this context "b.a." referred to the perpetuation of financial self-interest from 'considerations' in cash for introduced business and the various routes open to us to ensure its continuity. Be in no doubt, to suffer at the hands of either of these men for incompetence or plain stupidity was the epitome of folly and the worst that could happen, in Jock Murray's words were, "ye'll be putting ye're coat on, laddie." I greatly doubt that would have been the outcome if we had been caught! Your coat would have been put on for you and your departure would have been assisted with a well-placed foot to the posterior! Of course, to use Western Avenue as a paying

on this at every opportunity and saw to it that "my young men entirely reflect the integrity of the company." To that end and shortly after being transferred to London from Coventry, I was confronted by Major Murray early one morning, when I'd turned up to collect a demonstration car. "Come heeerrrrre, laddie," he said in his rolling Scottish brogue - and he waved a white boiler suit in my face. "Now, ah want ye to noo, that whenever ye're heeerrrrre for 15 minutes or more, ye'll wear these overalls, especially if ye're doing a handover. If ye don't wear them, I'll hang ye from the highest trrrrreeee! Ye'll find a peg and a hanger in the



**Sergeant Major 'Jock' Murray at his retirement
with Mr A.G. 'Jock' Brown, General Manager - London Sales & service**

customer was to demonstrate the utmost confidence in returning your car to no less a body than the manufacturer itself for service or repair - and what better move could anyone make?

Mr. Brown, with a fresh rosebud in his buttonhole each day, capitalised

corridor and a clean pair will be there each week." And so it was. No-one wanted to clamber into 'whites' for a few minutes and consequently, one's presence at Western Avenue was usually brief - and well less than

fifteen minutes. That said, there were times when it was inevitably longer and that was when there was no alternative but to don them. I had a replica pair made up a few years ago - and yes, personnel liveried in such a way, did give the right impression. But as many hapless owners later found to their frustration, disappointment and chagrin, Western Avenue could occasionally be likened to a sort of extra-terrestrial 'black hole' and geared entirely to making money, which it did - in substantial quantities. Looking back, I sometimes think that if Jock Brown had been able to find a way for charging for the air that passed down the carburettor throats of the cars in his care, he'd have done it with glee. But these premises as a holy of holies, certainly wasn't somewhere for a shoulder the customer could cry on, or where he/she might expect to find a sympathetic ear when claims were made that a dealer had failed to come up to expectations.

For a start, it wasn't necessarily wise to assume that by receiving a car in the morning, you could collect it that night - unless it was for something quite minor, such as fitting a wing mirror. Meaningful entries on a job sheet such as "investigate and rectify propshaft vibration" would see your pride and joy gorged into the hallowed portals of Park Royal for at least a week and when it did finally emerge - the vibration was often still present. Okay, the original vibration may have vanished, but there was a new one - and at a different road speed.

Mostly this was because the fitters had finally given up sliding two Jubilee clips up and down the propshaft to (a) cancel out the original vibration and (b) ensure the worm drives on the clips cancelled the out-of-balance forces of the other. It was real rocket science! Today, we'd probably fit a new propshaft, either under warranty or as a chargeable item - but not then. Selling workshop hours was the name of the game and Western Avenue made far more money from sold labour hours by fiddling around with jubilee clips, than merely fitting a new shaft.

This condition, that manifested itself so frequently on Heralds and their derivatives was, to quote Western Avenue's Workshop Manager (disrespectfully nicknamed 'Doorlock Dick') as an "i.f."

In other words - and in Doorlock Dick parlance, it was an "i'erent (inherent) fault." But one should also recognise that as far as he was concerned, almost everything made by Standard-Triumph was an "i'erent fault" by its totality on wheels, witness a handwritten notice seen on a Standard Ten windscreen - "DANGER StanDrive transmission." Unfortunately, no-one had the foresight to remove the notice when the customer came to collect!

But in all seriousness, working at Western Avenue could be and often was a very stressful experience for customer-facing staff. As has already been said, there was no organised consumerism or legislation in the UK at the time and by signing the Warranty Acceptance Form on delivery of a new car, a customer effectively agreed in writing to the terms of warranty as laid down by Standard-Triumph. I think I'm correct in saying that by so doing, they signed away their rights under Common Law! Indeed, as many later discovered, their understanding of a 12 month/12,000 mile guarantee could often be at variance with how Coventry saw it or intended it to be. To that extent, Western Avenue periodically sent letters to owners headed "WITHOUT PREJUDICE" and at an early stage, the letter contents would feature the term "non-prejudicial gesture of goodwill." There were many instances of

excessive displays of temper and irate behaviour by owners towards Reception Staff who could only look on, remain as calm as possible and say nothing. Sometimes, the insults would become very personal and very occasionally might lead to physical violence. In my own case and one day dropping my guard, I encountered the owner of a new Spitfire.

Nothing unusual in that, apart from the fact that the car had wire wheels on the front, discs on the back and one of each as a spare in the boot! Yes, it had actually got out of the factory like that and the only reason the dealer hadn't swapped things around is that the pre-delivery check didn't allow for rectification work of that nature. Such intensive rectification had to wait until the 1000 mile service! Anyway, upon clamping eyes on this hybrid caused me to laugh at it. The customer was (understandably) less than satisfied with something he claimed to have saved for over three long years and my unintended mocking of his Spitfire was the straw that broke the camel's back.

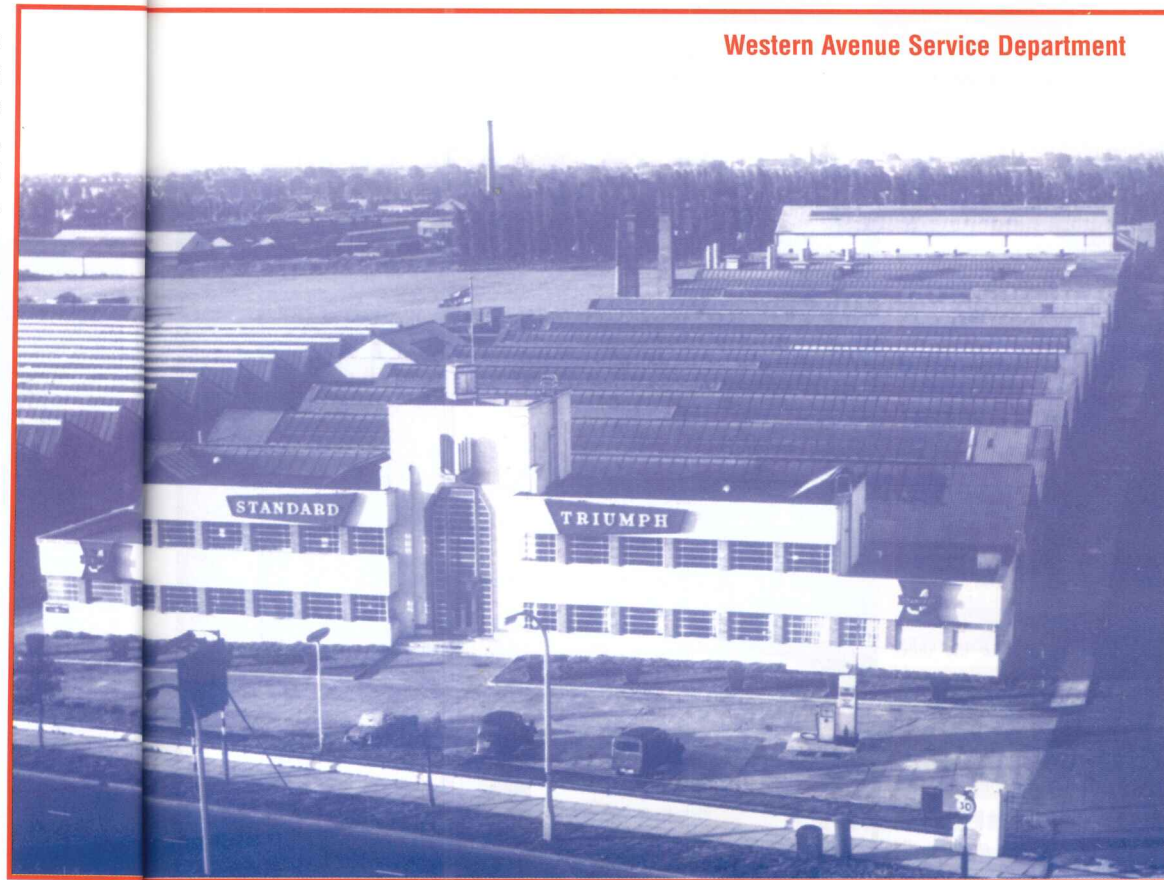
He laid me out on the floor with his fist! I'm happy to say that many years later and in completely different surroundings, we met again, entirely by accident.

He shook me by the hand, apologised profusely for what he'd done and then bought me a slap up lunch - so I suppose it wasn't so bad after all. But in those now far off days, it can safely be said the role of a Service Receptionist at Western Avenue or a dealer was not to be envied. The build quality of cars was bad to appalling, while some of the

condition is by no means a recent phenomenon. After Sales Service was mostly an utterly thankless task in which very few owners or users ever expressed satisfaction with what they had purchased or been allotted as company cars - and the problems were endless.

Only today, my old colleague from those times, Peter Cole, told me of an experience at Western Avenue involving a 2000 Estate car that was two months outside its warranty. In the mid-sixties, Carbodies in Coventry who did the estate car conversion seemed to have a major problem with the lack of torsional rigidity of the rear tailgate. For some obscure reason, many tailgates developed a cross-wind - and they wouldn't stay closed. This particular car arrived at Western Avenue with the tailgate held closed with several pieces of

Western Avenue Service Department



problems in the early days of a car's life were inexcusable from a manufacturing standpoint. There is ample evidence too, that many people who were Zone Service Managers for British manufacturers suffered from what we now medically (and properly) recognise as severe work-related stress - so this

string. Its owner, one Mr. Solly Greenbaum by name, had clearly had more than enough of driving a car with a self-opening rear door and was by no means deterred in expressing his displeasure. Quick investigation proved this particular car had an atrocious cross-wind in the tailgate and Peter, being newly arrived at Western Avenue, solicited the help of an old hand - Maurice "god-knows-we're-all-here-to-help-lad-but-don't-give-em-my-name" Whiting.

Poor old Maurice, who was the salt of the earth and had already had three major nervous breakdowns, instructed Peter to fully open the tailgate. "Right mate. You cop 'old of the

bottom corner on that side and I'll do the same this side. When I say 'go' you push up as 'ard as you can and I'll do the same and pull down. Ready?"

Peter nodded.

"Go!"

There was some grunting from both men.

"A bit more. Ready? Go!"

More grunting and something inside went 'poing.' "That's got 'it," said Maurice. "That's what we needed to 'ear. Now, where's the bloke 'oo bought it in?"

"Over there," Peter replied.

"Fine. Now, let's bring it down to the halfway point and close it with gentle firmness and constructive persuasion." Peter stood back and watched Maurice put all his weight into the closing manoeuvre. As the tailgate crashed into place, the whole rear window shot out of its glazing rubber and shattered into a thousand pieces in Dukes Road.

Mr. Greenbaum was, perhaps understandably, less than pleased. As Peter commented on the 'phone, "it was the first time I fully understood the reality of what we know as 'a

hostile countenance.'" Greenbaum ranted, he raved, he promised punitive Court action, loss of employment, a replacement car, Esther Rantzen, the Daily Mirror - and other goodies.

Maurice stood there and listened patiently. He'd heard it all before - and when they eventually got around to talking about the cost of repairs, Maurice opined that "a couple of 'undred ought to fix it, wot wiv the new door, glass, painting - an' all."

The owner became stratospheric and soon began to explore the outer reaches on the far side of Pluto when he was advised the cost would be to his account as the car was now out of warranty on time and mileage. The added admonition that he should have brought it in earlier for attention did little to ease the tension or foster some much-needed goodwill. I guess that in the end, Mr. Greenbaum was like all the rest. He paid up and went on his way - probably to buy a Volvo. And casting my mind back to those days, I can't believe that everything made by Standard-Triumph was all bad. If it was, few would have come back to buy

another of the same and there is plenty of evidence that many did. The trouble is that the 'lemons' in the London area all seemed to wind up at Park Royal.

No, they weren't all bad and even though the company assessed its products as having a life expectancy of little more than seven years, it's little short of a Divine Miracle that so many have lasted many times longer than that.

A Divine Miracle?

Perhaps that's unkind. Something, somewhere must have been good - because if it wasn't, why have so many lasted so long?

Myself and those 'White Overalls'!



TSSC Accessories and Regalia Catalogue

Incorporating the Triumph Bookshop

Triumph Sports Six Club

Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specials - TR - Stag - 2000/2500/2.5 - Dolomite - Acclaim

email: clubshop@tssc.org.uk - phone: +44 (0)1858 434424 - fax: +44 (0)1858 431936
Club HQ: Main Street, Lutterham, Leicestershire, LE16 9TF, United Kingdom.

Semi Sport System

YOU ARE HERE and Regalia > Stainless Exhausts and Manifolds > Semi Sport System

These Systems are the best way of creating superior looks and superb rorty Exhaust note without dramatically changing the layout of the system.

The Spitfire System comprises a shortened box with Twin pipes (a la GT6) to provide a more free flowing system with a deeper exhaust note.

The version for the Herald / Vitesse is larger version of the standard box.

Choose From 12 Products -

- ▲ Accessories and Regalia
- ▲ Catalogue Home
- ▲ Catalogue Site Map
- ▲ Catalogue Search
- ▲ Your Basket
- ▲ Postal Plates
- ▲ Terms & Conditions
- ▲ Return to Main Site
- ▲ Stainless Exhausts & Manifolds
- ▲ Unthreaded Cylinder Heads
- ▲ Triumph Braking
- ▲ Fuel Additives & Carbs
- ▲ Electrical Wires
- ▲ Cooling
- ▲ Suspension & Bushes
- ▲ Brakes
- ▲ Safety & Security
- ▲ Car Interiors
- ▲ Exterior Trim & Care
- ▲ Specialised Tools

Have You Got Yours?

Latest Catalogue should be with this Issue If it's missing or you need an Extra copy Tel. 01858 434424 to order - FREE

Welcome to The Club Shop Online

The Club Shop Online Website is now up and running to provide members with a 24/7 ordering service giving Members even easier access to the RANGE of products that are available from the Club

NEW FEATURES to the site are:

- ★ SECURE ONLINE ORDERING
- ★ OVER 500 DIFFERENT PRODUCT LINES
- ★ QUICK FIND CATALOGUE SEARCH

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

Rebuilding a Winning TR5

Part 2 By Andrew McGowan

Idiots tip number two. Find out the worst as early as possible as there were no bits left on the floor the shopping list was then things can only get better. In reality it always gets worse. The good enormous. I needed all the injector manifolds, throttle news was that as the car had been partially restored by its three linkages, metering unit etc, door lock remote linkages, all



1st Assembly to see what we had got

The 'Five' was trailered home in July 1999.

At that time we were half way through rebuilding a GT6, so despite itchy fingers the car was put to one side in the garage.

One day in March the following year the covers came off!

Task one was to find out exactly what we had bought. The easiest way was to bolt everything together and see what was missing. I am not the most organised of people, and given half a chance everything and anything simply gets dumped in a pile in the corner. Sods law says that it is never there when you look for it. So my advice is to get organised from day one. I photocopied the TR5 parts book and put it into a ring binder that was kept next to the car. As each area was put together the parts book was checked and a list of missing parts highlighted. Later this was transferred onto a spreadsheet that became the shopping list of all time! A parts book is at least as useful as a workshop manual, if not more so. The exploded diagrams clearly show what goes

where, and which way up.

Despite knowing TR5's for years, this was the first time I had set out to rebuild one. It is amazing how much you don't know when you take things apart and try to reassemble them. Several times I assembled parts only to have to take them apart again as I realised that I had got the sequence wrong, or as I knew that I would be repeating the process later on a freshly painted body, it became obvious that there was an easier way of doing something. The heater was in and out like a yo-yo as I found that you had to fit the wipers first, and then discovered it was best to fit the wiring loom before the heater. At least I got very good at re-fitting heaters!

At this stage I had no idea of the condition of the major items, engine, gearbox and differential etc. I assume that everything is knackered until I can prove that it was serviceable or not. When you are going to so much trouble with a rebuild I can see no point in having a car that just looks pretty. All the mechanical components, even the most trivial items like the boot lock, must work perfectly, and certainly much better than when they left the track. My definition of a concours car is one that is as the designer intended, not one that is as they were originally built!

Summer 2000 - TR5 Arrival in Stockton for Bodywork



previous owners, at least there was no rust and most parts were fairly clean. As each part was bolted up all threads were run through with taps and dies, not only to make assembly easier but also to find any crossed or dubious threads. Beware! Triumph love to use odd UNC threads in strange locations for no apparent reason other than to catch out the over-confident (if in doubt check the parts book). On the 'five' the injector retaining plates are held with UNC setscrews. By the time

the trim, all the glass, most electrical parts, and all external lights. The list appeared endless. Despite being similar to the TR4A in appearance and to the TR6 mechanically, in fact a lot of parts are unique to the TR5. As they were only made for a little over one year nearly thirty-five years ago, parts are difficult to find. The last rare bits were eventually found only a couple of weeks before the first show.



Summer 2000 - Discussing details with John Collins of Heritage Classics

My aim was to build the car to original TR5 specification. Finding out exactly what this was took a lot of research that started many years before we bought this car. Despite this there were many areas where I was not sure what was correct and what was just assumed knowledge. The TR5 was being modified and developed as it went down the track, and numerous changes were never recorded.

Idiots tip number three. When told by an expert that "this is original", always take this knowledge with a large pinch of salt. Standard Triumph were about knocking out cars quickly and making a profit, not engineering 'original' cars.

Now it was time to take the car apart and to start the real work. This is the point most rebuilds go wrong. Remember the golden rule; get organised. As parts were taken off the car they were sorted and put away in order. I use stacker boxes for large components, but a couple of dozen photocopier paper boxes are ideal for numerous smaller parts. They are rigid and can be easily stacked in a corner of the garage or loft. Label everything, even obvious parts. You will save a huge amount of time later if you can easily find things. Coin bags from your bank are ideal for tiny bits or nuts and bolts. Throw nothing away. No matter how knackered something may appear, if you cannot

replace it you may have to use it again! It is also useful to be able to compare a new part with the old one when something fails to fit as you expected.

The car had come with none of the external panels fitted. There were however two new Stanpart doors, a TR250 bonnet, two moth eaten boot lids, and seven assorted wings that resembled lace curtains. The main body tub looked reasonable at first sight; solid, no visible rust and repainted in dark blue. The first clue that something was not right was that the drivers side B post had been cut out after being painted, and was only held on by a couple of spot welds at the sill. Trying to fit the doors revealed that the openings were about an inch too small!!! A boot lid was fitted and this showed that the rear deck was flat where it should have been curved. This body was going to need some expert attention.

Whilst we do most of the work on our cars ourselves, panel work is not my forte. Picking the right man for the job is one of the most important decisions in any rebuild. Get it right and you have a good car, get it wrong and you will never be happy. And don't forget to agree the price before you start!

I took the bare body to several TR experts, told them I wanted a top quality concours job, then stood back and listened to what they had to say. I didn't go for the one who only talked about how expensive the work would be, and I also rejected the one who pointed out all the problems, and told me how busy he was.



In the end I agreed an outline price and scope of works with John Collins of Heritage Classics.

I had seen some of John's previous work and liked his attention to detail. He knows how TR5 shells are supposed to be, and is genuinely interested in the work. His business is small enough to care, but big enough to have the resources to do the job properly. He also has a good sense of humour and works for reasonable money. The fact that he is 450 miles from my home did not seem to be a problem at the time!

In July 2000 the bare shell on the rolling chassis was delivered to Stockton on Tees. I went home to start refurbishing all the individual components and to spend many days walking around autojumbles looking for elusive parts.

November 2003 - Finished project

PRESTIGE AUTOTRIM PRODUCTS

Hoods & Tonneaus from only
£51.95

Guaranteed Precise Fit

CAR HOODS

Massive Selection of Original Quality Car Hoods

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.

Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

www.PrestigeAutotrim.com

CARPET SETS - SEAT COVERS - TRIM PANELS

UNBEATABLE DEALS!

Prestige Carpet Sets
Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

Replacement Seat Covers
Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.

Full Carpet Sets from
£64.95

Pair seat covers from
£88.95

Interior Trim Packages

From only
£334.56

EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!

Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

www.PrestigeAutotrim.com

Prestige Autotrim Products Ltd.
Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.
Tel: 0151-643 9555 Fax: 0151-643 9634

Mobile Triumph Repairs

Triumphs and other British Classics

**YOU DON'T HAVE TO COME TO US
WE CAN COME TO YOU**

- Engine rebuilds
- Engine tuning
- Gearbox and overdrive rebuilds
- Clutches
- Servicing and mechanical repairs

Phone: Adam Chignell
07768 793946
7.30 pm - 8.30 pm 0208 8733022 (Epsom)
Copsale, Near Horsham, West Sussex

Gertie's Story

By Tony Simpson

After a relaxing time in Corfu it was time to crack on with the body tub.

Part 2

If I was ever going to get it sprayed this year. The replacement panels for body tub were purchased on one of my many trips to Canley Classics. Throughout the project I used only genuine Heritage panels, which went together exceptionally well, with the only exception being a non-genuine sill, which took best part of a week to get right - **gaff number 3**.

The body panels required for the tub refurb comprised of new rear wings, inner wing repair panels, outer wheel arches, rear valance, lamp panel and battery box which all proved to be more time consuming to fit than I had first envisaged.

With no work needed on the tailgate and only minimal work required on both doors, at last the bodywork repairs were completed. New quarter valances and front valance were obtained during one of my many Saturday morning trips to Canley Classics, which normally included a stop off at McDonalds for a take away breakfast.

I started the pre-spray preparation works in order to keep the re-painting costs down to a minimum, and after two months of tedious prep work at last Gertie was

ready for her new topcoat. In preparation for the respray I had been checking out a few local companies who I thought could provide the quality of finish I was after. I got quotes from three companies and then shock, horror and disbelief; I was quoted prices ranging from £2,600 to £4,000. No way could my budget afford this kind of money so some



It was now early August 2002 and I still had to repair the leading edge of the roof and drivers side 'A' pillar, which were both in bad shape. I decided to tackle the roof in strips of about four inch's wide so that the complex double curvature shape was not lost and keeping the welds down to about an inch at a time should help to prevent heat distortion. I had read several articles in the Courier which suggested that repairs to the roof could be difficult to carry out properly, however I persevered and managed to achieve a satisfactory repair which took the best part of a week to complete.

serious rethinking was needed.

To the rescue again comes my brother in law Dennis.





Now Dennis has in the past resprayed a few cars with quite respectable results, but only using cellulose. Nearly everybody I spoke to both professionals and keen amateurs all said I would regret it if I didn't go the two pack route. To start with Dennis was not keen on two pack after hearing all of the Health & Safety issues involved but after a lot of research and buying the correct breathing apparatus a plan was hatched that would see Dennis putting on the paint and I would be the gofer.

It was now late October 2002 and I was getting quite concerned about spraying outdoors in the potentially cold weather

ahead of us. We decided that it would be best to construct a full bubble out of polythene sheeting under existing carport, which was almost fully enclosed anyway. At least this way we could control the temperature and keep the overspray to a minimum (this only works if the access flap is kept closed - more on that later). Over the next four weekends, two coats of high build primer filler followed by six coats of mimosa yellow gloss was applied with all the necessary flattening down in between coats. We found overspray to be a problem with the first couple of gloss coats, however an extractor fan hired from the local tool hire shop soon had this under control. Being as the body was still mounted in my homemade dolly we were able to give the underside as well as the interior the same treatment. You remember I said earlier that overspray would be kept to a minimum if the access flap in the bubble was kept shut, well during one of my tea making runs I forgot to close the flap and also left the kitchen door open - **gaff number 4.**

The kitchen was completely covered with yellow overspray, floors, worktops you name it, it was everywhere. Fortunately Sue was out Xmas shopping at the time so with copious amounts of thinners, a mop and plenty of cloths we set about cleaning up the mess. We must have done a good job because she didn't notice on her return. Sue if you are reading this article -

SORRY.



It took approximately 55 hours of flattening down with 1500 wet & dry to get everything flat, smooth and ready for polishing. Now is it me or is normal A4 writing paper more abrasive than 1500 wet & dry? It was this part of the project that was mind boringly tedious, however everybody kept saying

that patience at this stage would pay off in the final finish and after buffing and polishing pay off it did. The finish was superb, even in the grey winter days before Christmas the shine was excellent. Its now a week



before Xmas 2002 and time for a rest and to get the remainder of the yellow paint out of my hair- what bit I have left.

During the Xmas holiday I managed to muster enough help from family and friends to help re-unite body and chassis for the first time in nearly two years. However after issuing everyone with a pair of white gloves there seemed to be an air of reluctance to commence the lifting operation fearing scratching the new paintwork. and suffering the fall out which would ensue. Good old Dennis took charge of the lifting operation, a bit this way, across a bit and down, it was finally back on the chassis and either by luck or good



measuring during chassis rebuild all the bolts lined up perfectly. The bonnet was soon fitted and at last I had what looked like a GT6 again.

It wasn't long before Alan (the chap from across the road) popped across for his weekly progress visit and his first remark on seeing Gertie was 'wow', and then he said 'no longer can I call her the old rot box. Surely you are going to show Gertie when she's finished'. Funnily enough I had never thought of showing her but seed was now firmly planted.

It's now the start of 2003 and the race was on to have Gertie on the road in time for her 30th Birthday on the 17 April 2003. It was about this time when I was reading an article in the Courier about tax exempt status and how some cars registered in mid 1973 could have been built prior to 31st December 1972 deadline and still qualify for tax exemption. I contacted The Motor Heritage Museum at Gaydon and got hold of a Heritage Certificate, which confirmed a build date of 20th December 1972, meaning Gertie was tax exempt - what a result.

Also whilst reading the Courier I read that Colin Lindsey was asking for pictures of readers cars, so I sent a couple of Gertie wearing her new paintwork. Colin published the pictures in the March edition of the Courier saying a few kind words including that he thought Gertie was good enough to show and might pick up a few trophies along the way.

Anyway I digress, its early January 2003 and I am getting ready to do the final fitting up on Gertie with all

the newly refurbished items that I have had either powder coated, zinc plated or collected from various auto jumbles. Again Dennis provided much assistance in shot blasting numerous items prior to zinc plating. It must have taken hours and hours but don't tell his boss that.

Time soon passes and before I know it Spring is here and progress has been painfully slow.

There is now no chance of achieving Gertie's birthday since the bumpers and other items are still at the chrome platers, the interior still has to be done and I am still short of a replacement drivers door glass (mine is very badly scratched).

The interior refitting was a relatively straightforward exercise since most of the original trim was in almost

perfect condition needing only fettling and a good clean up. I did however decide to buy a new moulded carpet set and rear wheel arch panels (the originals had speaker cut outs) from Newton Commercial and both were of excellent quality and fitted perfectly. What about the headlining I hear you saying. Well anyone who has a GT6 and has tried to fit a new headlining will know what a pig of a job this can be, and most people tend to go the professional route. In hindsight this is what I should have done but with a sense of 'I'll do this if it kills me attitude' (and it nearly did!) I succeeded at the third attempt.

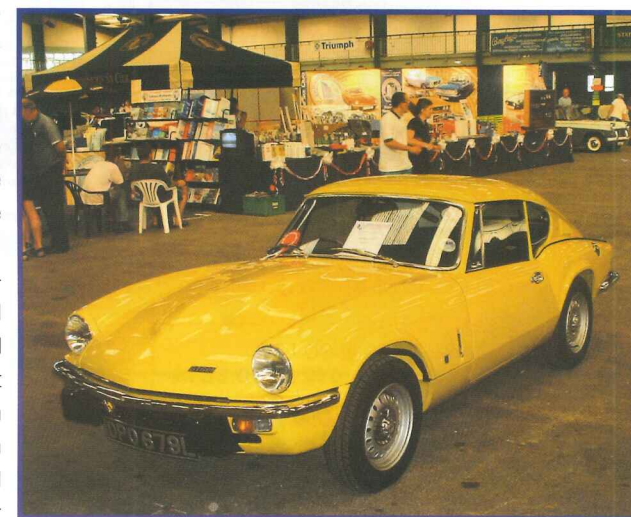
Progress was now gathering pace, the re-chromed bumpers were fitted and the original wheels were back from powder coating and shod with new Dunlop rubber, but what about the driver door glass. I called everybody in existence but nothing came up which was in better condition than mine. I even considered fitting a plain glass one but soon realised it would look naff against the others, which were tinted green. Just when I was about to give up and temporarily fit the old glass I got a call out of the blue from Chic Doig saying 'are you still looking for a tinted door glass. I have found one originally from a USA car and it's virtually scratch free being from the passenger side'. Two days later the glass was in and fitted with new seals and the project almost complete.

Prior to taking Gertie for an MOT I checked everything over, adjusting brakes and wheel bearing, greasing every nipple in sight and had the tracking set up properly.

It was now MOT day, 20th June 2003, and would the tester spoil my big day? He was checking every area in meticulous detail and my nerves were at breaking point. At one point he even called for his mate to have a look 'is there a problem' I asked. "No mate everything's alright, its passed, I just wanted my mate to have a look at this one she's a beauty". Anyway with Gertie's first MOT in 14 years I set off to collect my free tax disc and yippee she's now road legal. The next day (which just so happened to be my 48th birthday) I took her out for a spin, which was my first drive ever in a GT6 and

yes I was in car heaven.

Do I show Gertie or not? is she good enough to show?. With TSSC Stafford International coming up I contacted Angela McGowan (TSSC Concours Registrar) and asked her advice, after seeing some photographs her reply was simple 'show Gertie at Stafford'.



I got to Stafford on the Saturday accompanied by my co-polisher Dennis. We spent most of Saturday and Sunday morning polishing, cleaning and yet even more polishing. Andy McGowan was judging the GT6 entries and he gave nothing away during his appraisal of Gertie. It was now another 5 hours to results time and boy did it drag. I was ecstatic when Gertie was announced winner in the concours Original GT6 class, I would need surgery to remove my smile. Over the next few weeks I polished her every weekend trying to build up an even deeper shine to the paintwork before entering Gertie into her next show The Leics & Rutland Sunshine Rally. Competition in the GT6 class was high with many fine examples on display that day and I was particularly pleased to win best GT6 and Car Of The Show awards bearing in mind the company I was keeping that day (Opening page photo). Well there you have it a 'rags to riches' story for Gertie, my dream car. No story like this would be complete without the usual acknowledgments and thank you's.

Acknowledgments go to: **Derwent Enamellers, Canley Classics and The Spitfire Graveyard** for their input with parts supplies, workmanship and quality of customer service.

I would like to thank my wife **Sue** for putting up with the mess, the grinder noise and me over the last few years. Finally I would like to send a special vote of thanks to my Brother in Law **Dennis** without whose help I could not have managed to restore Gertie to her former glory.

The End.

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

RENEWALS

£34.00 UK £40.00 EUROPE £44.00 OVERSEAS

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

e-mail: membership@tssc.org.uk
http: [//www.tssc.org.uk](http://www.tssc.org.uk)

TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD

Tel: 0845 458 6760 Fax: 0121 559 0814

VALUATION SERVICE - TRUDI PRETTYJOHNS

TSSC, Main Street Lubenham, Leics. LE16 9TF
TEL: 01858 434424 Fax: 01858 431936

TSSC HANDBOOK

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

TSSC LIBRARY

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

CLUB SHOP e-mail: clubshop@tssc.org.uk

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

MAGAZINE COPY DATE

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 e-mail: accounts@tssc.org.uk

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 or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

TECHNICAL SECRETARIES

Richard Stubbs, 10 Beehive Way, Woodhatch, Surrey. RH2 8BY
Tel: 07802 229465 and Clint Grimmer Tel: 07899 914970
e-mail: technical@tssc.org.uk

HERALD 948/1200

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

HERALD 1360

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk II / II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 888640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 Mk I/ II/ III

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

Tel: 028 38 849063 e-mail: gt6@tssc.org.uk

BOND

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

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 01372 452292 e-mail: specials@tssc.org.uk

2000/2500/2.5PI

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

STAG

Nick Vass, Glenmist, Mount Pleasant, Stoford, Salisbury, Wilts. SP2 0PP
Tel: 01722 790173 e-mail: stag@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@aol.com

AMPHICAR

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

TSSC MODIFIED

David Royle, The Knoll, Draycot Serne, Nr Chippenham, Wilts.
SN15 5LH. Tel: 01594 563411 e-mail: nmodified@tssc.org.uk

INTERNATIONAL LIAISON SECRETARY

Philip Willocks, 25 Tovey Close, London Colney, St Albans, Hertfordshire. AL2 1LF.
Tel: +44 (0) 7973 333303 e-mail: overseas@tssc.org.uk

EQUIPMENT STORES - LIAISON OFFICER

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

CLUB ARCHIVIST

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

INTERNATIONAL WEEKEND EVENT MANAGER

Chris Mills, 12 Henry Ryder Close, Abbeymead, Gloucs. GL4 5GA.
Tel: 01452 627335 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISER

Graham Nobbs, The Old Bakehouse, Main Road Lower Harlestone, Nants. NN7 4EP.
Tel: 01604 846908 e-mail: graham.nobbs@btinternet.com

PUBLIC RELATIONS OFFICER

Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough,
Doncaster, South Yorkshire. DN5 7LG. Tel: 01302 850740
e-mail: publicrelations@tssc.org.uk

SHOW CAR REGISTER

John Muggleton, TSSC H.Q. Main Street, Lubenham,
Leicestershire. LE16 9TF. Tel: 01858 434424
e-mail: showcar@tssc.org.uk

AREA LIAISON OFFICERS

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

COMPETITION SECRETARY

Nigel Gibbins 10 Dean Road, Hampton,
Middlesex. TW12 3JL. Tel: 0208 2551842
e-mail: nig.inthehouse@blueyonder.co.uk



VISIT THE TSSC STAND!

20-21 MARCH, 2004. ALEXANDRA PALACE, LONDON

Sponsored by



STUNNING DISPLAYS
CELEBRITY GUESTS
CONCOURS CARS
CLASSIC CARS FOR SALE
INTERACTIVE EXHIBITS
EXPERT ADVICE
CLUB STANDS
TRADE STANDS
AUTOJUMBLE
AUTOMOBILIA AUCTION
DRIVE-IN FROM THE ACE CAFE

CLUB MEMBERS, MAKE SURE YOU SEE BRITAIN'S FINEST DISPLAY OF CLASSIC CARS

**SPECIAL
CLUB OFFER**
**£5 PER
TICKET**
SAVE £6.50 OFF
TICKETS ON
THE DOOR



DON'T MISS THE
GOLDFINGER 40TH
ANNIVERSARY
JAMES BOND
FEATURE

Welcome to
classiccars



FREE CAR PARKING

SHOW OPENING TIMES: 9.30am to 5.30pm

ADVANCE TICKET PRICES FOR CLUB MEMBERS: £5 Adult
MUST BE PURCHASED IN ADVANCE BY PHONING

TICKET HOTLINE 0870 366 6542

To take advantage of the £5 ticket price, please phone the ticket hotline quoting 'CCM' or book online at
boxoffice.necgroup.co.uk/cclive - enter password 'CCM'. Transaction fee per booking £0.95.

For the latest event news visit www.classiccarslive.com



AREA DIRECTORY

This Directory is 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. Why not contact your local Area Organiser and find out what's happening.

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

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Jim Smellie: 07771 956643	Lachinch Sports Club - GLASGOW	1st Thurs. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Norwood Hall - CULTS	Last Thurs. Eves.
LOTHIAN	Ian Robertson: 0131 5391402	The Fairmile Inn - EDINBURGH	1st Wed. Eves. & 3rd Sun. lunch

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.
CUMBRIA	Phil Evans: 01946 861548	Troutbeck Inn - TROUTBECK	Last Sun. Lunch
MANCHESTER	Frank Spencer: 01524 791607 Pippa Flegel: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Andrew Dunning: 01915485188 Mark Astley: TBC	Travellers Rest (A691)-Durham to Consett Rd	1st Sun. Eves.
LANCASHIRE	Mark Coward: 01257 482569	The Plough, Eaves Woodplumpton - PRESTON	Last Tuesday. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Nigel Penistone: 01405 720857	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Victor Thompson: 01302 850740 Peter Willey: 01226 745637	The Cock Inn - BARNSELY	1st Tues. Eves.
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180 Nigel Clark: 01788 891 153	The Weaver's Arms - FILLONGLEY	1st Tues. Eves.
DERWENT VALLEY	Colin Wright: 01773 531580	The Old Smithy - CHURCH LAWFORD	3rd Sun Lunch
LEICESTER & RUTLAND	David Smith: 01664 850253	The Sitwell Arms - WOODSIDE, HORSLEY	1st Tues. Eves.
LINCOLN	Garth Jupp: 01529 307302	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
NORTHANTS	Graham Nobbs: 01604 846908	The Pyewype Inn - LINCOLN	Last Tuesday
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Ye Old Saracens Head - LITTLE BRINGTON	2nd Weds. 8pm.
STAFFORDSHIRE	Adrian Palphreyman: 01785 621851	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WORCESTER	Mike Carter: 01386 751058	Moxhull Hall Hotel - SUTTON COLDFIELD	1st Tues. Eves.
		The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	Maes Bangor Arms Capel Bangor - CEREDIGION	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pand-y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Brian Morris: 01792 587204 Ken Bradley: 01269 594578	PONTARDDULAI'S CONSERVATIVE CLUB	1st Tues. 8pm
SOUTH WALES	Neil Hicks: 01684 290494	Jarvis Hotels, Wentloog Castle - NEWPORT	3rd Sunday Run Last Mon. 7.30pm

EASTERN AREAS

ESSEX	Lizzie Day: 01375 843969	The Dog & Partridge - ORSETT (A128)	1st Mon. Eves.
NORFOLK	Joe Craske: 01493 728764	Auto-Pilots Bar - NORWICH AIRPORT	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - STONHAM PAVA	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 9029 2722	Glenavna Hotel - NEWTOWNABBEY	1st Sun. 2pm.
------------------	------------------------------	-------------------------------	---------------

SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 01189 268230	Seven Stars - KNOWL HILL	2nd Tues. Eves.
SOUTH BUCKS	Carl Swanson: 01494 681393	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Tim Scrivens: 01233 812616	The Jackdaw - DENTON	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	Blacksmiths Head - NEWCHAPEL	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Jolly Miller - NORTH WANBOROUGH	1st Tues Eves.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Bull Inn - WHITWELL	4th Mon 8pm
WEST HERTS	Randal Merlino: 01442 381658	Rose & Crown Hotel - TRING	2nd Weds Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
MID KENT	Colin Jackson: 01634 246205	The Freemasons Arms - SNODLAND	1st Wed. 8pm
S.E. LONDON	John Macrow: 01689 829231	Contact only. No meeting Venue	
NORTH LONDON	Bruce Mann: 07866 482311	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The Baker's Arms - DROXFORD	1st Tues. 8pm.
SURREY	Karen Chignell: 0181 8733022	The Wellhouse Inn - KINGSWOOD. A217	4th Wed. Eves.
SUSSEX	Neil Thatcher: 01323 842870	The Green Man, Lewes Rd - RINGMER	1st Wed. Eves.
THAMES	Tracy Crewes: 01344 885541	The Swan Inn, Moor Lane - STAINES	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	Carol, Les Coventry: 01726 824523	Hawkins Arms - ZELAH	2nd Thurs. Eves.
COTSWOLD	Colin Murrell: 01179 691322	Contact AO For details.	
DEVON	Rob, Helen Northcott: 01822 890635	Ring A.O. Details/ Cowick Barton Inn	1st Sun. Lun
		Ring A.O. Details/ EXETER.	3rd Wed. Eves.
DORSET	Steve Golab: 01935 474590	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	J. Rowley/I. Lee: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SOMERSET	Peter Greenslade: 01823 288438	The Black Brook - TAUNTON	Last Thurs. Eves.
SWINDON	Karen Davies: 01249 815342	The Black Horse - WANBOROUGH	1st Thurs. Eves.
TEST VALLEY	Bob McDay: 01256 410192	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
WESSEX	Trevor Carlyle: 01202 548582	Bournemouth Flying Club	3rd Tues. 8pm
FOREST OF DEAN	Clive Speaks: 01981 500407	The Malt Shovel - RUADEAN	3rd Thurs. Eves.

OVERSEAS AREAS

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Pictou Ontario - KOK 2TO.
DENMARK	Jens Conrad: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elselfther Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubepines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Kragt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	Urb. Portela Lote 180-52-Di2268 5- SACAVEM.
SPAIN	Wayne Matthews: 00 34 977 430494	Carrer de l'Arc 5, 43786 Batea, Tarragona - SPAIN.
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.



ALO REPORT . . . AVON . . . SOUTH BUCKS CANTERBURY . . . CHESHIRE

AREA LIAISON OFFICERS REPORT

Hi All, Hope those of you who went to Stoneleigh enjoyed it and that it was worth setting off at 5am Colin, better you than me!! The Area draw results for Jan and Feb are:

Thames Jan East Berks Feb.

If your AOs contact HQ for your vouchers. Registration forms are rolling in but there are still a few areas to re-register. We need to get your forms before March so your valid membership and that of your second can be checked if you wish to attend the AO seminar prior to the AGM, as this seminar is for AOs of registered areas and your area is not registered until your membership has been checked, sorry but this is a formality.

We have not received any agenda items for the AGM except a couple from a West Yorkshire member. If you have any please let us know asap. See you at the Seminar

Divien and Victor

AVON

The 25th Classic Car Show, again at Shepton Mallet. Thanks to Les and June for sorting the Club stand theme and props out. Thanks also to Mick and Jude, Mark and Tim for displaying cars, to enable us to present "The Alternative Italian Job". Great to see so many people - most saying it was the best show for years! All was well, as the Cornish Pasty Company were there to provide breakfast, dinner and tea as required!! We party'd hard with the 25th year celebrations on the Saturday night. Oh what a night. The drink was cheap, so kept flowing. Mark is now Mary (long story) and we provided much of the entertainment! Did Barry Minnett-Smith proud!! Someone who shall remain nameless added a running commentary to Peter James's (Footman James) speech (oops), something to do with being primed to party!!!! Next day, Mary's head and pillow must have become one, finally surfacing nearer noon than opening time - thought the ducks and geese may have had him (sorry, her!).

Feb's meet: Sorry if I seemed like a zombie - recovering from the 25th Bristol Classic Car Show. Great to meet Bill for the first time - really looking forward to seeing his 1600 Vitesse (Gunmetal, with blue interior, O/D and webasto) back on the road soon. Go on Bill, prove the doubters wrong!!!! Another great raffle with every-

one seeming pleased with the winnings. Great to see Karl and Lynn's new TVR (thanks for the ride as well!!). Talking of TVRs, great to see Chris as well - TVRs may soon be outnumbering Triumphs. Partly Mary's fault for not turning up (delayed or continued hangover from Shepton maybe?) - only joking.

Team Michelotti are back, safe and well and itching to plan another expedition. Well done Boyz and Hen, you've done us and Weston Hospice proud! Events coming up (a few suggestions for you!):

Easter Monday - Coleford Carnival of Transport

Brean dates: **June 11th-13th** (wot, no Le Mans? Count me in for 2005 though Keith, Daniel, Andy and Marc - I will miss the 2004 experience!). Unity Farm attempted to increase the costs by £2 a person again (it went up last year). The good news is that we have negotiated last year's prices. After consultation and much consideration, we thought about Xmas Brean again but you'll have to wait until 2005 as this year will be a Brean Beach Party Proper! This could be the event of 2004!!!! (well next to Stafford, Brean and SEM). 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! Phil Willcocks has done a sterling job for us! Some of us have already booked-up for this one! Party on People!

Col

SOUTH BUCKS

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

For a change, a short read, as I have been VERY busy. The AGM was attended by Robin who has agreed to stay as the treasurer again and produced the account details for this year. Very professional indeed! Thanks again Robin, Allan and Jan, Dan, Paul and Liz, Rob and myself were the others that attended. I will remain as AO for this year, which makes it the third consecutive year! Most dates stand as last month, and the details will be on the web site www.tssc.org.uk/southbucks or go via the club main site. The day for visiting the Classic Car Show Live at Alley Pally isn't decided yet (it runs over the weekend of **20/21st March**) but if you want to come along, let me know at either southbucks@tssc.org.uk or 0705 010 3924. Kind regards

Carl

CANTERBURY

tim@canterbury-triumphs.com

TRYING SOMETHING NEW! Well I've been muttering about this for nearly as long as I have about going to Club HQ, now that we've been to the Club I thought it was about time to do something different for a Club night so, here it is: The **March** meeting will be held at **AMF Bowling in Ashford**, the venue has both a licenced bar and food is available, a car park is situated behind the building. I have never

bowled myself so it'll be a new experience for me so don't feel that you need to be an expert to join in, we can all be fools together. I have booked two lanes for 8.30, the number of games may be limited by the time available but I hope that everyone who wants to will get a go. The cost of this will be approximately £7.50 per person for a game and shoe hire, but I need to finally confirm this cost with the venue. Admission if you don't want to contact as many regulars as possible but I really do need to hear from people who'd like to attend, so please phone, email or text me so I can gauge numbers. At the beginning of this report I mentioned that we managed to make it to Club HQ, the first Area of the year apparently! There are a couple of thank-yous that need to be made, firstly Graham for the van and for being our driver and secondly to the staff at HQ, Charlie, Nigel and John made us feel very welcome, so to any other areas that are thinking of making the trip all I can say is; do. The cars and ephemera are both interesting and a valuable source of information if you're in mid-restoration or even just trying to remember how that 'bit' went back together! Oh, and the sandwiches and chips are pretty good too. That's it for now, so, just remember **March 2nd meeting** will be held at **AMF Bowling Ashford 43/79 Station Road, Ashford, Kent. TN23 1PP**, starting at the usual time 8pm, I hope to see you all there.

Tim

CHESHIRE

cheshire@tssc.org.uk

First, some dates for the diary. The two Taton shows this year are the **5th and 6th of June**, and the **21st and 22nd of August**. If you want to put your car on the stand, please let me know. The Peak Run and Concours is the **26th and 27th of June**, and the TSSC International is the **10th and 11th of July**. And while on the subject of dates, the first Cheshire run of the year should be at the **June** meeting which is the **3rd of June**.

We welcomed Paul and Julie from Whaley Bridge to our meeting, and they gave us an excellent sample of a nice exhaust sound as they left in what I understand was a Bond GT4 (is that right?) with a 6 cylinder engine. Hope the residents of Bollington appreciated the sound too.

Once again we observed that the meeting was somewhat male dominated. If ladies do attend, they tend to find themselves in a minority of one and never come again! So, this is a request to all to try and persuade their ladies to join them for the March meeting, and we'll see what happens.

The quiz is still in its wrapper (i.e. Sainsbury's bag) waiting for the April meeting, when (provided enough people come along) the lucky winner can choose between an alcoholic and a chocolate prize.

Our next meeting is on **Thursday 4 March** at the Cock and Wotsit in Bollington. See you there.

Henry

COTSWOLD

Now it's nearly Spring, why not go to a TSSC Club meet? Go on, you know you want to!!! The Cross Hands, near old Sodbury, on the crossroads A46 Stroud road (from Jct. 18 M4) A432 at Yate and B4040 at Castle Combe. Pub at the right of the trafficlights, at the crossroads! 1st Monday of every month. It's the Avon Area meet but it's on your doorstep and all are very welcome. Or go along to the Glos. Area meet - **3rd Monday of the month** at The Kings Head, Norton A38.

Glos Camping Weekend - **19th-20th June** (tbc). Could be good, just the weekend after Avon Area's Brean! For what's happening see Avon.

Cheers,

Col

COVENTRY

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

Fillongley Group

The Triumph Spares Day at Stoneleigh proved to be a great success, helped by fine weather, albeit cold and windy! Our Coventry/Rugby crew met up as planned, and travelled in a convoy of 10 cars through the picturesque village of Stoneleigh. Those folk who travel in a Triumph are allowed to park under cover inside the large sheds, which I presume are used for displaying livestock during the Royal Show. However, I was told that one unlucky visitor in his Triumph Acclaim was not allowed to park in the shed, as the steward did not believe he was in a Triumph! It is tempting to buy many spares at these shows, just in case.

Many thanks to all involved in another great event.

We have three events planned over the coming months. The first is a visit to TSSC Headquarters at Lubenham, on **Saturday 27th March**. There is a good display of Club cars on display, and spares/regalia for sale. The intention is to meet-up with our Church Lawford group at The Queen's Head pub at Bretford, near Wolston, at 10.00 am in the car park, and travel in convoy through Brinklow, towards Lubenham. Details/numbers can be confirmed at our next meeting in **March**. The second is a get-together with our local MG Owners Club, planned to coincide with the Church Lawford meeting for **May**. I have spoken with their Area Organiser Roger Whiston, and we will meet at the Old Smithy at Church Lawford on **Sunday 16th May**, at 1.00 pm. This promises to be an interesting occasion, as we have much in common with "The Old Octagonal Enemy" and should be well attended on both sides. Please try and get along - in your Triumph if possible, and pray for spring sunshine on the day!

The third event is well established in the Club calendar - **Triumph Marque Day** at Gaydon, on **Sunday 30th May**. We have plenty of time to plan for this one, and will discuss at future meetings.

This month marks the third anniversary for our Coventry Area Group, and I would

like to thank everyone for their continued support. We have become well established within the TSSC, whatever the weather! I welcome your suggestions for future events. Please contact Nigel Clark or myself with your ideas, as Santi Tejero did for the above MG event. Did you see the Canley Classics crew on the TV and in the press in the stretched Herald?! Our next meeting in Fillongley at the Weavers Arms is **Tuesday 2nd March** at 7.30 p.m. Get out more in the Triumph and enjoy! Regards,

Kevin

Church Lawford Group

In order to make the publication deadline, I am writing this the day after the Stoneleigh show, so guess what is uppermost in my mind. The day started with the Coventry area meeting up and conveying to Stoneleigh, and it was good to see such a strong turnout of 10 club cars from the area. It really was an excellent show with so many Triumphs of all descriptions, so many stands full of parts and so many people. For me it was a first, as my GT6 was on the club stand and what a fantastic experience to talk to so many other enthusiasts who had travelled so far. During the day I lost count of how many GT6 owners, would-be owners and rebuilders I met, from as far afield as Northern Ireland, Eire, France and Belgium. If you haven't been to the Stoneleigh show before, do try to put it in the diary for next year and you won't be disappointed.

We had another well attended meeting at Church Lawford in January, and it was especially good to see some new faces. A big welcome to Craig and Sarah (yellow Vitesse 1600), Patrick and Jean (red Vitesse MkII Convertible) and Andy (GT6 Convertible). The February meeting is on Sunday 15th, when I hope that we will be able to plan a run to the club HQ in March, probably **Saturday 27th**. John Muggleton has promised a guided tour of HQ plus refreshments so it should be a fun event, and there's always the opportunity to stock up on goodies from the club shop. Please give me ring if you need to confirm arrangements for this run (my number is now in The Courier).

The next meetings at Church Lawford will be **21st March and 18th April** (always the **3rd Sunday** of the month, from 1pm at the Old Smithy). I look forward to seeing you with as many club cars as possible as the warmer spring weather arrives. Regards,

Nigel

CUMBRIA

Just a short report this month otherwise I will miss the deadline having just arrived back from the Triumph Show at Stoneleigh [more on this later]. We missed the January meeting and information is somewhat limited/strange? A small, select band gathered and probably quite rightly concluded that we were not up for the Joint Quiz with the TR group this year so we will give it a miss. The only other item to note is, and I quote "Sue and John ??? arrived in a pale green Spitfire and Mr Fred Axle for a visit". Not sure what to make of



this but presumably those who were there know what it's all about!! The show at Stoneleigh was up to its usual standard. I met Ray and Albert for a short crack before heading off looking for anything of interest. Ray was collecting bits for his 2-litre Spitfire which he has started building at last - now he has nothing better to do as a retired gent! I also met up with a namesake: Nigel Evans, who is an "emerging" member from North of the Border [forgotten the village name but it is about 15 miles North of Carlisle]. Nigel is on the look out for a good Mark II Vitesse Saloon or Convertible. Hope everything has gone well with the new arrival when you come to read this Nigel! Our next event is the monthly meeting on **March 28th** with a quick turnaround after lunch as we embark on another Armstrongs Mystery Tour - attendance and weather permitting. That's all folks Cheers

Phil

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

Yet another fantastic turnout for the February monthly meeting at the Sitwell Arms. I arrived a little late and was greeted by a bar full of TSSC members. In fact it was standing room only.

Mike Mayfield, whom I had entrusted with the evening's activity, dashed over in a panic "Disaster.... we can't get the video to work!". (I don't think anyone had noticed as the room was full of excited conversation). However, it did cause a minor problem as the quiz was video based. What fantastic and resourceful people we are at Derwent Valley. Offers of emergency activities came from all corners of the room, but it was the super heroes Batman and Robin (aka John and Gary) who dashed to the 'Bat Cave' to fetch a portable combi TV. In the Bat Mobile did I hear you say? - NO get real in a 13/60. All was saved.

In addition to the usual crowd were three new faces. Ian with his red 13/60 convertible, David who's GT6 was originally a Vitesse and is in the final stages of restoration and Tony who's GT6 "Gertie" was featured in the February edition of the Courier - Great to meet you guys and I hope you will join us again soon.

Well, back to the quiz We were looking for the quickest production car over a standing mile. We had a choice of six cars. Most people went for the Aston Martin Vantage or the Dodge Viper. Boy! were they all in for a surprise! The AMV was forth and the Dodge last beaten by a Caterham 7 JPE. The winner was the



DERWENT VALLEY . . . DEVON DORSET . . . ESSEX . . . GATWICK

DERWENT VALLEY Contd

Blackpool bruiser the TVR Cerbera. The fact that no-one got the answer right was truly amazing as Chris is a 'TVR nut'. A bit of quick mathematics revealed the prize winner was Pearl who originally picked the TVR but was talked out of it by Don and opted for the second place car the Porsche 911 Turbo. To top it all her time prediction was only half a second out. Amazing ... well done Pearl.

Di got the giggles ... she was convinced that the QE2 was in the ladies loo - as every time she flushed, it sounded like a ship docking (yes, I said ship). Kev was so pleased that his palm had been crossed with silver following an ebay transaction (normally Di pockets it) he nearly bought everyone a drink.

This year's annual **Easter Sunday** BBQ sees a change of venue - It's at the Wright's - ring or email me for details.

The organisation of this years Peak Run and Concours, which is to be held over the weekend of the **26/27th June**, is in full swing. I can confirm that the Saturday Concours will be held at 11.00 am Hall (where we finished the Sunday Run last year) and we are returning to the Bear Inn, Alderwasley near Belper for the Party Night.

Visit our website for more details and pre-registration.

www.tssc.org.uk/derwentvalley
A few more dates for your diary:-

2nd March - monthly meet at the Sitwell Arms at 8.00 pm - all welcome the more the merrier.

26th March - Annual Tenpin Bowling Night at Ilkerton Bowl. Names and £5.00 deposit to Richard Malin (07813 397731) at the very latest at the March meet.

4th April - Mike Mayfield sprinting at Three Sisters

6th April - monthly meet at the Sitwell Arms at 8.00pm - all welcome the more the merrier.

It's been a great year so far... long may it continue. See you soon.

Colin

DEVON

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

Almost spring again! Both our cars are running well again - the gearbox is back in the Estate after its little mishap last month (something to do with the mainshaft tip bearing: thanks to Mike at Canley for sorting that out quickly) and the Spitfire has survived being used over the week of grim weather while the Herald was off the road. Thanks to Ben and Angelina for setting up

the February Sunday meeting in Chawleigh. The pub was enormous, including two skittle alleys, but was absolutely deserted - very strange for a Sunday lunchtime! Could be a place to go again sometime and have a game of skittles (North v South Devon?). While we were there the weather became rather damp... A submarine would have been more suitable transport than a Spitfire, but we managed to get it home in one piece and under its own power (just! - stalled it once in a deep flood but managed to get it started again after steaming for a few minutes - lucky the engine was nice and hot). Hopefully the rest of you at the meeting got home without problems.

The dates for the POWDERHAM Historic Vehicle Gathering have been confirmed as the **10th and 11th of July**. As always, the organisers of the show are very strict about the closing date, so we absolutely must have your entries by **May 17th**. If you want to go, please let us know as early as you can. The fees are the same as last year, being £3 per car (with up to two people) and £5 per tent for camping.

The next Sunday lunch meetings are **March 7th** in the Coaching House in Chudleigh and **April 4th** which will be a **TREASURE HUNT** starting from Buckfast Abbey at 10.00 am and finishing for lunch at the Plume of Feathers in Princetown. If you want to come on the treasure hunt please try to let us know as early as you can so we know how many clue sheets to print.

That's about it for now - let's hope for some good weather and hope to see lots of you at the meetings!

Rob and Helen

DORSET

Hello once again from Dorset. Welcome to Rod & Di and Brian and his wife (sorry, I didn't get your name!) who joined us for the January meeting. I look forward to seeing their Triumphs in future months. On the **Saturday 6th March**, I have arranged a visit to Revington TR in Middlezoy, Somerset. Neil Revington has kindly agreed to show us around his recently expanded workshops and show us some of his cars - he has two ex-works TR4s, the Italia and TRS (on view at the Bristol Classic car show last month). Revington TR are renowned TR specialists, but have now expanded their interests to cover ALL Triumph models. We will meet at Home Farm 10.45 am to 11.00 am. After looking round the cars/workshops we will adjourn to the village pub for lunch. In the afternoon, I have planned a run across the Somerset Levels. This is approx. 45 miles and should take around 1.5-2 hours, finishing at Podimore services on the A303. If you plan on doing the run, don't bother to wash your car beforehand!

For directions to Home Farm see <http://www.revingtontr.com>, select the 'Contact Us' button and click on the 'Streetmap' link, or phone me! If you were not at February's meeting and would like to join us, please let me know as I need to know roughly how many are turning up. Cheers for now.

Steve

ESSEX

ESSEX LIVES, HONEST!

Hello everyone. Apologies for our recent absence, we all got abducted by aliens and have just been returned after partying hard on Uranus! Just a few notes to mention, a big congratulations to Rob and Derek for their trek across the desert, good to see you have both come home safely.

We had our Christmas bash on the 24th of January. 28 of us had great fun and definitely a few sore heads the next day - it all started in a pub called The Horniman - nothing unusual there I hear you say. We all then went off to the London Dungeons for a couple of hours, what a great place, then back to The Horniman and then on to Covent Garden to The Porterhouse for a buffet more alcohol and live music - Fantastic!! I would like to wish Happy Birthday to the following Greg, Andy, Julia, Colin and Nick, Happy Anniversary to Matt and Mandy and a big congratulations to Chris and Jayne on their new arrival. And last but not least -

WANTED NEW AREA ORGANISER ANYONE INTERESTED PLEASE CONTACT LIZZIE ON 01375 843969 as she feels the aliens are coming back to abduct her again, and she would like the job to go to someone who can devote more time to it. i.e. ANY!! Lizzie is willing to help to start the lucky person off but she feels she needs a break!! Pleeasease!

Anyway that's all for now folks!!

Annie

GATWICK

January's second meeting found all the usual suspects at The Cherry Tree. It was decided though that it is just not big enough. So we have decided to up sticks and will, from now on, be found at The Wise Old Owl at Kingsfold. This is on the A24, Just north of Horsham. Maybe some of you friendly folk from Horsham/Dorking Area will come and join us here on the **third Wednesday**.

The Area Xmas Dinner was held at Rowfant. It went really well. The food, as ever, was brilliant. I love the way they put all the puddings on the table and leave us to help ourselves to: Xmas pudding, profiteroles, pavlova, fruit salad. So we all tried everything - well, I did anyway! Well done to Maria for organising everything and keeping the wine flowing. Thanks to all who came and were such good company.

Now to the first Wednesday meet: We have decided that though Rowfant has served us well, it's time to move on and find a better venue - some car park lighting would be a start! So for the near future, we're going to give The Blacksmiths Head at Newchapel a try. It's a nice pub with friendly Landlord, decent beer, a small field for displaying those cars in the summer and lights in the car park. It's easy to find too - on the A22, North of East Grinstead. At the London Temple carpark (you can't miss this - it's a huge church all lit up), take the Lingfield exit and the pub is just on your left.

Peter is busy sorting out a website so,

GLOUCESTER . . . HANTS & BERKS

hopefully, we'll be on a computer near you soon! We will be attending all the usual events: Isle of Wight Camping, SEM, Stafford. Also Classic Le Mans, smaller local shows, Fish and Chip Run to Hastings, Picnics. How about some non car related outings? Parham House, Scotney Castle, Kent and East Sussex Railway have been suggested.

Please don't wait until your car is finished before you come along. We might be able to help with a particular part/tool/problem. Looking forward to meeting you.

Lynn and David

GLOUCESTER

www.tssc.org.uk/glooucester

Hello everyone, firstly an apology. We gave you the wrong date for Bits & Pieces at Malvern. I hope this didn't cause you to miss it if you were going. Now in my defence you may notice that I said "we". The story goes like this, Ian and myself had been asked to supply dates to Chris for this year's Area flyer/program and as usual time sort of ran away with us, we ended up huddled round a table at the club meet trying to get it done before Chris turned up. Now knowing that Bev is usually good with dates, we enquired when the aforementioned venue was to be held and were given the date now printed on the Area flyer. So there you have it, Ian and I cleared of all responsibility and the blame dropped fair and square into Bev's lap. Sorry Bev, named and shamed, harsh but fair.

I just want to say hello to Stephen Treloar-Bradford who had the misfortune to get me tapping on his door after spying his Vitesse-powered 13/60 Estate one afternoon. It was nice to chat to you. Hopefully, we can see you at an Area meeting soon. Come along and say hello - have you done that diff yet? Also a quick hello and welcome to Mike and Wendy who came along to the Area meeting. Nice to see you both, we hope you enjoyed the evening. Sunday February 1st once again drew a large contingent out to marshal a hill for the Stroud and district motor club. Steve and Angela Holder, Bob, Barry, Chris, Martin and Francis, Ian and I all enjoyed a day of amateur motor sport with, as usual, some great banter with the competitors. Now if as we hope you regularly read this news, you should notice us reporting on several of these events. As a result of this Ian and I have applied to enter the Lands End Trial at Easter. We will set off on Good Friday and drive through the night to start the trial hills on Saturday morning. We are entered in "o" class which hopefully will not create too much hardship on Ian's non specially prepared Vitesse. Mike Crewes has also entered and will be using his 2500 Saloon. We will let you know how we get on. Thanks to Barry for chauffeuring me to the Worcester meet. Bob did an excellent job with a talk on his days in Australia literally 'moving houses' well done Bob. I'm sorry that I missed Mike Redmond's talk now. Thanks to all at Worcester for a great evening. The Area annual dinner was very well attended and as usual the Gloucester Old Spot did us all proud. It

was nice to see Shirley struggle along for the evening. We all wish you a speedy recovery Shirley. All our thanks to Ian and Jane for their efforts in organising the evening and ensuring that it all went smoothly especially as Jane took a nasty blow on the head earlier in the evening but still soldiered on like a true professional. Cheers guys a good time was had by all. The following day was the Triumph show at Stoneleigh. To say it was busy would be an understatement. As I was queuing to get in there were three gentlemen in front of me carefully scanning the people coming out and commenting on the fact that they were carrying most of the things that they were looking for. This theme was reaffirmed by Paul Hutchings when I bumped into him, Paul was unimpressed that all the goodies he wanted seemed to have sold stickers on them. You've got to be quick you know. Perhaps that's the reason for buying your tickets in advance (if you remember to take it with you that is, eh Richard). Lastly it was nice to meet Graham and Sue. I've been chatting to Graham via e-mail for several weeks and Stoneleigh gave us the opportunity to meet in person. We hope to see you both at a club meet soon. Keep your wheels turning and keep an eye on the events.

Events

Monday March 15th. Area meeting at the Kings Head, Norton.

Sunday March 28th. The Spring restoration show, NAC, Stoneleigh, Warks.

Saturday & Sunday 3rd & 4th April. The midland championship hill climb series @ Prescott.

Friday & Saturday 8th & 9th April. The Lands end trial.

Monday April 12th. The Coleford carnival of transport.

Andy

HANTS & BERKS

www.tssc.org.uk/hantsandberks

e-mail: hantsandberks@tssc.org.uk

Looks like I got away with it again, second meeting over and all looks to be going OK, we even had two new members turn out in the pouring rain. So a warm welcome to Alex Bromley, long time Herald owner who was entrapped by one of my too good to refuse eBay offerings, as soon as I saw he was local I had to try the recruitment routine. Alex is much like me, he has a project in the making that has been in that state for several years. His parts list is more impressive than mine though, worn out 1200 Herald, Fiat engine, Lancia 16v head, Eaton supercharger all sounds interesting! I hope we can help you make progress on that Alex. Oh and whilst I remember, Alex has an almost full collection of Couriers except some very early issues - does anyone have any of the A4 format ones that they need to move on so he can complete his collection? Contact me and I'll put you in touch with Alex.

Our second victim is also another long term 'resting' Triumph owner, hello to Mark Wits and his GT6. Mark is one of those guys who knows he's got a good thing but is uncertain how to capitalise on it. He had the GT6 on the road many years

ago but was slowly lured away from it by "CCS" - Company Car Syndrome - that's when you get a Company car and find that all your driving is no longer an enjoyable experience, there's no maintenance and motoring fades into mundane. Like many of us, Mark saw that the GT6 just got further into the back of the garage as time ticked by but now he's seen the light and is rekindling that Triumph feeling. From what Mark tells me the car needs some work but is capable of being resurrected having been dry stored for several years. I hope we can help you get the enthusiasm and knowledge together to get back on the road with the GT6 Mark - you're not alone. So two "newbies" to the Area Meetings but two very well established Triumph owners, welcome on board and we look forward to seeing you again.

By the time you read this we'll have all been to Stoneleigh and just had our Skittles evening (**March 2nd**). Obviously we will have thrashed Hants & Surrey - how am I ever going to get used to this "print lag"? I have so much to do at Stoneleigh - a big list of bits I am after, some books to source and a couple of people to see - I have for the first time ever got organised and made a list. I am now bound to leave that at home. Last year I subscribed to Classic Motor Monthly and got a nice "Events Almanac" from them - I must admit that I never properly used it last year. However, it's come round again and thumbing through it reveals a wealth of info on what's on in the coming year. There are many smaller shows that might be good to go to so I will load up the local ones in the Hants & Berks calendar on Yahoo! for you all see. If you don't use the Yahoo! group, it's worth a looksee <http://www.tssc.org.uk/hantsandberks/ya> hoo it's free and useful for us to keep in touch. Once I've set up events Yahoo! issues reminders for us automatically - if you have anything you want to add please do so, it's not just for me. Having said all that the only "local" event I can see for **March** is the Royal Armouries Museum Autojumble in Fort Nelson, Hants Tel 02392 475701. Happens on **March 21st** and that's all I know at the moment - more info as soon as I have it. Hopefully we'll have better weather next month and get some Triumphs in the Car park. We return to the Crooked Billet in Hook for April's meeting, see you there.

Apparently it's been extended so there should be seats for even more newbies - keep 'em coming, everyone welcome.

Jason

IMPORTANT NOTE

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



HERTS & BEDS . . . MID KENT . . . WEST KENT LANCASHIRE

HERTS & BEDS

First congratulations to Laura and Chris on the birth of their baby boy - surprised you have not had him in the garage yet Chris.

January's meeting was very well attended. Phil told us how he was getting on with the web site, seems to be coming on well and he has some great ideas.

Robert has sold his Vitesse. One of the new members has just bought a Vitesse Convertible (sorry I can't remember your name). Peter Chalk came in his Herald 13/60 Convertible with the hood down must have antifreeze in his blood.

Sam (two tons) Shacklock, Baz and I had a stall at Stoneleigh. We see lots of area members walking around including Michael who we haven't seen at The Bull for about a year.

Ray Peat - glad to hear you are getting your car back together again hope we see it soon. We also saw Ashley and Harry new Area Organiser for West Kent. Pat and Lee from West Herts had a stall, hope you did as well as us.

I sold almost everything apart from a Stag bonnet and a set of refurbished cosmic alloys, both of which I thought would have been sold straight away. We had a great day apart from the drive home, as there was a big accident at the services at junction 14.

Spoke to Matt on the phone (Matt and Mandy who do the majority of the organisation at Duxford) he was saying about going down there to see the events organiser at Duxford to discuss this year's event.

Will try and phone everybody who is interested in going there, if you have not heard from me then please give me a call.

Hopefully, we will still be doing the Go Karting in April. I will need the money ASAP. Remember all are welcome at The Bull Inn Whitwell.

Next meeting **Monday 22nd March**. Cheers

Les

MID KENT

Hiya all!! Hope March finds you with a spring in your step and the hood off your Triumph! The mornings and evenings are getting lighter, which means Spring is on its way - hooray!

It was a reasonably quiet month during January, with not a lot occurring. Still recovering from December, no doubt! The Ten-Pin Bowling session on Sat 24th January had a good turn out. We had two lanes - one for the competitive bowlers and one for those less experienced gutter hogs. After not playing for 'years', Joy

proved she was a pro, after taking worthy advice from Colin 'turkey' Jackson. For every one of Colin's strikes (and there were several!), Jon scored a foul. He seemed very pleased though! We did manage to talk him out of taking his bowling shoes home with him, too. Phil and Joy showed us their funky moves on the Dance-Stage game later, proving they really are close disco-dancers!

The February area meeting was a good one, with a lot of the usual faces. Good gossip and way too much cider! We've lined up a Playstation night at ours for **March, on Saturday 20th**, and Chris and Lorraine have volunteered to host a Cheese and Wine evening in April. I suspect it was a rather cunningly disguised excuse for a booze cruise, but hey, we don't need an excuse! The club event calendar picks up in **May** with SEM on **Saturday and Sunday 8th and 9th**. We'll be there as usual!

A belated "Happy Birthday" to Ian on 15th February, hope you had a good one... and if Sam thought she might escape the reminder of her 38th 33rd Birthday on 5th March, then she was very wrong!! Happy Birthday old girl, may the drinks be flowing, the donuts jammy and the wrinkle-cream in stock!!

Short and sweet this month, so that's about it. **March** club meet is **Weds 3rd March**, hope to see you there. (Reasonably) sensible ideas for Fancy Dress at Stafford very welcome...

Carol

WEST KENT

westkent@tssc.org.uk

What a terrific turnout for our February meeting and a very warm welcome to Samantha and Brian's wife Heather.

After recent events it was a pleasure to see Mary again.

Samantha is looking for a decent Herald or Vitesse and keenly listened to all the advice from our many experts. Anyone having a Herald or Vitesse in very good condition please contact me and I will forward the information to Samantha.

Apologies for the postponement of the quiz, which will now take place from 8.30 pm on **2nd March** during the next meeting. Our resident quizmaster Keith had to go back to the classroom for a course on condenser boilers. The expression 'old dog and new tricks' seems to spring to mind.

Del thought it was time to formulate a member's register to include a contact phone number and e-mail address. I will assemble all of this information and distribute it during the coming meetings. If anyone was missed and would like to be included, please let me know.

Along similar lines, I thought about producing a website which would be linked to the HQ site. This could be used to proudly show the world our beautiful cars and ongoing projects as well as provide news and information. Sue and Julian offered lend their expertise here.

Talking of projects, my MkIV restoration seems to be proceeding at a snails pace at the moment what with working a two week night stint and installing a friends bathroom by day. My tenderly cared for chassis is currently sitting in a shot

blasters yard getting I wet!

Many thanks to Frank for offering to help me rebuild my engine.

Frank has at least eight Triumphs in various states of repair, some of them stored in his neighbour's garden.

He recently picked up an early Vitesse as an abandoned project along with several boxes of goodies.

West Kent had eleven members at Stoneleigh, can any other area beat that? It was great to meet up with familiar faces again. As usual there was some fantastic bargains to be had. I managed to find two excellent unused front shock absorbers boxed up for a fiver!

By popular demand the club stand at the Hop Farm, Paddock Wood is back. **(3rd/4th July)** It promises to be bigger and better than ever.

As a prelude to this what about a club stand at Boughton Monchelsea nr Maidstone on **10/11th of April**?

We were pleased to read in the Feb. courier that Colin and the rest of the Avon Area have settled the dates for the Brean beach party. This is an excellent event and shouldn't be missed. Cheers,

Harry and Sue

LANCASHIRE

Happy days are here again!! I always know spring is coming when I can drive home from work in the daylight, it starts me thinking of warm sunny days and balmy evenings working on the damn car that needs fixing again just when I should be out enjoying it!! Rant Rant.

But for now us oop 'ere in flat 'at country ave gotten reet nice log fires and grand ale 'sup at Plough at Eaves (01772 690233) on the last Tuesday of every month around 8.00 pm. Feel free to come and find us, enjoy pie and peas with lots of gravy and say hello, just like new faces Kev and Dawn (GT6) as well as Mark and Catherine (1500 Spit) did in freezing January.

THANKS TO Ray and Karen, for the last two years as Area Organisers, you both did a good job whilst being very busy with your lives away from the Club. Cheers!

COMING SOON!! Bill, our very own Stig inna Stag will be running his Lakes Weekend on February 28/29th, departing sunny Preston from the Phantom Winger on the Saturday morning. Following a drive through spectacular scenery much eating drinking and talking will occur, there is good walking in the hills and round Coniston, and a car museum is also nearby. For the nature lovers amongst us Georgie and Dukie will once again demonstrate how to become very friendly with a tree, and there is plenty of time to enjoy the peace of the mountains. Further details from Bill on 01772 724555.

A FEW THINGS Garstang Autojumble, Hambleton House Farm near St Michaels will be held on Feb. 22nd and **April 17th**, entrance £2.50.

Dave the Bus cordially invites all TSSC members to meetings of the Lancashire Vehicle Club, Ley Inn, Back Lane near to junction 28 of the M6. Turn right off the motorway, keep going straight on until you go down a steep hill, Back Lane is the first

LEICESTER & RUTLAND . . . LONDON NORTH LONDON S. EAST . . . MANCHESTER . . . NEWBURY

on the right. If I wrote it down correctly they meet on the second Monday of the month, and in August there is usually a vehicle show.

AND FINALLY Good to see club cars out in the awful weather, but most disappointed with Ian "Speedy Duck" and his Corvette. Why not drive it on icy country lanes? As he didn't provide a satisfactory answer I will just wish him good luck in Bishop Auckland and remind him the phrase required is "Sorry yer Honour, but these American speedos are different from English ones, see?"

See you on the **last Tuesday** with Dukies' Quiz, which may include trees and beer!

Mark n Harry

LEICESTER & RUTLAND

Not much happening at this time of year in the Area, but hopefully feverish activity in the garage, shed or carport, as we build up to the summer and Triumph weather. Not that we all box them away for the winter months, far from it, but a wet cold evening in February is not the best time to venture out in our pride and joy. Sorry that I missed the February meeting, but work took me north to Newcastle and did not make it back in time. Had set a great Music quiz for you all, so maybe next month. Graham gave out the few notices that I had and reports to me that we had another packed conservatory with further new members continuing to turn up. The next edition of the Area newsletter was ready for the meeting but with me not there, will try to distribute them to you as soon as possible. Stoneleigh spares day came and went. What! No muddy field this year? And I left the car at home. Came in the works vehicle as they pay for the carwash, and we drove straight through the main entrance and into the showground, to join the long queue to get in. Good show yet again and by the time I left loaded down with goodies, the aisles between the stalls were filling up nicely. Failed to spot any of our Area members in the crush but several of you have phoned to ask me if I went, so know that our Area was well represented. There were some lovely cars for sale so kept my hands firmly in the pockets, and left my cheque book at home, but maybe next year! Make a change to buy a car complete instead of being delivered on a trailer and in lots of boxes, but I do so enjoy my winter evenings in the cold and damp garage with spanner and parts catalogue in hand. If any of you have not yet visited the Ebay site on the internet, I recommend it as a great source of spares, cars and whatever else takes your fancy. Look under Triumph (Your Model) and be amazed at what is on offer and only a click away. Reminders

Slot car will be on a **Saturday in March** as soon as I have sorted and will finalise bookings at the **March** meeting. Remember this time it's the best and the not so best teamed up in pairs. Treasure hunt is planned for **April** and date and route announced as soon as I know the details from this year's organiser. Beaumanor booking forms were available at the last meeting and the date is **25 July**

2004. What do we do this year to stop the Capri club of Burton winning again, sensible suggestions please.

Dave

LONDON NORTH

northlondon@tssc.org.uk

Hello everybody. Firstly I would like to announce that I am standing down as your local Area Organiser, I have done it for over a decade and feel that it is time for someone else to run the group and freshen it with some new ideas!

Please join me in welcoming Bruce Mann as the new Area Organiser. Bruce has had several Triumphs and other classic cars although his speciality really is in Spitfires. Indeed Bruce is building a six cylinder Spitfire as I write this - I am sure he will keep you up to date with progress over the coming months.

I am going to continue as International Liaison Secretary and organiser of the Le Mans Classic in July, take a look at my article elsewhere in this magazine and you will see that I have been able to increase the capacity - this is your last chance for making a reservation!

Up-coming event is the Classic Cars Live! show at Alexandra Palace on **20/21 March**. Always a good show with a huge presence from the North London Area on the club stand - indeed it looks like my new TR6 will be on display there.

So, if you can't make it to a meeting then please come and say "Hello" at Ally Pally! See you all soon,

Philip

LONDON SOUTH EAST

I had a good response after saying that I won't start the Area up again but after all the phone calls from Paul, Jim, Colin and Sandy Not many came to the Sevenoaks meeting - just Victor and his friends. Hope to see him at the next Sevenoaks meeting and so I will have someone to talk to.

I went to the Thames meeting last month. There must have been 18 people and a very lively meeting.

A few of us are off the Stoneleigh Restoration Show this weekend with our shopping lists. For me a soft top for my Spitfire as I parked under a tree last year and the clear plastic has gone a funny colour grey. I am also looking for a cheap diff for my MkI Vitesse. I've been looking forward to looking through the autojumble for things I suddenly realise I need.

Cars/parts for sale: 1200 Saloon, Green, very low miles. 1200 front tub, very good. 13/60 Convertible, scrap. 2 Spit tubs.

My latest project is helping a 'car nut' to change his 1200 VW Beetle Convertible back from having a 948 Porsche to a 1200. Hope to see more of you at the next meeting.

John

IMPORTANT NOTE

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



MANCHESTER

Sorry this is short but as we got back from Koh Somui so near the deadline I didn't want to miss it. We arrived back to gale force winds, hale stones and the temperature around 2 degrees, we left hot sunny weather with temperatures around 41 degrees. Mind you I'm still chuffed to be back - the first lambs are frolicking in the field and my ducks are getting more than amorous with each other in the bath (maybe Allie is heavy with egg) I wait with bated breath.

Pat, Colin, Frank and myself did manage a visit to the International Triumph show at Stoneleigh, which was busy as usual. We spent a little money, met a few friends that we hadn't seen for a while which was good and had a really enjoyable day. The TSSC stand was very busy as usual but Bill, Bernie and Nigel seemed to have everything in hand.

On the restoration front Colin seems to have got the better of the b—— wiring loom on Pat's Spitfire that has had him pulling his hair out and is well on the way to completion although he is on the lookout for an original switch for the two speed wiper system fitted to the car. Please give me a ring if you can help.

The continuing story of Rosie and Les: Now that Les has given Rosie a face-lift and a bit more oomph! What more could she need? She needed to feel wanted, she wanted to go out on the pull. She wanted to leave a trailer of broken hearts she needed a toy boy oops sorry!!! I meant a tow bar, Les obliged; he fitted her with her very own designer tow bar now she can pull anything she fancies. To be continued ...

Details of our Sunday run that Derek had organised will appear in next month's area news.

Frank and I will be attending the AGM on the **7th March** so if any of you would like to ask a question or three please call us on the usual number or you can E-mail us at f.spencer@tesco.net

Next meeting will be at 8 "O'clockish" on **Tuesday March 2nd** at the Rope & Anchor. All the Best,

Dip and Frank

NEWBURY

dave.rumens@btinternet.com

A quiet month - it's that time of year. We did have to cancel the meeting on 28th January due to the snowstorm and hope that nobody actually made it to the pub as the landlady got stranded in it and didn't open up until nearly 8 o'clock anyway. As



NEWBURY . . . NORFOLK . . . NORTH EAST NORTHANTS

NEWBURY cont

it had taken some people three hours to get from Newbury to Thatcham (4 miles) earlier in the evening we didn't think we would venture up the hill to Cold Ash.

If you have any comments/issues that you would like us to raise at the TSSC AGM or Area Organisers, seminar please let us know as the meetings are on **7th March**.

Sean's Herald is back in one piece now and ready for the new season. Nigel's GT6 should also be back on the road soon. Ollie's GT6 has had a re-spray ready for the coming summer months. Our Herald will be out of wraps soon and the Gifire on the move again soon. Our Vitesse has been on the road all through the winter months.

We got to Stoneleigh Triumph Day nice and early and because the organisers weren't organised none of them knew where the Triumph car park was so we had to park with the modern machines. We did find it much later and there were some lovely examples there, including many we hadn't seen before. The plus side of the organising was that we did not drive through a single puddle or mucky field. Got a few bargains including a brand new 6-cylinder crankshaft still in its packing crate from Bill Davies. Saw Sean, Dennis and Nigel, the latter having a very long list - good job we got there early. We also bumped into Chris from Oxford area and Guy and Suzie from Southern area.

By the time you read this we should have got our calendar of events together so come along to a meeting if you haven't been before and find out what we do apart from going to the pub!

Next meetings: **NO MEETING AT THE SPOTTED DOG ON 10TH MARCH** (Skittles at George & Dragon) - sorry you will only be able to come if you have booked and paid by the time you read this). Meeting **Wednesday 24th March** at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events:

10th March Skittles against the Kennet Valley TR Area at the George & Dragon Wolverton Townsend starting 7.30 p.m.
April 12th, Easter Monday, Spring Vehicle meet at Wyke Down, Andover. See you all at the next meeting.

Keep 'em flying.
Mary and Dave R.

NORFOLK

Reduced numbers again for our February meeting but on the bright side we had new members turn up, so welcome to Greg Newton who drives a Triumph 2.5, and Andy Dann and Wendy Durrant who have a Spitfire. Hope you enjoyed the meeting

and that we will see you all again at future meetings and events.

A comment was made by a member at the January meeting, suggesting that either or both of the January and February meetings should be cancelled in future years due to the lack of members attending. This was put to members at our meeting on the 2nd February and was soundly rejected by those in attendance, it was felt that this would be a retrograde step, having been tried in the past. Furthermore it was thought that many A.O.'s would be delighted to have attendances of 18 and 17 respectively.

I have been approached by Andy Watts of the Triumph Motor Cycle Club asking us to support a Quiz night that they are having in support of the Air Ambulance, and they would like us to provide at least a couple of teams. This will be held at the Maid Marion pub in Norwich starting at 8.00 pm. April is also very keen to build on the relationship the two clubs have established over the last two years.

Can I also point out a mistake in my February report; the half marathon being run by Julie and David takes place on **4th April** and not 4th MAY as stated.

Forthcoming Events:

1st March - Club Meeting
Talk by Air Ambulance Representative
20th/21st March - Alexandra Palace
Car Show

28th March - Restoration Show and
Auto Jumble at Stoneleigh

Be safe

Joe and Sue

NORTH EAST e-mail: northeast@tssc.org.uk

Hi all. You'll be reading this after we've done the off road driving assuming Ian doesn't have to move it to another Sunday in February. Everyone's calendar is looking a bit untidy now, at least it wasn't Ian's fault, more the company getting a bit muddled. Hope it has gone well after all that. His Sprintfire now has a Lenham hardtop fitted, looks rather nice and has a detachable top that leaves the back window section in like a Surrey top on a TR.

Other car news has Steve Overall finding his clutch master cylinder empty but absolutely no signs of leakage anywhere and none since he topped it back up. Probably gremlins having a laugh while looking for that missing timing light!

Paul's dolly is slowly progressing, he is currently remaking a new loom bit by bit. Geoff is possibly getting a Wolseley Hornet to use as an everyday runabout. And congratulations to Michael Dunning who has just passed his driving test. On the events front we have the following:

Ian G. didn't make the Feb meeting but I've spoken to him and the Talkin turn run should be the **25th April**. Geoff's 5 Counties run is the **9th May**, departure time and point to be notified, as well as the likely lunch stop. Kite flying this year is probably the **19th of September** but is just provisional at the moment. We are also looking at a route for a 'Tyne Crossing' tour, taking in all the bridges (and tunnel maybe) from Newcastle up the Tyne valley, still planning at the moment.

Le Mans was discussed as well but for 2005 for most of us. I know Bill and Ashley Meson are off again this year but not which car they are going to take, I hope Ash gets his finished as his engine needs to be used after all the work it's had done to it.

Not a lot more has happened recently, the club car turnout was up over the previous month even though the weather has been a bit poor recently.

Let's get more at the next meeting, the next two are **March 7th and April 4th** (though may be Easter so it might be quiet at that one). Hope to see them (and you all) out soon,
All the best,

Mark

NORTHANTS

Hi All. This month's report is from Adam who will be taking over as A.O. from me next year. Due to some confusion, would members keep an eye on our Northants website for details of meeting dates and venues or alternatively give me a call.

Last January saw our Christmas party at the Olney wine bar. It was fantastic to see everybody up and in the party mood. We arrived for drinks and a chat before we sat down to a good meal. As the wine and beer flowed and the evening gathered pace. The Tall Guy, a six foot eight singer led the night in singing and dancing. As it was my birthday the next day I was dragged up to the stage and the whole room joined in singing happy birthday. In return I was expected to do dancing, although I have my suspicions that I cannot dance I have never tested it out. However a few minutes of me violently jerking my arms and legs in all sorts of directions confirmed that I definitely couldn't. However everybody was having such a good time nobody noticed. I hope! A special thanks to Alex and Kristian for arranging a great night out.

Spring will soon be on its way, so now is the time to start to get our cars ready for a summer. Last month many of us made our way to Stoneleigh for the International Triumph Show & Spares Day to pick up all the parts and spares to get the cars ready. The halls were packed with people with arms full of all sorts of parts and tools, so I am sure you are all busy in your garages.

Last year was a fantastic year with so many events to choose from. The sun made every day, a day to remember. We managed to compile a large collection of photographs and after sorting them into their different events, I made them into a CD titled The Northants Area Photo Library, which can be added to year after year. So if you have any photos of club events bring them along to the meeting and we can add them all to the Library. All your own photos will be returned when they have been added.

To start the spring season off, we are planning a **Sunday lunch** at the mill in Oundle on the **14th March**. A perfect opportunity to get together and start the ball rolling. Some of our cars will be ready so a short run is ideal to make sure they are ticking over perfectly, if yours isn't on the road by

NORTHERN IRELAND . . . PETERBOROUGH SCOT CENT WEST . . . SCOT NORTH EAST . . . SOUTHERN

then come along and just enjoy a good lunch.

Congratulations to Alex & Kristian on the birth of their son Jack. See you all soon

Adam

NORTHERN IRELAND

Greetings fellow Triumph fans. Hopefully, by the time you read this the first signs of spring will be appearing and I will finally get rid of the taste of filler dust from sanding down my Herald Coupe. I hope to spray it towards the end of March so no doubt I will smell for weeks of paint thinners - oh, the joys of car restoration.

Also by now our first club event will be over (dinner on 21st February in the Tidy Doffer, Lisburn). I was planning the TSSC Norman Edmond Run for the **24th of April** but I have just been told that the Annual Vintage Vehicle Rally at the National Trusts The Argory, Moy, Co Tyrone, is on that date also. The Argory is a small but interesting event and I know some members are keen to attend - we may be able to move our event to allow people to do both. Earlier in **April**, on **Sunday the 4th** to be exact, is the Eglinton Classic car clubs static show in the City of Derry Rugby Club. I did this event one year and can recommend it.

The entry forms for Totally Triumph will be available at our Area meeting on **Sunday 7th of March** or if you send me an email at northernireland@tssc.org.uk I can send you a copy electronically. The entry fee for this years event will be £10 per car including all passengers on the day or £8 if you submit your entry in advance. There will of course be a free t-shirt for each car entered. If you are prepared to give up some time to help organise the show please let me know as soon as possible. All volunteers are welcome.

If anybody is looking for a Herald/Vitesse chassis please contact me. Derek Marshall has one located in Lisburn and it is free to whoever collects it. Finally, I will be closing the books for entry to the Circuit of Northern Ireland in May shortly - if you want to take part please let me know by the **7th March** as I have to book the hotel well in advance. Cheers,

Paul

PETERBOROUGH

Another good turnout, particularly as our meeting was in direct competition with the final of a bunch of ex-C List celebrities getting bored stupid in the Australian Jungle! No competition in my book!!

Not too many club cars in the car park tonight though - well none that I could see. With the recent snow and ice that's probably no bad thing as there is still a good amount of salt on the roads. However spring is just around the corner and if we can maintain the great attendances of late, and get the cars along too, we should be in for some really interesting meetings as the days lengthen and the weather improves. So come on everyone, get the old motors polished-up, MOT'd and taxed and let's put on a bit of a show for the reg-

ular clientele of The Bertie Arms.

I don't have a specific tip of the month this time but a very resourceful bit of innovation as recalled by Doug at our meeting. Apparently Dave Stephenson's Triumph 2000 (a very low mileage example at that) had speedo problems right over the Christmas period. Dave removed the speedo cable and found no problem. What had actually given up the ghost was the connection in the angle-drive to the gear-box. Being unable to get a spare part easily over Christmas, Dave resourcefully came up with a temporary solution that is still operating smoothly some 1500 miles later. He acquired a 20p kids plastic paint brush, cut the handle to length, shaped the ends to fit and presto!! Isn't it amazing what can be achieved with a little lateral thinking.

Next month I plan to have a list of potential interesting events that we may wish to attend as a group over the summer. I already have several dates for this in place but if any of you have suggestions/additions please bring them along next time and we will add them.

Next meeting is **Monday 8th March** from 8pm-ish at The Bertie Arms, Uffington, near Stamford. Please do come along, you are more than welcome and will be joining an ever growing and very social bunch of local Triumph enthusiasts. Look forward to seeing you there
Cheers

Paul

PS - Colin, I have your model Spitfire - honest, it's in the Vitesse glovebox!

SCOT CENT WEST centralandwestscotland@tssc.org.uk

February saw a healthy turnout at the Lochinch, considerably up from the last few months and including two newcomers, James and Barry, so welcome to them. I hope you found the meeting useful and that we'll see you again.

The main business centred around the date and destination of the Area's annual run. Consensus was **Sunday 13th June** to the Bo'ness and Kinneal railway via a 'scenic route'. Start point is to be decided but how about Blythwood Square in central Glasgow? Anyway I'll assume somewhere in or around Glasgow and get on with some route planning!

Folks from other Areas are more than welcome to join us and I'll give out the expected timings later.

The date of the run was arrived at by reference to the very useful Scottish vintage Vehicle Federation Yearbook. Basically it was a case of looking for a quiet weekend in **May/June** where there wasn't much going on in the car world to distract members! For those of you who don't know, the Yearbook lists all the car shows, autjumbles etc. which take place in Scotland. As I said most useful and copies can be obtained Mrs A McCook, Dunduff Lodge, Dunfermline, KY12 0SE for £2.50 (cheques payable to S.V.V.F.).

That's it for now, see you at the Lochinch Sports Club, Pollock Park, Glasgow on **Thursday 4th March**.
Yours aye

Jim



SCOT NORTH EAST northeastscotland@tssc.org.uk

Hi. I have now completed the Triumph events sheet for the N.E. Area, you should be getting this fairly soon. I again request that if you haven't already advised me of your e-mail address could you please do so as I can then send you amendments and information quicker and cheaper electronically. Our next meeting which I will not be able to attend will be held as usual at the Norwood Hall, Cults on the **25th March** at 8.00 pm. All the usual TR and Stag members will be there. The first of our mid month Triumph runs start on the **8th April** with a run to Autocare of Turiff (meet there at 7pm). This parts and accessory shop is owned by Alfie Duincan a TR register member and also a TR7 enthusiast, Alfie will be offering us discount on the night. We will probably end up at the Redgarth hotel on the return journey. Unfortunately I will be unable to make this meeting. Grampian Transport Museum at Alford hold their Grand opening and Spring Autojumble on **Sunday 4th April**, this event is usually quite good for getting spares and parts for your project. That is all I have for you this month, keep driving your Triumphs.

Danny

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

Sunday lunch at the Baker's Arms was a resounding success with 15 sitting down for lunch, and 3 other visitors. Paul came along to meet up with Barry to borrow his Spitfire hardtop fittings and I gather he's now found someone to reproduce a set for his car. We also had a surprise visit from Peter and Rosie who were taking the opportunity of a lovely bright crisp day for a drive around Hampshire in their GT6 - and spotting a bunch of Triumphs in the car park called in to say hello. I hope we'll see them all again sometime.

Our early February meeting also saw a good showing, 15 again - probably find I'm tempting fate by being so pleased with the recent turnouts and find everyone's double-booked themselves for the next meet! It was good to see Darren and Monique again and to hear the news of their new arrival. Congratulations to them and maybe it's time to start looking in earnest for a Vitesse to fit a baby seat into and still leave room for Paddy.

Good too to see Steve again and to hear that the GT6 has emerged from hibernation for the Spring. Now all we have to do is to get Gerry motivated to get his back on the road again soon ...



SOUTHERN Cont

During the evening discussions turned to Midsummer and our plans for another Madness weekend. Please mark up the **18th to 20th of June** on your calendars and watch this space next month for further details. Another future date for your diaries is **18th April** when we're visiting Test Valley Area for an away-day Sunday lunch at Abbot's Ann near Andover to be followed by a trip to the Museum of Army Flying at Middle Wallop. We will need to have confirmed bookings for this day ahead of time to book tables at the restaurant and to ensure we can get the group discount for the Museum. Some early confirmations would be nice but we would like to have reasonably confirmed numbers by the time of our early **April** meeting.

Talking of looking ahead, we've made a slight change to **March's** diary dates, for one month only. Having had it pointed out that the **3rd Sunday** is actually Mother's Day we've brought this month's lunch forward a week to **14th March**. That means that, by the time this issue of The Courier gets to you it'll be just the right time to confirm with me whether you'll be able to join us that day. You'll note that the Midhurst autojumble is on the same day but, as it starts at 10.00 am there should be just enough time for those of you who'd like to go to wander round and then come on over to West Meon to join us.

Alan and Mark have noted that it does tend to consist of mostly parts for pre-war cars - but then they may just be trying to dissuade others from going along and picking up bargains they might otherwise have found.

Another event listed below is the Southern Classics Goodwood Track Day on **Saturday 20th March**. There is no entry charge and there will be a variety of cars on show. There will be an opportunity to drive your car for two parade laps for £20 - plus a photo at the chicane for extra cost. The event will be raising money for two Cancer charities so an opportunity to do something 'a little different' as well as help some very worthy causes. This event is being organised by Dave Kimber, the Southern Classics Promotions Secretary so please contact him on 01243 553445 if you'd like to attend. Guy and I went last year and had a very enjoyable day.

2nd March - Regular meet at The Baker's Arms, Droxford
14th March - Double LL Indoor Autojumble, The Grange Centre, Midhurst, 10 - 3
14th March - Sunday Lunch at The Red Lion, West Meon
20th March - Southern Classics Goodwood Track Day
28th March - Restoration Show - NAC, Stoneleigh, Warwickshire

Suzie

SOUTHERN . . . STAFFORDSHIRE SUFFOLK . . . SURREY

STAFFORDSHIRE

As Britney would say Oops I did it again (or didn't as it happens).

No write-up last month and most at the club meet were shattered by this. I am proposing that we take it in turns to do a write-up as I can not give an undertaking to do one every month so will be raising this issue at the next meet.

News this month: Most of us went to Stoneleigh for the annual pilgrimage to spend lots of money on parts to keep our Triumphs on the road. This year we had new member Mark (or Student Boy as most people now know him) who was attending for the first time. Once he'd recovered from the shock of so many Triumph bits in one place, he proceeded to spend most of his grant on lots of essential items which Stuart told him he absolutely definitely needed. This took the pressure off us and we were all grateful that Stuart had a new mission which didn't involve the rest of us spending money. The idea that we all travel together (I think it's called a convoy) went somewhat wrong when Mason's concrete boot took over and he failed to keep an eye on his rear mirror. I think he may have been trying to see if he could get the Citroen up to the same top speed as his and Julia's new Mr 2. Simon and Amanda also went, not sure why as they are pleading poverty due to a barn conversion which is underway - well the builder turned up anyway. Simon's looking to save money on his car insurance so he's after a multi vehicle policy. The Footman James lady looked somewhat incredulous when he explained it's not that I have the cars now I just want to know what to buy in order to get cheap insurance - and the moral of this story is? Saw other Mark there and also some of the Derwent crowd. I must remember to hide my chocolate when I invite people back to my house, they got through 3 chocolate oranges and Bev had one all to herself, warming up for Summer holidays I think. There's a suggestion that we have another interclub challenge - Derwent are you up for Ten Pin bowling, followed by Quasar and a meal? Get in touch if you're interested. Back to Stuart as he has just won the broken wings award for losing control of his model aircraft (again) and managing to fly straight into both rugby posts. We think Tris has finally gone to Australia as no one has heard from him. Next month we will be going to the kit car show at Stafford **13/14 March**.

The forms for Weston Park have been sent off so looking forward to the 1st show of the year. Next meet is **Wednesday 3rd March** see you there.

Ade and Patch

SUFFOLK

Suffolk@tssc.org.uk

Peter is taking a well deserved rest from writing the missive this month, in fact he was on holiday for the meeting so didn't manage to make it along. I ought to have sent him to Coventry mind, having got me in deep trouble by mentioning in the last

news that I had stopped to look at a couple of cars on the way to the last meet. We had a good turnout for the annual 'Not an Xmas meal and quiz night'.

Peter had kindly sent me 20 questions in advance which started the evening of brain racking off, and I topped it up with 10 more Triumph related questions to finish (everybody off it seems!). Congratulations must go to Mike Hodgkinson who somehow managed to score 19 out of 42 (not exactly a high scoring quiz ...) and beat all into submission.

We now know there are no black smarties, that the first number that comes into one local members head is 69, and that we all need to check the order of the plug leads on our GT6s and Vitesess when we next visit a certain local Triumph specialist! And thanks to Peter we all also know what they used to do to young choirboys.

Sadly David Walford couldn't make it along to give us all the answer to the first question as he is currently in hospital recovering from a nasty chest infection. I even made it the same as last year to make it easier for him. Here's hoping for a swift recovery for you David, and with a bit of luck we will see you again in **March or April**. I sit writing this when I should be packing my boxes of parts to take to Stoneleigh to try to sell, hopefully I will also have seen some of you up there. If any of you haven't been before, it is an excellent place to try to find all the parts you need to keep your cars on the road.

Clare Walker gave me an update on the TSSC Suffolk Area website, she is working on it! If anyone has a picture or two of their cars for inclusion then please either bring them along so I can borrow them to scan, or even better would be digital pictures or pre-scanned ones! I will be bringing my camera along when we get lighter evenings to take a few myself so you can not escape, or I could just supply pictures of all my cars to keep you entertained. Having had reasonable results with our mention of members in Felixstowe, we will be doing a mailshot in a month or so (when I get my revised members list) so if you one of the 100 or so members within 1/2 hr drive of the Magpie and Owant to avoid a letter you had best come along to meet us. If anyone has any questions then please feel free to contact me, suffolk@tssc.org.uk or 01206 250360 (not too late!) Next meeting dates are **March 2nd, April 6th and May 4th**. Cheers,

Colin

P.S. I am now back from Stoneleigh, having seen a few familiar faces, and my borrowed horse box is now half empty. Apologies to anyone I didn't get to speak to, hectic would be a major understatement. P.P.S. I will bring the rest of the carpet retainers to the next meet for those that asked for them.

I hope everyone's cars survived the snow that we had at the end of January. Luckily I was almost home when the snow storm hit. However, the roads went completely white within 2 minutes and it looked like you were driving on rails, with the tracks

SURREY

SUSSEX . . . SWINDON TEST VALLEY

SUSSEX

The February meeting was again a quiet one. The dark winter nights seem to be keeping all but the die-hards away. We did however have a guest attendee. Steve from Thames Area was working in Brighton and checked The Courier and searched us out.

I hope we made you feel welcome.

Pete has been getting stuck-in to Vic's Spitfire and has found more rot and bodged repairs than was expected. Pete will no doubt soon have all trace of these horrors banished from the bodyshell. A gearbox/overdrive rebuild is also required by all accounts. It seems the torque from Vic's 2.5l triple weberred 6 is too much even for a Sprint gearbox.

I even ventured into the garage myself and corrected my A-post repairs on my 1500 which I realised was the cause for the outer sill not fitting properly. I had unjustly been blaming pattern skills for poor panel alignment. Now that I have welded the A-post correctly the pattern sill fits very nicely.

Clive still has a Spartan kit car if anyone is interested (Mel?). Pete has decided to sell his recently fully restored MK1 Spitfire. He drove it up to club HQ (a trouble-free journey despite, or maybe because of, a boot full of spares) and got an A1+ condition confirmed for it and a valuation of £4,500. If anyone is interested in either of these vehicles I can pass details on.

A number of us trekked to the Triumph Spares Day at Stoneleigh and whilst I don't think anyone came away with everything on their shopping list I think everyone felt it was a worthwhile trip. One thing to make an impression with me from the trade stands was a modified front upright featuring a rose joint in place of the trunnion which mounted onto a custom lower wishbone. As a Spitfire owner who has experienced three front upright failures I could appreciate the value of such an upgrade. I just wish the name of the company selling the thing had made an equally lasting impression.

Our next meeting will be **Wednesday 3rd March** and then it will be spring before you know it.

Neil

SWINDON

Hello Everyone. This is the most difficult Area News I've had to write. Today I learnt the sad news of Pam Cudmore's death. Her husband, John, was the first and longest serving Oxford AO until ill health forced him to give up the post. I cannot imagine John on his own; I know that "they were a devoted couple" is a cliché but I cannot find a better way of describing them. By the time you read this the memorial service will have happened, all of us at Swindon Area who were lucky enough to know Pam would like to extend their sympathies to John.

On a happier note, the International Triumph Show and Spares Day at Stoneleigh was packed as usual. I was so



busy I didn't sit down all day, those who managed to look around the show said it was well up to the usual standard.

The area meeting was fairly unorthodox again; Jim's glasses got a bit steamed up over Lynn's catalogue and Bill proved once more that he has got a very vivid imagination....

Just a short Area news this month (it is the 11th as I write - sorry Bernie), finally the dates for your diary: **Thursday 4th March** - Area meeting at the Black Horse at Wanborough **Sunday 28th March** - Spring Restoration Show at Stoneleigh Hope to see you there,

Karen

TEST VALLEY

e-mail: guy.singleton@virgin.net

A short news this month as, due to the copy date we work to, we have not had a meeting since last month's notes - but we are still around so come and join us at The Clatford Arms in Goodworth Clatford on **Thursday 11th March**.

So that you can put a few more dates on your calendars, we will also be at the Wyke Down Show - Andover on **12 April (Easter Monday)**.

Application forms for this event are available from Bob McDay or myself. Also in April, in addition to the usual monthly meeting on **8 April**, we are meeting on **Sunday 18 April** at The Clatford Arms for coffee where some of Southern Area will be joining us for the short run to Poplar Farm, Abbot's Ann for lunch, followed by a visit to the Museum of Army Flying. We will need to know numbers for this day in advance so again, please let Bob or myself know if you're planning to join us.

Suzie and I had a good visit to Stoneleigh - just as well we took the Bond Estate for our finds, car full - wallet empty! We met up with Bob and his dad at the Little Chef, looking forward to bacon butties, only to find there was a 30 minute wait for food. Didn't fancy that so headed on to Stoneleigh anticipating a plethora of burger vans - only to find a complete dearth of them! So, got a bunch of bits for the 2000 (very nearly complete now) and various other goodies - but not a bacon buttie in sight! Suzie met up with Anthony and Rachel and discovered why they hadn't joined us at the Little Chef - they were real early birds, getting there even before the jumblers I believe - hope they got some bargains.

Guy

IMPORTANT NOTE

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



THAMES . . . NORTH WALES SOUTH WALES . . . SOUTH WEST WALES

so we have first choice.

The Club visit to the Heritage Centre at Gaydon on 18th January was a great success.

If you have not been, it's very worthwhile. Keep the entries rolling in and hope to see you at the next meeting on **March the 2nd.**

Michael

THAMES

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

Well I can hardly believe another month has passed, here we are in February with loads of talk of the summer shows. George has gone to New Zealand for a few weeks, but intends to be back for the South of England Meet so we wish him all the best on his travels.

Last meeting was the usual crowd, it seemed like ages since we had all got together, it must have been some time as the staff in the pub had changed yet again!

Mike and I have been starting the organisation of the South of England Meet 8/9 May and are looking forward to another sunny weekend which we have booked. This is our penultimate show (look it up) so anyone interested in carrying on, please let us know.

If you fancy coming to a meeting, but are feeling a bit shy, give me a ring and have a chat first if you like or if you are thinking of going to any events and would like some company, there is usually somebody going along to something, just pick up the 'phone or e-mail me tracy-crewes@hotmail.com. You are missing out on a whole lot of your membership, come along and join in the fun.

March meetings at The Swan Inn, Moor Lane, Staines are on the **4th and 18th**, see you there.

Tracy

NORTH WALES

www.triumphwales.co.uk

Had a good meeting at our new venue. The 2004 calendar is looking very full already! Entries of the Midlands Festival of Transport, Weston Park are coming in. The Club plans to attend this on **Sunday 11th April**. I have also started to take in entries for Prestatyn Classic Car Show. It's not until **31st May** (Bank Holiday Monday) but the first 100 vehicles entered receive a commemorative plaque, as well as an excellent complementary lunch for two for each car. There is no entry fee and the day starts with a classic car run. We had a large entry last year, which I hope we can repeat!

We had an interesting talk by Dave Randles, a local member but it's his first visit to our meetings. He is organising the 2004 North Wales Fun Classic Trackday to be held at Trac Moir, Anglesey, North Wales on **Sunday 9th May**. It looks like a good event and it's limited to 50 cars. It's the circuit used by Top Gear, so should be fun! Either contact me or Dave on 01244 822444 for all the details.

He is aiming at support from North Wales,

SOUTH WALES

Hi everyone! The new venue was a big hit, cheap beer, pleasant surroundings, excellent food as Jordy and I will testify, (we missed tea to come to the meeting). So three cheers to the Tredegar Arms, let's hope we get six years out of this venue!

As ever, another fabulous night organised by the Social Committee, Derek and Sarah! we out-numbered the George Ford Team at the ten pin bowling 4 to 1 but who cared! a good night was had by all! This is what triumphing is all about!

Derek and Sarah have a full calendar, full calendar not calendar girls! so put your clothes back on please!

Sun 14th March

The Triumphs Mystery Tour
(not to be missed)

Sat 24th April The Big Pit and Meal
there's loads more but that should wet your appetites!

Mon 12th April

Coleford Carnival of Transport

Sun 09th May Pencoed

Sun 06th June Caldicot Castle

I've been collared, sorry asked (arm up behind my back) to organise a car show for Tewkesbury C of E School (Jordy's School). **June 27th**, if I have to do all this work, it's compulsory for you to attend (application forms from me please). Loads planned: Cars, craft stalls, auto jumble, bar, burgers, BELLY dancers, (not you Carol put it away!) bouncy castle and loads more for the whole family!

One chance only to join us on our 2004 Summer Tour of France and Switzerland the last two weeks of **July** if you would like to join us contact me or Howard NOW! more details can be plied from Howard usually with the aid of a Beer!

That's all Folks, only one last item, a big welcome to not one but Four new members in January Hayden, Mark and Nicola, and Johnny. See you all at the Tredegar Arms Bassaleg 7.30 pm **29th March**.

Neil

STH WEST WALES

southwestwales@tssc.org.uk

Fifteen members and four members' grandchildren attended January's Sunday lunch at the Smith's Arms, Llangennech. After a very pleasant, relaxed lunch the usual raffle was held and was won by Elizabeth. Arrangements for the pantomime and birthday lunch for Jeff and Elizabeth's 60th were discussed and Ken said he would prepare a run for February's Sunday meet which is to the Farmers Arms, Llanfynydd. A number of members have visited Tony who is now in Gorseinon Hospital and is making steady

progress. Alison reminded everybody that we have a pitch booked at the SHVR Auto Jumble on 22nd February.

Twenty-two of us met at Theatre Elli for the pantomime Babes in the Wood, which was thoroughly enjoyed by all. Although it was an amateur production with proceeds going to charity it was a professional performance and the acting, singing and costumes were first class.

Seventeen members and guests attended at The Miramar for birthday lunch for Jeff and Elizabeth's 60th. It was a happy event and Jim provided hats for us to wear. Jeff and Elizabeth provided table wine and the club provided a cake. Ken proposed a toast to Jeff and Elizabeth wishing them good health. Gladys gave a resume on Tony's condition. He is now back in Morriston Hospital due to a complication but he is still very cheerful when anyone visits him. Barbara won the raffle and Elizabeth donated the prize.

On a horrendously wet club night only ten of us managed to get to the Conservative Club, which was warm and welcoming. Jeff thanked everyone for making his birthday so brilliant and handed out thank you cards. He said that he had never had a birthday like it. The raffle was won by Marryl and prize donated by Jeff. Ken said that he had booked the February Sunday lunch at the Farmers Arms, Llanfynydd for 15th. Meet at Pontarddulais at 12 noon and then he had prepared a short run to the pub. Also Alison reminded everyone about the SHVR Auto Jumble this month and that it would be an early start for the helpers but as the venue is completely undercover with refreshments on site that would be no hardship.

There was a lot of enthusiasm shown about the run to St Fagans, Ken to firm up the arrangements soon.

Please Note: Regarding the **Sunday** meet for **March** it was decided to change the date to the **28th March** in view of the clash with **Mothering Sunday** on the **21st**.

EVENTS DIARY 2004

MARCH

Tues 2nd Club Night - Pontarddulais
Conservative Club, 8.00 pm

Sun 28th Meet - Run and Lunch - The
Three Compasses, Crwbin.

APRIL

Tues 6th Club Night - Pontarddulais
Conservative Club, 8.00 pm.

Sun 18th Meet - Run to St Fagans.

MAY

Mon 3rd SHVR Singleton Show -
Club Stand

Tues 4th Club Night - Pontarddulais
Conservative Club, 8.00 pm.

Thurs 6-9th SHVR -
Visit to Kinsale, Ireland

Sun 16th Show - Bridgend
Sun 23rd SHVR - Castles Run

JUNE

Tues 1st Club Night - Pontarddulais
Conservative Club, 8.00 pm.

Sat 19th Show - Tycroes - Club Stand

Sun 20th Show - Swansea Festival of
Transport - County Hall

For further information 01269 594578

Ken

IMPORTANT NOTE

Reports can be e mailed before the 10th
to: courier@tssc.org.uk

WEST MIDLANDS . . . WIRRAL WORCESTER . . . NORTH YORKS

WEST MIDLANDS

I'm just back from Stonleigh after a good run out in the GT6. Unfortunately, I missed those of you who met at the Little Chef (arrived a couple of minutes late), but I bumped into some of you in the show. I hope you all got some bargains.

I picked up some fuel pipe and a fancy welding mask (no, not the one with the skull on the front!), and I know at least one of you went home with a Triumph key ring. A new face joined the run to Stonleigh, hope to see you at the regular monthly meetings Andy.

The venue for this month's meet was not as good as we had hoped. So for **March's** meeting we will join up with Coventry. Give me a call if you're not sure where to meet. I'll have given their AO a call before then, so we will be expected. April's meeting should be back on at Moxhall Hall.

I still plan a Sunday out on the **14th March**. If you've any where you'd particularly like to visit, let me know.

See you all next month,

John

WIRRAL

Welcome to the the Wirral Area report for March. Spring is on the way, if not quite yet in the air. Our combined meeting with the Wirral Triumph Appreciation on February 3rd was well attended with some eighteen bodies present.

Unfortunately, I could not drum up any support for us to field a team for a quiz night at the local British Legion Club which had been organised by the Wirral Classic Car Club for the following night.

What has happened to all the enthusiasm I ask? There was a time when we actually carried off the winners' prize at this event and in fact held the cup for the year.

I hope a few will make it along to Price's Social Club in Bromborough Pool on Tuesday 24th February for a talk and an evening of general interest, organised by the local branch of the Institute of Advanced Motorists - no pressure to join I am assured.

It promises to be an enjoyable evening and who knows, some of us may realise we have some naughty driving habits!

Sunday 8th February saw a few, hardy souls head for the Triumph show at the N.A.C. in Stoneleigh.

Our regular attender, Pete Dunne was a member of the posse there to pick up a few more items for his GT6 restoration, which is now nearing the home straight and we look forward to seeing it in all its glory in the not too distant future.

At our March meeting we hope to plan what we shall be doing throughout the year. Andy will be able to report on this in the **April 'Courier'**. We definitely have the Midland Festival of Transport to attend at Weston Park over the **Easter** weekend which is not such a long way off now.

In the meantime, until **April** when Andy will be the Scribe, it's goodbye from me and keep firing on all cylinders. Cheers.

Ray

WORCESTER

www.tssc.org.uk/worcester

We had a good turnout for the February meeting on a very mild winters day. Shirley could not make it and sent her apologies. Bob Randell gave us a very interesting talk on his house moving with a difference, experiences in Australia. Most of us have some experience of house moving, but how many have taken the entire house? One even moved nine feet upwards and had a new ground floor built underneath. Thank you Bob.

The annual Dinner is Saturday **March 6th** at the Honey Bee in Dover Dale. Please bring the balance of your payment to the **March** meeting along with your menu choice because Peter has to get it in on the Tuesday.

The mystery run, being organised by Barry M-S, will start from the Berkeley Arms at 10.30 and end at the Falconry Centre in Newent, the mystery is how we get from one to the other. There will be an admission fee at the Falconry Centre.

WAC has been set for **September 18th and 19th** at the Hanbury Steam Rally. This will be at held at Stove Prior. Entry will be £5/car (pre-booked by the **30th June**). Overnight camping from the Friday will be available, more details as they become available, watch this space or the ad in The Courier.

Eddy Crowley has set up a web site for the group, the address is www.tssc.org.uk/worcester. You can get this news earlier there and lots of other things besides, do look at it if you can (my car is there now, yours can be too if you send the details to Eddy).

The Stag Owners Club is having a quiz night on the **12th March** at The Droitwich Rugby Club starting at 7.30 (£2 per person entry). They are also holding an extravaganza on the 17th July to celebrate their 25th anniversary. It will be at Lower Bentley Farm in Bromsgrove. There will be many activities, the car show, the farm, a 4x4 course, craft and childrens' activity and an evening pig roast and bar. Proceeds go to the Air Ambulance.

It's the week after our International so there's no conflict.

1st March. Monthly meeting, 7.30pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham).

6th March. Annual dinner at The Honey Bee, Dover Dale. 7.30pm for 8.00pm. (Off the A449 north of Ombersley).

12th March. Quiz night with the Stag Owners Club. 7.30. Droitwich Rugby Club, Hanbury Road.

21st March. Cosford Museum Car Run, arranged by Eddy Crowley.

3rd April. Blossom run.

5th April. Monthly meeting.

3rd May. Monthly meeting.

May. Black & White Run arranged by Debbie & Eddie Crowley.

7th June. Monthly meeting.

June. BBQ. Thanks to Gill and Mike Redmond. Tba.

5th July. Monthly meeting.



10th/11th July. TSSC International.
Stafford.

17th July. Stag Owners Club
Extravaganza, 2pm. Bromsgrove.

Vivian

NORTH YORKS

What an absolutely tremendous turnout for the February meeting. In fact we had so many members turning up we had to queue for the car park. As there were so many people present who didn't know one another it was decided that everyone should do to do a formal introduction. It was rather like an A.A. meeting - so I was told. (The what's in Lynne's handbag from previous reports must feature in everyone's mind because everyone kept saying whether they had a handbag or not during the introductions).

On the subject of Lynne's handbag I was wondering whether we should introduce another section into the Area meeting, the what knickers is Lynne wearing this meeting section, as everyone seemed to be quizzing her about the butterfly thong mentioned in the last report. For those of you who are interested, this month she was wearing a very tasteful thong with little beads on the back piece.

It was good to see Kat (and boyfriend Andy) back at Club meetings after a spell away doing other things. Not to be out done by her mother (Lynne) Kat came along with her handbag stuffed to the brim (again like her mothers) with lots of interesting things. I managed to find a shaving brush, some little brown sweets and two large sachets of sugar. I was about to hand the sweets around when I was informed that the 'sweets' were bronzing balls (blusher) and the brush was for applying the blusher. Don't ask what was in the 'sugar' sachets.

It said in my organiser that I had to make some arrangements for events and visits at the meeting, so that's what we did.

I was even organised enough to write it down here.

24th/25th April visit to Croft for the TSSC racing. (Tim was very kindly volunteered to sort out the arrangements so more of that next month. No we don't think you are bossy Zoë).

21st/23rd May The Runswick Bay weekend. (Ben's uncle, from the TR register, is organising that one so hopefully Ben could let us know some more details next **June xx?** Trip to the club HQ (Nigel to organise).

Aug xx? Veggie BBQ at Tim and Zoë's (does this include a garage inspection? Perhaps we could all get together and help you finish it off if it's not completed by then. Somebody mentioned about being able to get Linda Barker for about £200, so



NORTH YORKS SOUTH YORKS . . . WEST YORKS

● NORTH YORKS Cont

maybe an even better idea would be to get Linda along and do a - With a little help from my friends, with all of us from the NY's area. [Tim, thinking about it this is a damn good idea. We could leave Zoë in charge bossing everyone about as usual, while you and I could take Linda out. Sorry Mike, you'll have to stop with little miss bossy (Zoë)]

3rd/5th Sept - Rudding Park weekend (A poster will be shortly appearing in the Courier [when I get time to do it.] Kate from Manchester, thanks for calling I will get around to doing it).

Sorry Linda (Hardwick) but we kept pestering Mike to consider arranging another Sunday lunch run out- which he agreed to think about.

A number of the ensemble said they were planning to visit Stoneleigh at the weekend. Gary and Lynn are going, but Lynn doesn't know yet - he just told her he was taking her shopping. It's the first time he's taken her out shopping in years (well he has been spending most of his time under the bonnet of his Triumph and single-handedly propping up the UK economy with all the cash he's been spending on it). Anyway Lynn knows he's taking her out, she just doesn't know where. She was so excited about it she came along with her handbag full of all the 5ps she's found on the floor, just in case he took her straight after the meeting!

Next month we may see Zoë and Tim's new arrival - Keith, who's just 8 weeks old. See Kat you've been away that long you didn't even know that they were expecting a new addition to the family. Until next time - all the best,

Nigel

● SOUTH YORKS

Thanks to those who made it to the meeting, we had a very positive and enthusiastic get-together, with a number of items to announce. Firstly by way of a change we had a video evening, featuring some archive footage of the Herald, this combined with a very light hearted observation quiz, which was won with an amazing 8 out of 10 by John O'Hanlon, who himself commented how sad this was.

This was followed by a short discussion about future activities and Tony has very kindly put together a number of potential runs for Sunday meetings. Most people seemed to be enthusiastic and so it was agreed on the **25th of April** we would have a run from Barnsley to Sherburn in Elmet, this is a run of approximately 30 miles and will take an off the beaten track

route through some lovely countryside. We will have more details re the venue for the start and start time at **March's** meeting, if your not able to come to the meeting but would like to take part please give me a call.

I now have a very important announcement for all South Yorkshire members, following-on from discussions at January's meeting Peter and I have had a look at some potential venues for our meeting and have decided to try The Coach & Horses at Barnburgh near Doncaster. This old fashioned pub is situated between Goldthorpe to the east of Barnsley and High Melton to them west of Doncaster. We hope this will be more convenient for the majority of members, it's also one of the few pubs that have separate rooms and so the landlord, who was happy to have us has said we could have our own room at no charge. We hope this may encourage people who haven't been to our meeting to give it a go. If you're not sure where it is please give me a call and I'll try and explain, alternatively if you have any comments, objections or whatever again give me a call. Otherwise April's meeting will be held as follows:

April's South Yorkshire Meeting will take place at the Coach & Horses High Street Barnburgh Doncaster 8.30pm

Victor

● WEST YORKS

Well, we've had our first lunchtime gathering of the year at the King's Arms at Heath and very select it was too! Just three cars (Bob W, George, two Brendas and yours truly) and guess who was the only one daft enough to take his Triumph out on damp, salty roads? Andrew Shaw says this must make him daft too as he uses his daily. Who am I to argue? Next outing will be in late **March** - we'll decide where/when at the next meeting.

Last week we fielded a team of five at the motor club's quiz. Pat and Ashley, Ron and Christine and me. It was quite hard with lots of Trivial Pursuit questions from a 1980 set and as usual a fair proportion of motor-ing questions which were pretty hard. What we need is a team member with a

photographic memory of F1 champions and where old makes were produced. In case you are ever asked, the two brothers who ran Jowett's were Bill and Ben. Anyway, we came fifth out of eight but we were, unfortunately, well beaten by the 2CV owners - the indignity of it! Next ones are **March 5th and April 1st** - 8pm for 8.30 at the Fleece, Birkenshaw.

I understand there were loads of Stag parts at Stoneleigh at the weekend, just cos I didn't go. I considered going but was put off by the snow forecast (wrong again) and having already spent twice what I planned on used Stag bits this month.

Hopefully, you will all have seen the ad for the Dales Run advertised in the February Courier and entered it in your diaries. At the AGM it was decided that any profits should go to the Yorkshire Air Ambulance and I have now found their address. What we need is a good turnout as it costs £1m pa to run this chopper - maybe we can buy them an hour's worth. If you want to book B&B at the Craven Heifer in Stainforth, be quick as they are filling up fast. Cost is £27.50 pppn.

The quote for the West Yorks TSSC grille badge, in blue, white and black on stainless steel came out at £10.30 and we'll have to buy 30. We have 12 people on the list so far and when we get 20 names, I'll ask for deposits and put in the order. Give me a ring if you want one and can't make it to the meeting.

Contrary to rumour, the Morgan's Rally guide has been printed for this year and I have a copy. There are literally hundreds of events to go to, so see me if you want any info.

We need volunteers to contribute Quizzes please - I have just four names so far.

Two new branch members joined us at the February meeting - Richard and Dawn Wellman, who own a lilac Herald (very distinctive). Richard is a mechanic and his brother-in-law is a panel beater so it should be a good run. Apparently it's Dawn's car, hence the girly colour! I forgot to ask if her V-twin Yamaha matches it. Those of you who did the Treasure Hunt last year will be pleased to hear that Phil has volunteered to do another, probably in late May - watch this space.

Bob

**REGISTER YOUR AREA!
OR MEETS WILL HAVE NO
TSSC INSURANCE COVER
AND NO ENTRY IN THE
AREA DIRECTORY
SEND FORMS TO
AREA LIAISON OFFICERS
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vthompson@ivycottage17.freemove.co.uk**

W.A.C. WORCESTER AREA CONCOURS is B.A.C. AT HANBURY STEAM RALLY REAR OF THE NAVIGATION INN HANBURY ROAD - B4091 STOKE PRIOR - WORCS 18 & 19 Sept 2004

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence.

Any exhibitor acting in an irresponsible manner will be asked to leave, the organisers decision is final. **PLEASE COMPLETE AND RETURN THE FORM WITH A LARGE STAMPED ADDRESSED ENVELOPE BY 30th JUNE. ENTRY IS BY PRE BOOKED TICKET ONLY.**

SAT 18TH Road Run 12 noon followed by ring parade on return. **SUN 19th** Concours Judging, Prize Giving and Ring Parade. Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, Free Auto Jumble, Beer Tent (with entertainment on sat evening), Parade Ring Display's. Tractors, Stationary Engines, Classic Motorbikes & Commerical Vehicles etc, etc

FREE CAMPING: CLASSIC CAMPERS WITH CARS MODERN CAMPERS IN CAMPING FIELD. Portable toilets, chemical disposal point and water on site. Note **NO electric. ONE ENTRY FEE OF £5.00 PER CAR COVERS EITHER OR BOTH DAYS. CARS MUST BE PARKED UP BY 10.00 am**

EACH DAY (before public enter) Cheques Payable to W.A.C. TSSC Worcester.
Send to Mike Carter, 1, Bennetts Cottages, Church Street, Birlingham, Pershore,
WR10 3AQ. TEL. 01386 751058 07970 207123

Name: _____ Car: _____

Reg: _____ Address: _____

Tel: _____

Delete as required.

Camping Yes / No Classic / Modern App Size _____

I will be attending Sat / Sun / Both Days. I will be taking part in Road Run Yes / No.

I will require Auto Jumble space Yes / No. (clear your garage)

I have read the above terms of booking which I accept as printed.

SIGNED: _____



14th WEST YORKS DALES RUN, CAMPING WEEKEND & BBQ 11th, 12th & 13th June 2004.

Starting at 10.30 from Knight Stainforth Hall Campsite 2.5 m N of Settle (OS sheet 98, 814671), our Saturday run will take you through some wild scenery on the western fringes of the Dales. There will be a lunchtime stop en route and a barbecue will be held at the site about 5.30pm (food not supplied).

On Sunday, we leave the campsite at 10.30 for a run towards Bowland Forest, returning after a lunchtime stop to the campsite for an informal Concours.

Weekend price per car is £10, single day £6 with profits going to a local charity.
These prices do not include the campsite fees.

The site accepts tents and caravans. Please make pitch bookings direct with the site on 01729 822200, mentioning that you are with the TSSC group to get your discounted rate and a pitch in our area. Site prices per night are £8.00 per pitch (2 people), £2.50 for additional adults, no charge for additional children, electric hookup £2. There is no charge for cars just attending for the day's events. Note access is via the minor road South of the site, NOT from Stainforth. There is a site shop for essentials. For non-campers, try the Craven Heifer in Stainforth for B&B. Tel 01729 822599

To attend the 14th Dales Run please send the slip below to Bob Yeomans, 10 Sunnybank Road, Batley, W.Yorks. WF17 0LJ, with remittance made out to R.Waddington, not TSSC
Queries to: rpy@batley.fsnet.co.uk

Name: Address:

..... Tel:

Club Branch: Car: Reg:

No. of Adults: Children + ages:

Camping? Yes/No (if yes, don't forget to book with the site!)

I will be attending the Saturday event Sunday event

Enclosed £6.00 / £10.00

Peak Run 2004

The Peak Run Weekend 2004 is on the
26th and 27th June 2004.

On the Saturday will be the 'Concours' at Ilam Hall in the
Derbyshire Peak District.

After the presentation we embark on a Mini Run.
Saturday night is 'Party Night' with a disco or live band,
a meal, and a beer raffle.

Early start on Sunday morning for the Peak Run.

A drive through the beautiful Derbyshire Countryside.

After a stop for lunch the drive continues to a location to be
confirmed for the presentation of the 'Peoples Choice' awards
and bumper raffle.

Whether you join us for just one day or the whole weekend
the charge is only £10.00 per car.

Register Your Car for the Peak Run

Please use the form below to register your interest and we will
send you a registration pack for the Peak Run 2004. Details of
Location, Meeting Times, Event Passes etc will be sent to you
once your registration form and payment is received.

Alternatively e.mail us at derwentvalley@tssc.org.uk

Name: Address:

..... Post Code:

Telephone No.:

Email address:

TSSC Membership No. (If Member):/.....

Car Make and Model:

Car Registration Number

Isle of Wight Area

15th Camping Weekend

3rd May 2004

Appuldurcombe Gardens Holiday Park

**A fun packed bank holiday weekend for all
the family to include treasure hunt, quiz,
bbq, convoys, raffle, visit to a local
attraction, disco and much more!**

**Camping only £15 per adult (for
Fri/Sat/Sun) + Entertainment ticket £3.**

**Booking forms available now via
www.triumph-iw.co.uk or please send
stamped SAE for booking form to:**

**Angela & Graham 23 Vectis Road, East
Cowes, Isle of Wight, PO32 6HG
Tel: (01983) 281427 or email:
events@triumph-iw.co.uk**

CLASSIFIED

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

1968. 63,000 miles Manual Gearbox. Very good condition. Racing Green. All original parts. Garaged for four years. £1350. J. Underwood. (Bexley) 01322 524965.

13/60 CONVERTIBLE 1971. Valencia Blue. Good original car. Two previous owners. Recon gearbox, differential. Stainless exhaust, copper brake pipes, Hardtop, MOT. £1750 Mark (Hampshire) 01243 377057 -

13/60 CONVERTIBLE 1970. 55,000 miles. Extensive interior/exterior professional restoration. Over £15,000 spent. Immaculate condition. White, tan interior. TSSC valuation £6,500. Offers. Richard (Jersey) 01534745660

13/60 CONVERTIBLE. Red. Reliable. MOT June 04. Tax exempt. New mohair hood. Moulded carpets. S/S semi sports exhaust. Unleaded. £1300 o.n.o. Helen (London) 0787 0501540 - 67495.

1200 1963 professionally rebuilt including 1500 engine, suspension, transmission. New doorskins, tread plates, valances, sills, rear arches, interior. Bare metal paint job. Bonnet rebuilt. For full spec. sheet please ring. 3 months warranty. £2,250 o.n.o. Gittings 01543673401.

13/60 SALOON. Valencia Blue. 67,000 original miles. Full History. 2 family owned. Unleaded head fitted. Nice car, much loved.

£995. Dave (Bournemouth) 01202 571523 -

1200 CONVERTIBLE 1967. MOT and Tax. Blue/white flash. Many new parts, hood etc. Requires few minor repairs. V.g.c. £1,200. R Lansdown (Derbys) 01283 222918 - 70642.

13/60. One lady owner from new. Fully documented history with all MOT's. Collectors car in time warp condition. Simply superb. £2750. David (Hertfordshire) 01707 334743.

13/60 SALOON Green. 1970. MOT. Sound average condition. TSSC valuation £1,500. £1,000 o.n.o. David Cox (London) 0208 870 3228 - 81/3259

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

1500. Overdrive. 1975. Built by Canley Classics in 1998. D.U.O. 3,500 miles since. Concours condition. Full details available. £5,500. PX Considered. David (Hampshire) 023 9252 2260.

1500. Hobby restorer has just completed Two 1500's. One White and One Racing Green. Both restored, resprayed, MOT etc. £2450 & £2650. Details. Ian (Portsmouth) 02392 269846 - 90/33808.

1500 1977. Overdrive. One owner. Complete history. Reluctant sale. Roll bar, stainless exhaust. Meticulously maintained. Continual use. TSSC Valuation £4,500, accept £3,850. Tony (Southampton) 01489 584615 - 86/15097.

MKIII Damson/tan. Rebuilt 5 years ago. Garaged. Wire wheels. MOT to Sept. Stainless steel exhaust. In excellent condition. £2,700. Joyce Watts (Coldstream) 01890 840494 - 70199.

MKIII BRG O/D. New carbs, unleaded. Current owner 18 years. S+H tops. S/S exhaust. New sills required. Mechanically excellent. Offers over £1,200 included. John Vinson (Bristol) 07748 980555 - 86/15084.

MK4 1975. A1 condition. 68,000 miles. Ziebarted from new. All MOTs. 2nd owner. Magenta. Years MOT. Tonneau, hard/soft tops. £4,000. Peter (Kent, 8 miles M25, J6) 01732 863648.

1500. Two owners. MOT, Taxed, Sports exhaust. Overdrive. Original manual. Mechanical rebuild. Body needs tidying. £1,200. Geoff Mackrill. (E Yorks) 07836 598183.

MKIII B.R. Green. Overdrive. Alloy Wheels. 5,000 miles since body off rebuild. Receipts. Wax oiled. TSSC Valuation £4200 Accept

£3500. Spares included. Colin (Buckingham) 01280 816550 - 98/59168.

MK1 1963. 1200. Overdrive. Powder Blue. Full restoration. Very low Chassis number. New Hood, Seats, Carpets. £4400 O.N.O. Peter (Sussex) 01825 767151 - 97/56626.

MKIII 1967. White. Good condition. MOT. New seat covers and Battery. Alloy Wheels. Some Spares. Overdrive. £3200 O.N.O. Martin (Frome) 01373 452004.

1500 1976. Delft Blue. 68,000 miles. V.G.C. 5000 miles since complete rebuild. Hard and soft Tops. Roll Bar. Spax. History. More details: <http://hometown.aol.co.uk/dkmbry/index.html> £3950. Don (Surrey) 0771 244 5378 - 00/63500.

BUYING A SPITFIRE? Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk www.jyclassics.co.uk

1500. Heavily modified for fast road or track use. Engine lightened and balanced. Stage 3, twin 40 weber etc. Overdrive. Fire ext. system. Roll bar. Cheaper than buying the bits. Runs and drives. Mike, Chiswick Car Craft (London) 0208 992 3174.

1500 O/D 1978. Yellow. Good mechanics. V.g. panel fit, needs cosmetics and sill. Valued £1,100 by local Triumph specialist. £950 o.v.n.o. Dave (Horsham) 01403 891800.

1500 1978. Java Green. Hard and soft tops. Requires two floor panels, rest of car very good. Body removed £750. George Stephenson (Ipswich) 01473 631791 - 69016.

MK4 1300. Brown. One owner from new. Tax exempt. Tow bar, overdrive. Soft top and

JY CLASSICS
SERVICE, RESTORATION & SALE OF
TRIUMPH SPORTS CARS

CASH PAID
FOR
YOUR
SPITFIRE!



TEL: 01494 866087
E-MAIL: sales@jyclassics.co.uk
Website www.jyclassics.co.uk

hard. £5,000 o.n.o. Good sound car. D H Sewell (Romford) 01708 744339.

MKIV 1972. Tax exempt. MOT 7/04. Mechanically sound. Some tidying required. Hard top. Move abroad forces sale. Includes manuals, spares, magazines. Tony Chignell (Southampton) 02380 84478 - 95/51163.

1500. Yellow. 55,000 miles. 1981. FSH. 2 owners. MOT. All bills. Excellent interior. Body good. Agreed Value £3,000, accept £1,500 FQS. Simon (Huddersfield) 01484 641833 - 69190.

MKIV 1971. White. Hard/soft tops. No MOT. Excellent original now requiring restoration. Same owner since 1972. Lots of history. £900 o.n.o. Veronica (Leicester) 0116 2710678.

TSSC INSURANCE FROM FOOTMAN JAMES. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY 0845 458 6760

GT6

Cars for Sale
Cars for Sale
Cars for Sale

MKII+. 40,000 miles. Virtually immaculate having spent many years in California. Please phone for more info. £4,500. Rob (Bucks) 01494 791481.

MKII 1971. Red. Complete restoration. 2,000 miles since rebuild. Owner too old to get in and out. Stainless Exhaust, garaged. Agreed valuation £7000 accept £5000. Molyneux (London) 0208 959 8490 - 96/54585.

MKIII 1972 O/D. Green. Unleaded cylinder head. S/S exhaust. Complete history. MOT. Needs minor attention to body and mechanics hence £1,600 o.n.o. Richard (Middx) 020 8894 7616 - 86/14598.

MKIII part restored. Rotoflex. Many new spares to complete. £1,750 o.v.n.o. Stewart (Worcs) 01527 873522 - 96/33750.

BONDEQUIPE CONVERTIBLE 1969. MOT. New carpets. Spare engine. Needs a little tidying. £1,850 o.v.n.o. Peter Farrell (Helston, Cornwall) 01326 565905 - 99/61459.

BOND

VITESSE

Cars for Sale
Cars for Sale
Cars for Sale

MKII CONVERTIBLE 1971. Valencia Blue. Featured in Practical Classics 1993 (Sept). S/S Exhaust. O/Drive. New Doughnuts/Disks. Sound chassis & mechanics. Body needs TLC. £1850 ONO. Steve. (Cheltenham) 0771 1502319 or 01242 235945 - 96/53256.

MKII 2L CONVERTIBLE 1970. Full professional rebuild to body, hood, engine, gearbox, overdrive. Newly painted, new complete interior, new bonnet, chassis. With MOT. Ready to go. £5,800. Regan 01939 236465.

MKII CONVERTIBLE 1969. White, black interior. Very good condition. New hood. Recent full service. Much money spent. Agreed Valuation £5,000, £3,395. Dominic (London) 0207 3949653 or 07944441636 - 69702.

MKII CONVERTIBLE 2000 OD HC. Immaculate body-off engine + chassis rebuild. Needs prep + paint. Carpets + hood. Absolutely no rust. Wire wheels. All original chromework. Private. Brett (Rugby) 01788 553886.

MKII SALOON. Valencia. Good condition. Club Valuation £3,000. Owned since 1976. History from new. Full information on enquiry. Good home required. £2,300. Robin (Nottingham) 0115 925 3440.

MKI CONVERTIBLE. Signal Red. Nov 1966. Unleaded Head. S/S Exhaust. New radiator. New petrol tank. New Clutch. One owner since new. Good reliable runner. Always garaged. Bodywork needs attention. MOT to July 04. £1850. John (Deal, Kent) 01304 239439 - 86/14077.

CARS WANTED

HERALD 1200 CONVERTIBLE wanted. Must be good example with current MOT but doesn't have to be concours. Moore (Norwich) 01603 400841 - 70830.

HERALD 1200 CONVERTIBLE. Good, solid example preferred. Cash waiting for excellent example. Engine upgrade or over-drive a bonus. Colin (N. Ireland) 02838849063 colin@linzgt6.demon.co.uk

BOND EQUIPE GT4S preferably running. Also left hand drive Herald or Vitesse, any condition. Alex Back 00316 11047168 backfamily@hotmail.com - 82/04835.

PARTS WANTED

SPITFIRE 1147 MkII (FC) engine and MkII (FD) engine in excellent or refurbished condition. 4.55 diff (competition) Spitfire IV/1500. Swing spring and front anti-roll bar. Very good Vitesse bonnet. Tan trim and carpets. Rostyle wheel trims. MkII bootlid, silver panel. Alex Back 00316 11047168 backfamily@hotmail.com - 82/04835.

M.W. Restorations GT6 Specialists

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.
FOR DETAILS RING THE WORKSHOP ON :

01799 584994

Saffron Walden, Essex.

e-mail: mwrestore@aol.com



ADVANCE ORDERS FOR COLLECTION AT SHOW

The Club Shop will be attending the
Clasic Cars Live Show
ALEXANDRA PALACE

SAT SUN 20/21 March 2004

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 Club Shop Hotline 01858 434424
Ask for Nigel.

PARTS

SPRING AGAIN!! Get those jobs done that you forgot. MOTs, servicing, suspension work, electrical, clutches, gearboxes, diffs., most things mechanical and welding. Ring John for a quote and a chat 01933 388434 before 8 pm please or 0777 0944106 e-mail: mythos650@hotmail.com

MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★
★ ALL MODELS COVERED INC. FWD ★
★ KEEN PRICES/ FREE ADVICE ★
TRY ME FOR THAT ELUSIVE PART
01530 271326 EVES/WEEKENDS
E-MAIL FOR PRICE LIST
mickdolphin@tinyworld.co.uk
Visit our Website
www.mickdolphin.co.uk

BREAKING Mk4 1300 Spitfire, everything available. Engine and Ancillaries £200. Overdrive/conversion kit, everything you need £285. Diff £40. Rear lights £5 each. Steering column and Keys £20. Rad £29. Fuel Tank £29. Hood frame £25. Chassis, no rot £90. Rebuilt Gearbox 1500 £80. 1500 engine £60. Dolly Sprint O/D Gearbox £65. 2,500 O/D Gearbox £50. Other bits available. Richard. Tel. 01483 578505.

HERALD 13/60 overdrive conversion kit, complete inc. prop, wiring, switch etc. £395. Spitfire 1500 S/R overdrive box, no gearstick £185. Keenoy, Chiswick Car Craft (London W3) 0208 992 3174.

SPITFIRE 4 WINDSCREEN, 5wheels, fibre-glass quarter valances, original front overriders, front back bumpers, tail lights, headlamp cowls, front grille. Reasonable offers. Simon (Cheshire) 01270 66168.

ENGINES most types, all dry stored many years, £40 to £100 each. Many other hard to find parts. Steve (S Wales) 01873 852751 - 86/15999.

VARIOUS COURIERS available from member since 1987. FREE TO COLLECTOR. Hazel Taylor (Devon) 01647 24375.

BOND EQUIP bucket seats and runners, v.g.c. (no splits/rips). Black vinyl. New diaphragms (old perished) supplied. Fit Vitesse/Herald + armrest £100. James (London) 0208 876 1103.

QUILLER TRIUMPH Spitfire OE Tonneau Cover £40; Spitfire OE hoodbag £30; Herald/Vitesse hood cover £20; Spitfire/GT6 5.5J wheels with good tyres, set 4 £200. GT6 111 seats, pair, good condition with no tears £250. Convert your Spit to GT6 doors: GT6 qtr. light assembly £35, GT6 door glass £35, GT6 door glass regulator £35, GT6 111 front suspension corner (wishbones, stub axle, spindle, hub etc.) £50, Herald/Vitesse Convertible bodytub and chassis choice of 3 £200. Spitfire IV/1500 bodytub with chassis in good, useable condition, choice of 2 £200. Spit/GT6 chassis good order choice 4 £100. Herald/Vitesse chassis choice 4 £100. Spitfire bonnets choice 3 £50 - £300. Herald/Vitesse

bonnets choice 5 £50 - £180. Spit and Herald/Vitesse doors from £25 - take your pick. Doorhinges £8 each. Spit I-III/GT6 windscreen frame choice 2 £50. Spit IV/1500 hood frames £45. Spit III hood frame £150. Spit/Herald/Vitesse seats from £25. Inertia or static seatbelt and anchor £20. Herald/Vitesse qtr. light assembly complete £15. Complete engines guaranteed and tested (good runners from insurance write-offs) 4-cylinder £235, 6-cylinder £265. Engines, unknown condition, all at £60. Gearbox guaranteed (non-O/D) £65. Gearbox requiring attention £25. Carbs from £20. Inlet/exhaust manifolds from £10. Airbox £10. Lucas 4-cylinder distributor £20. Spitfire/Herald radiator £45. Front windscreen Her/Vit £14. Front suspension corner (hub, spindle, vertical link, trunnion wishbones etc.) complete Herald/Spitfire at £35. Early Spit/Herald differential (guaranteed) £60. Spit IV/1500/GT6/Vitesse diff (guaranteed) £120. Halfshaft and hub assembly complete (short) £25. Rotoflex suspension parts - ask. Brake/clutch master or slave cylinder £15. GT6 tailgate choice 3 £20. Window winder handle and knob £4. Bonnet stay £9. Chrome bonnet catch £5. Spitfire and Herald wheels £15. Hub cap £5. Large selection alloy wheels. Dials from £5. We are continually breaking all Triumphs: Dashboards, lamps, switchgear, badges, heaters. Big stocks of everything - we will try to find the part you need. Also full range of new parts and workshop facilities. All credit cards taken for overnight delivery. See special offers on: www.quillertriumph.co.uk. 0208 8544777 Greenwich.

HERALD 13/60 complete front panels and trim. SWAP for complete 1200 front panels and trim. Must be good condition and complete. Sarah or John (Leics) 01509 212639.

BUCKET SEATS Corbeau Alpine with head rest and tailored subframes to suit club cars, pair as new, still boxed £200. Can deliver. Danny (Herts) 07764 686572 - 00/63793.

SPIT-BITZ, SPIT-BITZ Massive Clearnaceto make way for new stock, petrol pumps £8, back light units £5, knee pads £2, windcreens from £15, bumpers from £20, "New carpet sets £79", soft top frames £25. Plus loads more guaranteed cheap prices! Give us a try. (Wokingham) 0118 9732648.

THE COURIER September 1985 (No. 63) to May 1990 (No. 119). All in mint condition. Enquiries to Bunce (Midhurst) 01730 816282.

VITESSE 2L: Vitesse 2L bonnet top panel with holes for Triumph letters. New, in factory primer. £300. Dave (Portsmouth) 02392 252082 - 90/31984.

VITESSE/GT6/SPARTAN: Stereo radio/cassette with Pioneer booster and Pioneer slimline speakers, new brake rubbers for front and rear axles plus master cylinder, several hundred gaskets, new carburettor parts, oil pressure gauge, boxes full of spares, most new (can email or fax you a list). Will accept highest offer to take the lot to help support me in my full time charity work. Chris Wren (Southampton) 07967 147603 ChrisWren@bigfoot.com

GT6 MKII overdrive, diff, rototax suspension, 2 doors, one propshaft, pair red seats,

Parts For Sale Parts For Sale Parts For Sale

pair calipers, rear spring, Workshop Manual offers pair front suspension. Colegrove (Oxon) 01865 300646 (eves).

Grove Components

Linking The World of Classic Cars Together

400 UNF ^{ss} Value Pack.
Over 400 Assorted Zinc Nuts, Bolts & Washers £14.99 + P&P.

450 UNF ^{ss} Value Pack.
Over 450 Assorted A2 Stainless Steel Nuts, Bolts & Washers
You won't beat this price £25.99 + P&P
The above items come individually bagged and labelled for your convenience

For the TRUE ENTHUSIAST
Why not treat yourself to one of our

NEW 'CLASSICPAC'S'™
Which include our very high quality 24 compartment steel carry case

1550 UNF ^{ss} 'Classicpac'™
1550 Assorted Zinc Nuts, Bolts & Washers
£59.99 + P&P

1550 UNF ^{ss} 'Classicpac'™
1550 Assorted A2 Stainless Steel Nuts, Bolts & Washers
£99.99 + P&P

'Classicpac's'™
OUTSTANDING VALUE!

ASSORTED GROMMET PACK.
Over 240 Blanking/Wiring Grommets
£12.00 + P&P

Value Packs, 'Classicpac's'™ and individual items also available in METRIC, UNC, BSF & BSW Thread sizes

Tel / Fax: 0151 353 0008
15, Dawn Close, NESS, South Wirral
Cheshire. CH64 4DS
email: groveco.co.uk

www.groveco.co.uk

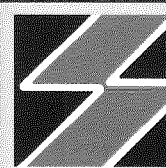
TONS OF PARTS: From engines to clips. Ring for details David Ivins (Lancs) 01253 392499 - 82/03470.

BREAKING SPITFIRE MKIII + 1500. Loads of parts available. Also Spitfire roll bar £85 o.n.o., restored 1500 chassis, sprayed £200. Paul (Norfolk) 01508 492892 - 01/66236.

BREAKING SPITFIRE 4/1500. Virtually everything available, please ask! Examples: good engine complete £180, overdrive conversion kit, everything you need £275. Motolita steering wheel £65. Differential £40, rear drive shafts £25 ea. Early Steering column £25, fuel tank £30. Dan (Kent/London) 07834 152356. email spit@familyleigh.co.uk

NEED HELP FIXING YOUR TRIUMPH?
We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork. Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cambs border) email: mwrestore@aol.com

TSSC INSURANCE FROM FOOTMAN JAMES. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY 0845 458 6760



British Sports Car Spares

www.britishsportscarspares.com

Tel: 020 8748 7823 Fax: 020 8563 0101

**28 years of rare spares experience
10% Discount to all Club Members**

**Applies only to Stock Items & Excludes Panel Work & Special Offers.
This months Special Offer - 4Cyl Alloy Rocker Cover £37.50**

**Worldwide Mail Order : Price Lists : Insurance Valuations
303 GOLDHAWK ROAD, SHEPHERDS BUSH, LONDON. W12 8EU.
e-mail: bscsuk@tiscali.co.uk**

TRIUMPH TRADE SERVICES

TOTALLY TRIUMPH & TRADING TRIUMPHS

- ★ MoT work, servicing, mechanical work, rustproofing.
- ★ Welding and accident repairs.
- ★ Full or part restorations.
- ★ Engines, gearboxes or bonnets, chassis, bodytubs built to order.
- Cars and parts, purchases and sales.

01565 777 577

Near Warrington, Cheshire. Phone for directions.

DOUGLAS MOTOR SERVICES

SPECIALIST RESTORATION AND REPAIRS FOR THE TRIUMPH OWNER
SERVICING AND MoT WORK
FULL BODYSHOP FACILITIES
EX TRIUMPH DISTRIBUTOR
40 YEARS EXPERIENCE
GRAFTON INDUSTRIAL EST
NORTHAMPTON
01604 632201

BRODIE MOTOR SERVICES

RESTORATIONS, MoT WORK, SERVICING ON ALL MAKES OF TRIUMPH AT VERY COMPETITIVE PRICES OVER 20 YEARS EXPERIENCE
FRIENDLY SERVICE
TEL: 01206 562597
www.brodiemotorservices.co.uk
COLCHESTER
ESSEX

WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays
- ★ Full or part restoration, suppliers & builders of Spyder Corsa kit cars
- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



Tel/Fax 01666 822476

MALMESBURY, WILTS

Office 01592 722999
PARTS DEPOT & FAX
01592 722666

131 JAMPHLARS ROAD
CARDENEN FIFE
SCOTLAND

CHIC DOIG
CLASSIC
SPORTSCARS

VISA DELTA

**CONTACT THE EXPERTS
SCOTLAND'S LARGEST
MG & TRIUMPH
DEALER**

FAST MAIL ORDER SERVICE
FROM A BOLT TO A BODYSHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU
WHATEVER THE CAR TYPE

SPECIAL OFFER TO
TSSC MEMBERS
FROM



ALL ADVERTS PLACED WILL
APPEAR ON THE TSSC
INTERNET WEBSITE. FREE!

THE COURIER ADVERTISING FORM

The Courier is the best and most cost effective medium for selling your Triumph, and there's now an added bonus. For ONLY an extra £15.00, you can reach an additional 1.3 Million classic car enthusiasts. Your advertisement can appear in a special TSSC section in Classic Car Weekly and in Colour in Practical Classics magazine (Add £5.00 to total advert cost for full colour photograph in Practical Classics), the best selling practical car magazines on sale today (**published in the next available issue**). **NOTE:- EMAP publications deadlines differ to Courier.** Simply complete the form below indicating clearly whether you want your advertisement to appear in The Courier And Practical Classics/Classics Car Weekly, or The Courier only.

Do you wish your advert to appear on the TSSC Website? ☐

ADVERTISING RATES (inc. VAT)

Tick as appropriate.

PLEASE ADD £5 TO TOTAL OF PRACTICAL CLASSICS ADVERTS IF SUPPLYING COLOUR PHOTO.

Credit Card adverts can be
PHONED OR FAXED
(01858) 434424
(01858) 468228

THE COURIER AND 2 ABOVE MAGAZINES		
Triumphs for Sale/Wanted:	Members	£29.00
	Non Members ..	£39.00
Spares for Sale/Wanted:	Members	£17.50
	Non Members ..	£20.00
THE COURIER (ONLY)		
Triumphs for Sale:	Members	£14.00
	Non Members ..	£24.00
Spares for Sale/Wanted:	Members	£2.50
	Non Members	£5.00
Triumphs Wanted Members/Non Members ...		£5.00

All the above advertisements are limited to 25 words.

MODEL + Mk

METHOD OF PAYMENT

Tick as appropriate.

Cheques/Postal Orders (Payable to TSSC Ltd.) or your
VISA/ MASTERCARD must accompany your ad.

☐ Cheque/ Postal Order (Value.....)☐ Cheque/ Postal Order (Value.....)☐ VISA/ MASTERCARD (Value of advert £.....)

Credit Card Number

Expiry Date

NAME _____

ADDRESS

CONCLUSION

DAY TEL NO (STD)

DATA ELEMENT(S)	(if applicable)
Membership No.	

Contact Name	Location
--------------	----------

Tel: (STD)

Send completed form with remittance to: **Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF**

Send completed form with remittance to: Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.
PLEASE NOTE: The T.S.S.C. reserves the right to refuse or withdraw any advertisement at it's discretion and cannot be held responsible for printing errors, although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be inserted in the following issue.

Adverts placed CANNOT be cancelled. Non members wishing to receive a copy of The Courier, add £2.50 to total.



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 MI then A4304 to Market Harborough.

TSSC HQ Main Street, Lubenham, Leicestershire LE16 9TF

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



The Triumph Sports Six Club