

THE COURIER

MAY 2004

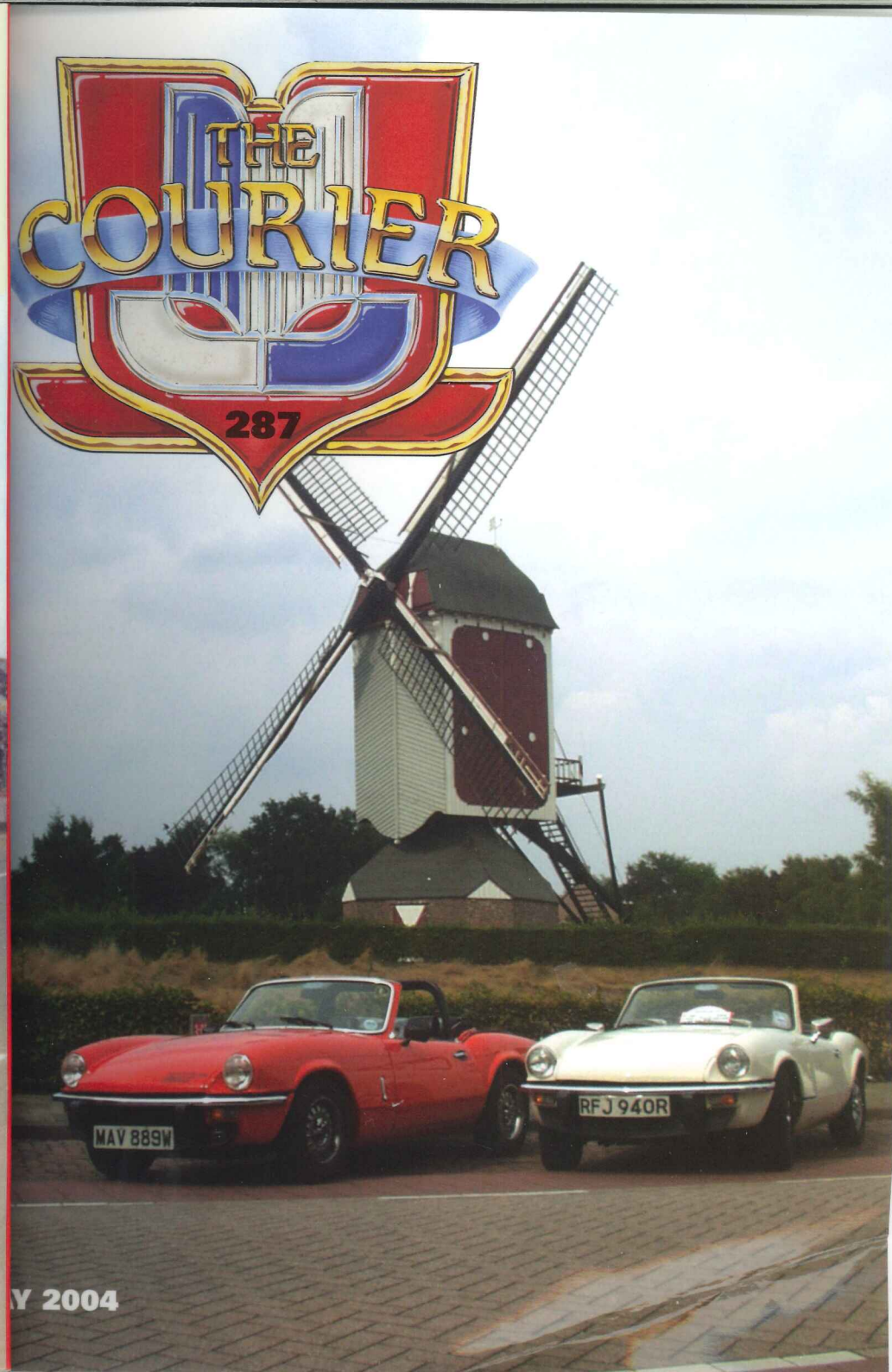
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MAGAZINE OF THE TRIUMPH SPORTS SIX CLUB

EVERY MONTH
FREE TO MEMBERS No.287



TSSC International 2004 10-11 July



Y 2004



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Welcome to the
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THE CLUB SHOP ONLINE WEBSITE IS NOW UP AND RUNNING TO PROVIDE MEMBERS
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Club HQ: Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

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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 -

Name	Part Number	Non-Member's Price	Member's Price
Herald 1200 Semi Sport			add to

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
No.287 Vol 23, MAY 2004
Price £2.50 Free to Club Members.

CLUB HEADQUARTERS

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Courier Copy By 10th of Each Month

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Courier / Area News

e-mail: courier@tssc.org.uk

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

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Bill Sunderland

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COUNCIL MEMBERS 2004

David Aspinall, Chris Gunby,
Derek Holman, Chris Mills,
John Muggleton, Trudi Prettyjohns,
Simon Roberts, Tim Scrivens,
Barry Minnett-Smith, Victor 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:
International Spitfire
Weekend - Asten
Holland
Pic Mike Crewes

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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-iv.co.uk

May 2004

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

June 2004

FRIDAY/SUNDAY 4/5/6 JUNE 2004
NEWBURY AREA CAMPING WEEKEND
CONTACT AO FOR DETAILS

FRIDAY/SUNDAY 11/12/13 JUNE 2004
BREAD BEACH PARTY
CONTACT COLIN 07778 778985

FRIDAY/SUNDAY 11/12/13 JUNE 2004
DALES RUN AND CAMPING WEEKEND
CONTACT: rpy@batey81.fsnet.co.uk

FRIDAY/SUNDAY 18/19/20 JUNE 2004
THE CLASSIC SANDWICH, SANDWICH
KENT. CONTACT SUSAN 01732 834481

FRIDAY/SUNDAY 18/19/20 JUNE 2004
MIDSUMMER MADNESS
FLOWERPOTS, CHERITON, HAMPSHIRE.
CONTACT SUZIE 01732 834481

SATURDAY/SUNDAY 26/27 JUNE 2004
PEAK RUN AND CONCOURS
COLIN 01672 514241

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

SUNDAY 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
AT HANBURY STEAM RALLY
STOKE PRIOR, WORCS
CONTACT MIKE 01386 7510758
OR 07970 207123

CLASSIC CAR SHOWS

(CLUB INVITED)

May 2004

SUNDAY 30 MAY 2004
TRIUMPH MARQUE DAY
BMHIT CENTRE GAYDON WARKS

September 2004

SATURDAY 4 SEPTEMBER 2004
KILBONEY SHOW & AUTOJUMBLE
ROSTREYOR, 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 WILCOCKS 07973 333303

2004 Race Calendar

Date	Circuit	Organisers
May 8/9th	Spa Invitation	
May 22/23rd	Rockingham	MGCC Rnd. 3
June 3rd	Oulton Park	MGCC Rnd. 4
July 18th	Knocklyon Park	MSCC/BRSC Rnd. 5
July 31/Aug 1st	Donington	BRSC 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

Should Cars be broken For Spares?

I should we be making every attempt to make sure these vehicles are returned to their former glory? I have been following a message thread on the Club messageboard over the past couple of weeks, where the subject of supply of second hand spares and the breaking of Club cars has been the hot topic. There has always been a thriving market in second hand spares for Triumphs and I believe that this will always be the case, of course there have been large numbers of cars broken over the years, and the parts from these cars have allowed many cars to remain on the road. Many members run their Triumphs on a tight budget and the availability of second hand parts at reasonable prices means that this can be achieved. Over the last couple of decades there has been a fantastic commitment from Triumph specialists, who have ensured supply of new and used spares for our cars, which has given owners the choice as to which route they wish to take. This is usually determined by budget. Lets face it, if we could all afford to put top quality new parts on a car each time then I'm sure we would. Some items are no longer manufactured so the only source will be from a donor vehicle or if you're really lucky a genuine Stanpart item may be located. I have seen numerous cars resurrected from what many would consider to be a lost cause, and I salute the owners who have the commitment to complete this sort of project. But I have also seen a number of good cars that have been broken and used as donor vehicles. Time will certainly see numbers of 'our' cars dwindling, and the use of donor vehicles will certainly speed up the process. So before you start carving up a car that could be restored, just check to see if the parts that you require are

available through other sources.

To sum up I quote part of a message that was posted by Colin Lindsay (G16 Tech Sec)

'Remember: There will always be cars that can't be saved. There will always be cars that should be saved, but aren't. There will always be enthusiasts who require parts. Just be a responsible enthusiast!! Mind you - at the other extreme there are TSSC members with sheds full of old or rare Triumphs doing... nothing. Never seen, never driven, waiting for that great 'someday' restoration. Add to those the millions of spare parts hoarded by members 'just in case' and you'll see we're all guilty to some extent. Let's be more realistic about what parts we really need and what we can pass on - it all helps. And while we're on the subject, would the member hoarding the perfect 3 dial coupe dashboard realise he doesn't want it any more, and sell it to me?'

On a lighter note I have just returned from a trip out to Rockingham Raceway, where myself and several other members took part in a quite unique Practical Classics photoshoot. Over 100 classic cars lined up around the race circuit for a photo shoot and a couple of parade laps. The convoy of cars from Club HQ



included Stag, Spitfire, Vitesse, G16, Herald, Courier Van, TR7, Dolomite Sprint and a Toledo, to make sure Triumph was very well represented. Practical Classics readers have been voting for their favourite classic car, and shock horror there was only one Triumph represented in the top 7. I'm bound to be slightly biased, but how can a Citroen DS get voted above a Stag? The feature will appear in the June edition of Practical Classics magazine.

May sees a multitude of events taking place including one of my personal favourites, the South of England Meet at Leatherhead on the 8th/9th. This is the first big outdoor Club show of the season and I look forward to seeing some of you there.

This is followed by the Triumph Marquee Day at Gaydon on the 30th, again a very well attended show.



TSSC NEWS Reviews

Your Monthly round up

Acclaim Register Secretary

News this month: Michael Hancock, one of the Club's most long standing members, has kindly offered to take on the position of the Club's Acclaim Register Secretary. Similarly long

standing members will know that some while ago Michael was the Club's Treasurer so welcome back to the Club Officers' team Michael and best wishes in your new role.

Peter Williams,
General Secretary.

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=registernme

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



AOU 18 - Picture courtesy of Jean Jacques de Gallovesky



HO OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 15TH MAY - 9.00 AM TO 1.00 PM

SATURDAY 29TH MAY - 9.00 AM TO 1.00 PM

CLOSED MONDAYS 3RD AND 31ST MAY FOR BANK HOLIDAYS

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 12TH JUNE - 9.00 AM TO 1.00 PM

SATURDAY 26TH JUNE - 9.00 AM TO 1.00 PM

The Club Shop will be attending the following shows

SOUTH OF ENGLAND MEET

Sat/Sun 8th/9th MAY

TRIUMPH MARQUE DAY GAYDON

Sun 30TH MAY

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

TSSC club shop Online
www.tssc.org.uk

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SIX SPARES

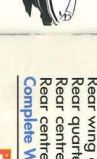
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TELEPHONE NO. 020 8977 6587

SEALS - HERALD/VITESSE

Front windscreen seal	£22.91
Bonnet scuff/bulkhead seal	£3.29
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 from outer finisher/ seal (white only original)	£19.98
Front quarter light rubbers per pair	£37.60
Door skin to door glass outer weatherstrip	£3.46
Door skin to door glass inner weatherstrip	£3.99
Door glass glazing seal	£3.53
Hood side seal (top of door)	£3.29
Wheel arch to dash seal (small mud flap)	£12.93
Door aperture seal, convertible	£12.93
Chrome door aperture seal cappings	£14.10
Door aperture seal, saloon	£15.28
Front volume seal	£1.65
Door check link seal	£2.64
Door 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/bood	£3.82
Boot seal	£12.93
Estimate rear tailgate glass seal original	£44.65
Rear quarter window seal, saloon	£23.50
Rear window rubber, saloon	£24.97
Window runner channel, front	£7.99
Window runner channel, rear	£3.88
Rear roof to deck seal, saloon	£13.51
Rear door filler neck seal	£6.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Period tank sender unit cover	£6.99
Period tank drain neck seal, sponge	£6.99

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£19.98
P seal on windscreen frame	£4.11
Hood to windscreen top seal, GT6 I, II	£26.50
Hood header rail/hood top seal, front, SPITFIRE	£26.50
Door skin to door glass, outer weatherstrip	£3.46
Door skin to door glass, inner weatherstrip	£3.99
Door glass glazing seal	£3.53
Bonnet scuff/bulkhead seal	£3.29
Wheel arch to dash seal (small mud flap)	£12.93
Door aperture seal (Herald)	£14.69
Door aperture seal, SPITFIRE II, III, GT6 I, II	£18.80
Front volume seal, SPITFIRE IV/1500, GT6 III	£1.65
Rear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£11.75
Handbrake gaiter, SPITFIRE 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/bood	£3.82
Boot seal, SPITFIRE	£12.93
Tailgate aperture seal, GT6	£12.93
Tailgate glass seal, GT6	£27.03
7 inch headlamp seal SPITFIRE	£3.53

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.99
Tailgate rubber insert GT6 I, II	£6.99
Cover clip for inserts	£2.00
Door handle I/h HERALD, VITESSE	£39.95
Door barrel 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, GT6 I, II	£20.56
SPIT IV/1500, GT6 III (includes lock barrel)	£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	£8.99
R' post striker catch SPITFIRE, GT6	£15.86
Door hinges (pairs) HER, VIT, SPIT I, II, III	£27.03
Door hinges, less slider, HERALD/VITESSE, pair	£25.85
Boat 'T' handle and keys HER, VIT, SPIT I, II, III	£19.39
Boat lock assembly SPITFIRE IV/1500	£19.51
Tailgate handle and lock assembly GT6 I, II	£23.50
Tailgate handle and lock assembly GT6 I, II	£19.98
Boat latch/striker assy, SPIT IV/1500, GT6 (ALL)	£13.22
Chrome flip top petrol cap SPITFIRE IV/1500	£43.48
Locking petrol cap, SPITFIRE, chrome	£21.15
Locking 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 Bullseye/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 assy, all models	£26.73
Steering column lock assy, SPITFIRE IV/1500, GT6 III	£43.48
Ignition barrel and keys SPITFIRE II, III, HER, VIT, GT6 I, II	£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 I, II, 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/box	£38.75
Rear overrider HERALD, VITESSE, fully pressed (each)	£37.60
Chrome w/ screen washer jet, complete ass., HER/VIT	£4.11
Chrome w/ screen washer jet, complete ass., SPIT/GT6	£4.99
Rear number plate light chrome, orig. HERALD 13/60	£11.75
Rear number plate chrome alloy 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 volume, steel, State Model	£141.00
Front volume, quality fibreglass	£42.30
Bonnet D plate, HERALD, VITESSE	£12.10
Front wing, HERALD 13/60 ORIGINAL PRESSING	£99.88
Front wing VITESSE	£127.48
Front wing, HERALD 1200	£127.48
Front wing arch repair	£22.33
Sill, HERALD, VITESSE	£22.33
Door skin, ORIGINAL PRESSING	£27.38
Door under section repair panel, HERALD, VITESSE	£29.96
Door strip/head panel (not aluminium finisher) as original	£11.75
Rear wing, HERALD/VITESSE	£86.95
Rear wing arch repair	£22.33
Rear quarter volume steel (with or without bumper strip)	£32.90
Rear centre volume, VITESSE, original pressing	£70.50
Rear centre volume, HERALD, original pressing	£73.44
Complete Windscreen Frame Panel, Original Stamp	£293.75

PANELS - SPITFIRE/GT6

Battery box	£17.63
Front quarter volume, SPITFIRE IV/1500, GT6 III steel	£62.76
Front quarter volume, SPIT IV/1500, GT6 III, fibreglass	£34.08
Front wing, original pressing, SPIT I, II, III, GT6 I	£75.20
Front wing, original 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	£39.38
Door skin, SPIT IV/1500, GT6 III	£38.78
Full floor, One Side, front to rear, new improved with Caplives	£86.36
Heelboard bracket for radius arm	£38.78
Rear wing, SPITFIRE IV/1500, GT6 III	£38.78
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£57.70
Rear volume, SPIT I, II, III, GT6 I, II	£66.88
Rear volume, SPIT IV/1500, GT6 III	£54.93

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front turnion/survival ORIGINAL STANPART	£17.63
Front wishbone bushes	£22.33
Lower Steering Coupling	£2.94
Steering rack rubber mounting	£22.94
Dumnum steering rack mount kit	£22.94
Front coil spring, HER/VIT, DUT, state model	£68.15
Front coil spring, STANPART, state model	£68.15
NEW Proprietary front springs, SPITFIRE, GT6	£68.15
Front vertical link, HERALD, SPITFIRE	£68.75
Front vertical link, HERALD, SPITFIRE	£68.75
Front wheel bearing kit (inc. hub) VIT	£14.99
Top ball joint, all models	£17.95
Track rod end, all models	£17.95
Universal joint, all models	£7.22
Rear suspension ball/nut kit, all models	£14.95
Rear suspension, non road, ball/nut kit, all models	£14.95
Rear coil spring, STANPART, state model	£18.80
Rear coil spring, HER/VIT, DUT, state model	£19.35
Rear shock absorbers (inc. bushes) all models	£21.95
Rear full wheel bearing kit, non road, models	£19.98
Rear full wheel bearing kit, non road, models	£23.50
Rear lead spring SPITFIRE IV/1500, GT6 III, NEW	£86.95

CLAUPIERS ALL FULLY RECONDITIONED AS NEW EXCHANGE

Type 1 2 HERALD, SPITFIRE to 67, VITESSE 1600	£49.75
Type 1 2 HERALD, SPITFIRE 67 onwards	£49.75
Type 1 6 1 6 48 VITESSE, GT6 State model	£59.93
Type 1 6 48 Metric GT6 III Late	£59.93
Brake master cylinder SPIT IV/1500 single line	£52.88
Brake disc 6 cyl. models	£14.98
Brake disc 6 cyl. models	£14.98
Brake drum, late GT6 MkII ORIGINAL	£17.63
Wheel cylinders, Rear - state model	£8.99
Brake hoses front/rear - state model	£8.81

FUEL SYSTEMS & CARBS

Period tank sender unit HERALD, VITESSE	£38.78
Period tank sender unit SPITFIRE	£38.78
Fuel pump HERALD, SPITFIRE	£21.15
Fuel pump VITESSE, GT6	£17.80
Carb repair kit (Stromberg) inc. needle valve	£23.50
Carb repair kit (S U S) inc. jet	£24.68

FULL RANGE OF NEW AND FULLY RECONDITIONED CARS 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
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Members of

By
Chris Mills

The Year

The Member of the Year award is a painting commissioned by Fay Presto and awarded by the TSSC Council of Management to a member or members who have shown outstanding commitment over and above expectations.

This year's award is to go jointly to 2 members who have taken the clubs encouragement to use the cars "a bit more" to the extreme.

They jointly took a sub £100 Herald from Plymouth to Dakar, a trip of some 3700 miles in 22 days, raising money for charity and the car to be auctioned off at the end of the trip.

Team Michelotti are back home, the car now in Gambia, sustained only minor damage en-route, front n/s Chrome trim fell off and the exhaust developed a hole which was fixed with the previous nights Irish Slew tin. Derek & Rob have also asked that a special mention is given to Mark Bayliss for his part in Team Michelotti's achievement

Anyone who has been collared by Derek & Rob will recognise the enthusiasm and commitment they have given through out, both to Triumph and the supported charity (Weston Hospice Care), they are a credit to the spirit of the TSSC.

**So this years award is presented to Team Michelotti
Derek Giles & Rob Newton-Allen**



Chris presents Rob and Derek with The TSSC Member of the Year Award - originally donated by Fay Presto

Cop Shop

by **Mike Crewes**

www.tssc.org.uk/copshop



Construction & USE

Continuing through my trawl of the Road Vehicles (Construction and Use) Regulations 1986, this month some information on Exhaust Emissions, Proper Control of a Vehicle, Opening Doors and Reversing plus information on Dangerous Parts and Insecure Loads.

Control of Exhaust Emissions -

Silencers Regulation 54 provides for the fitting and use of an exhaust system including a silencer, to all vehicles propelled by an internal combustion engine. (1) Every vehicle propelled by an internal combustion engine shall be fitted with an exhaust system including a silencer and the exhaust gases from the engine shall not escape into the atmosphere without first passing through the silencer.

(2) Every exhaust system and silencer shall be maintained in good and efficient working order and shall not after, the date of manufacture, be altered so as to increase the noise made by the escape of exhaust gases.

Driver not having Proper Control of a Vehicle

Regulation 104. No person shall drive or cause or permit any other person to drive, a motor vehicle on a road if he is in such a position that he cannot have proper control of the vehicle or have a full view of the road and traffic ahead. This is the regulation that is used to prosecute drivers using a mobile phone whilst driving.

Opening a door to the danger of another road user

Regulation 105. No person shall open, or cause or permit to be opened, any door of a vehicle on a road so as to injure or endanger any person.

If any person opens a vehicle door in the path of another road user and causes danger he may expect to be prosecuted under this regulation.

Unnecessary reversing

Regulation 106. No person shall drive, or cause or permit to be driven, a motor vehicle backwards on a road further than may be requisite for the safety or reasonable convenience of the occupants of the vehicle or other traffic, unless it is a road roller or is engaged in the construction, maintenance or repair of the road.

Dangerous Parts

Regulation 100(1) A motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition that no danger is caused or is likely to be caused to any person in, or on the vehicle or trailer or on a road. The number of passengers carried by such vehicle or trailer, and the manner in which any passengers are carried in or, on such vehicle, or trailer, shall at all times be so that no danger is caused, or is likely to be caused to any person in, or on the vehicle, or trailer, or on a road. This means that all passengers have to be properly seated in a fixed seat.

The weight distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be such, that no danger is caused to any person in or on the vehicle or trailer or on a road. This applies to people who load their car at the cash and carry, or DIY store and do not make sure that none of the load can move around.

Insecure Loads

Regulation 100(2) The load carried by a motor vehicle or trailer shall at all times be so secured, if necessary by physical restraint other than its own weight, and be in such a position, that neither danger nor nuisance is likely to be caused to any person, or property by reason of the load, or any part thereof falling, or being blown from the vehicle, or by reason of any other movement of the load, or any part thereof in relation to the vehicle.

Using a Vehicle for an Unsuitable Purpose

Regulation 100(3) No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger or nuisance to any person in or on the vehicle or trailer or on a road.

If you have a query or topic on Road Traffic Legislation why not contact **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN (with SAE) or email copshop@tssc.org.uk**



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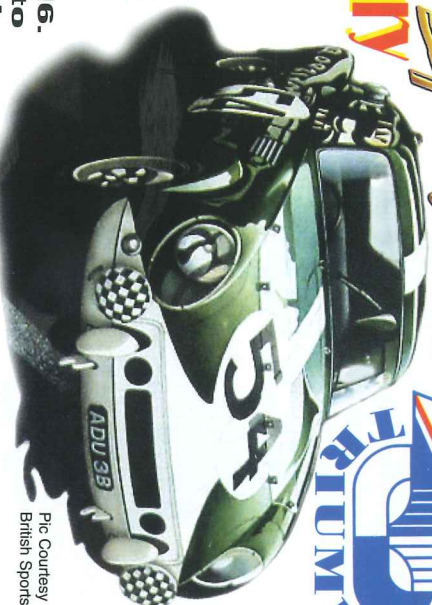
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A Family Affair

By Derek Giles

This is what I like to see, not only did Vicki Pemberton of Aylesbury send in 3 IVR's but included some information on ownership of all 3!

So it's over to Vicki! Dear Derek, I enclose three IVR forms. I have become very attached to all three Triumphs over the past 16 years I have known them. Their stories are as follows: My father has been a car enthusiast for as long as I can

remember. During the 1970's he rebuilt his first classic a 1936 Austin 12, which he still owns today attending club events whenever he can. He also restored an Austin 10, which was rejected by my mother after an accident on an icy road one winter, a vintage Rolls Royce and a couple of Bentleys.

I am one of his three daughters and you can imagine his dilemma as we all three approached driving age! Which vehicle would give him an interest and also be a suitable first car for us, he decided on the Triumph Herald. Apparently we had all expressed our liking for the vehicle when we had seen them on the road, however I recall saying 'a Triumph what' when he first discussed the matter with me!

Our first Herald BBH 306K a white 13/60 convertible, was purchased in April 1985 for £200. After a 5-month restoration it was ready for my elder sisters 17th birthday. I accompanied her and my father on many of her driving lessons,



The Girls, the Cars and the man responsible!

grabbing every opportunity to take the wheel when allowed. A few months later she passed her test and was away!

The following year I reached driving age, and the original plan was my sister and I would share BBH, but father had obviously caught the Herald bug!

As days before my 17th he bought PXD 860F a blue Herald 13/60 convertible!

This car however proved a bit more of a challenge and due to its condition, and my time away at college it was not fully completed until 1990.

Finally in March 1988 father bought my younger sister NHT 294F. Which due to the work involved with PXD was a sound 1200 saloon, which cost the inflated price of £300. This car was in reasonable condition and still had many original parts. The wheel arches needed some attention, and unable to get a paint match for the original colour father asked my sister to choose a completely different colour for the bottom half of the car.

NHT 294F went from yellow to yellow and red. Fifteen years on NHT is still my sister's main car travelling a gentle 4000 miles a year.

My elder sister, who was perhaps the most enthusiastic of the

three of us found that the Herald is not the most practical of cars when bringing up three daughters!

She is confident though that even after being laid up for six years BBH 306K will run again! As for PXD 860F I am proud to say that the car has never been off the road for more than

a couple of months. It was used as my main vehicle up to 1996, travelling some 10,000 miles a year until my job involved more travelling and I was given a company car.

In the last 7 years PXD has remained as reliable as ever, only covering some 7000 miles a year but every one of them as enjoyable as ever!

I would be thrilled if you would be interested enough in our Heralds to feature them in the club magazine. It would be a fitting way to say thank you to our father for his efforts and services to Triumph Heralds!

Yours,

Vicki Pemberton.

So there you have it a family affair with more than a passing Herald connection.

If you have a tale to tell about your car/s then let me have it with or without an IVR! Cheers for now,

Derek



Slippy, Slippy Silverstone

Round 1

By Nigel Gibbins

TSSC managed to hold it together for the entire session. The Grid finally placed Andy Vowell on class pole and

The night before the race saw a gradual arrival of reconditioned and new racecars gradually filling up the paddock.

The inevitable banter began and the inspection of each other's winter modifications created talking points on each car. Until Mik Davis (newcomer) turned up in his Dodge RAM 'Honey Wagon' and wowed all the girls with his plush interior. The rest of us stood

around with our beer and barbecue pointing at his immaculate looking car - well done Mik.

The next morning we counted to full entry at 23 cars, four in Class A, one Class B (TR3), six in Class C, four Class D (TR6, TR7 sprint and two TR7V8s), two Class E (TR5 and 6) and five Class F (TR7V8s).

For the TSSC Andy Vowell was expected to be leading the rest consisting of Rej Jane, Nigel Gibbins, Dave Thompson, Kev Hadfield and returnee Andy Winterton. Class A was represented by Barry 'Champ, Blakeley, Richard King, Mark Hadfield and Mik Davis.

The morning session was gray and horrible and we all passed through scrutineering without any major problems. We all lined up neatly in the assembly area to wait for our practice while watching the first session of MGs circulating very slowly indeed - this was our indication of how bad it was out there. Then, out we went and had simply didn't describe it! Some cars even managed to spin on the first lap and the whole session was a lottery of spins and slides. Specific moments I remember were when Richy and Andy Winterton both were spinning in front of me at Copse (the first corner) and I decided it was safer off the track than on it! Only Barry, in the



ninth overall, Dave Thompson was a couple of slots behind him with Rej along side. Next was Andy Winterton, Kev and myself, who after a big spin on my flying lap hadn't managed to get another lap together without yellow flags or traffic.

After such a dicey practice, it seemed the track was going to be dry for the race itself. All the drivers were wandering around looking worried as we were basically going out on an unknown track in unknown cars. But out we went to form the grid.

Red lights on.... Red light's out - Go! We all got away cleanly and was in a huge bunch through the first corner. No incidents... race on!

I was quickly on the back of Kev Hadfield and Andy Winterton and was carrying more speed, but Andy was intent on passing Kev and I guessed he didn't know I was there when I tried to come along side he shut the door and I backed out. I stayed with them for the lap and waited for my chance. But as the laps unfolded a misfire started at

6000rpm and slowed the straight-line speed - so they slowly eased away. Andy Vowell had a lonely race at the front of Class C and even began backing off toward the middle of the race - until Rej began to appear in his rear mirror so he had to floor it again.

Unfortunately for Rej it wasn't to be as electrical gremlins took hold and stopped him on lap 8. Dave Thompson drove a solid race for second spot but Andy Winterton and Kev Hadfield had a race long struggle with each other, which eventually went Andy's way for the checkered flag. With half a lap to go, my engine decided it didn't need a sump full of oil so it proceeded to dump the entire contents around Maggots corner. I had to stop, but fortunately for me, I had completed enough of the race to be classified and therefore still collect my finishing points!

In class A, Richard managed to get along side Barry for the first corner and again had each other in their sights as for the entire race they battled for the lead. So closely matched were they that their fastest laps were only 1/100th of a second apart! When the V8s came around to lap them Richard got the better break and managed to stay ahead for the line. But, not without another five other cars trying to cross it at the same moment! Mark was only a handful of seconds adrift and Mik was





bringing up the rear with a steady run to the line.

At the very front, Graham Miller was clear from lap one and never really troubled for the lead. Ex-TSSC drivers, Jon Wolfe and Steve Crane were in second slot and third respectively (all TR7V8s) until around lap 10 when Jon's clutch slave cylinder departed company from his bell-housing. He managed to finish the race by crashing

through the gears and still managed third overall after

Steve got through, although the cylinder was trailing underneath the car and he had finished the race without gears!

By the time you are reading this round 2 will have been competed at Croft and the next race will be at Lydden Hill (non-championship) and then at Rockingham on the 22/23rd May. See you there.

Championship Standings after round 1.

2004 Championship Race Calendar

Date	Circuit	Organisers
April 6th	Mallory Park	Triumph Trackday
April 10th	Silverstone	MGCC Rnd. 1
May 3rd	Lydden Hill	SEMSEC
May 8/9th	Spa (Belgium)	Invitation
May 22/23rd	Rockingham	MGCC Rnd. 3
July 3rd	Oulton Park	MGCC Rnd. 4
July 11th-13th	Virginia Intl	(USA) Invitation
July 18th	Mallory Park	MSCC/BRSCC Rnd 5
July 31/Aug 1st	Donington Park	BRSCC Rnd. 6
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
Sept 12th	Cadwell Park	MGCC Rnd. 9
Sept 25/26th	Brands Hatch	MGCC Rnd. 10

Championship Table 2004

Class A	POINTS
66 Richard King	10
83 Barry Blakeley	8
62 Mark Hadfield	5
76 Kevan Hadfield	4
43 'Mik' Davies	1
Class C	
50 Andy Vowell	11
58 Andy Winterton	5
21 Nigel Gibbins	3
54 'Rej' Jane	1



Canley Classics



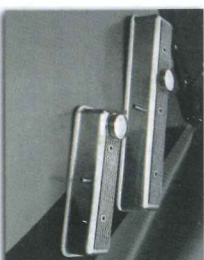
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Buy another or Change the Shape

By Trevor Colett

You remember last month I promised you more Burlington stuff - well here it is.

I'm going to hand over completely to a genuine enthusiast, Pete Waller from near Halifax. I'm not going to make any further comment, just read Pete's words, look at his photos, and marvel.

It may look like a pre-World War II sports car, but legally XTBS23H is still a 1969 Triumph Herald saloon. The first version, a Burlington Berretta, was finished in 1967 at my previous home in Jordantown, Northern Ireland. The "log book", a V5 (NI), was changed at Antrim County Hall

from "Saloon" to "Sports" and from "White" to "Red".

The project was started with research in 1965/6 when I felt that I needed a car that was different to all of the other cars on the road. Trying to buy a genuine 1920s / 30s car and run it to work and for social pursuits in central Belfast would have been clear madness. I wanted a car with lots of style, which I could afford. (A 1930 Bentley 4 1/2 litre would have cost at least £100,000 in 1985.) One of the options would have been to buy a kit that was a replica of a specific model of car, using modern major assemblies. I bought and borrowed many magazines, visited motor shows, factories and people who had already built their own cars.

My eventual choice was a freelance design by Haydn Davis that had, and still has, the magnificent style of the cars made between the two World Wars.

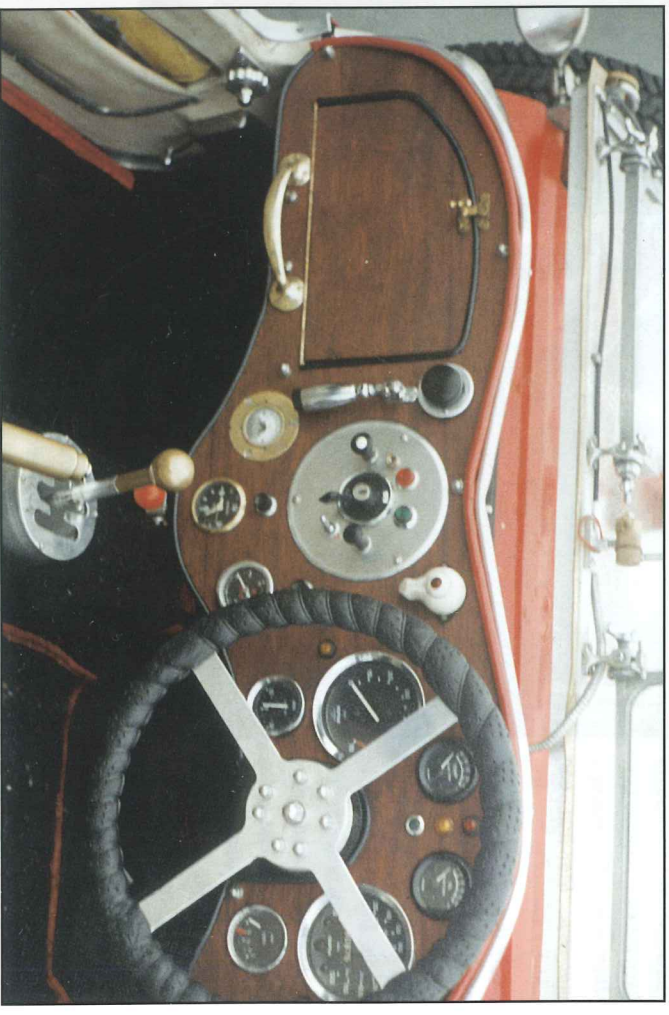
It took three advertisements in the Belfast Telegraph to obtain, for £325, a car with eleven months MOT still to run. It took many hours to strip, de-grease and paint all of the major assemblies. The original chassis and body assembly were sold for £80. By November 1967 The Burlington Motor

Company had manufactured and dispatched to me the ladder chassis (six inches longer than the Herald) of mild steel box section. Body formers were welded to the chassis, made from square tube. The chassis had jig-drilled holes for the front suspension mounting bolts. Everything was fitted, lined up and final holes drilled with a Black & Decker.

components were the fuel tank (reclaimed from a Ford Escort Van in a local scrap yard) and a heater from a Rover Mini.

The new wiring loom was made up from the old loom, another old loom with the same colour coding and some new wire. The loom had to be longer at the front and rear, more circuits for extra instruments etc and for the re-positioning of components, for example the larger fuse-box. With more fuses it became easier to trace a fault.

The dashboard was made from a walnut veneered wardrobe door, made in the 1950s and sourced from the Belfast Telegraph ads.



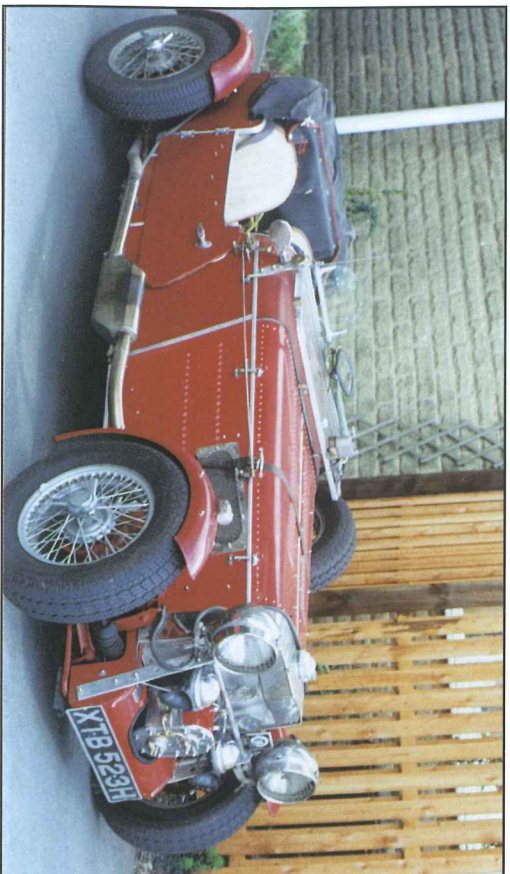
The main body was made from a sandwich of 18 swg aluminium sheet, half inch marine plywood and glass reinforced plastic. Engine bay covers were bent to fit by using an old drainpipe, which happened to be lying about. The flowing front wings, footboards and rear wings were GRP. The only non-Herald

Needless to say, the veneer started to lift off after six months of outdoor use (I forgot to paint all of the bare edges).

According to Haydn's instructions doors were optional. Imagine if the windscreen and soft-top were in position and you had to get inside the car when it was raining: doors had to be made. I managed to wear out three jigsaw blades cutting through the body composite.

The vehicle was on the road by February 1968 with a total build time of 550 hours, all for £5,000. If I'd charged my labour at £10 per hour, the

TRIUMPH *Specials* Register



final cost would have been £11,500. All of the old components were reused or renewed. To give the car that certain panache, a set of wire wheels (Triumph TR4, made under licence in India), hub adapters and spinners cost £501. A few Belfast firms did some work for me, spraying the body, making seat covers and my first soft-top.

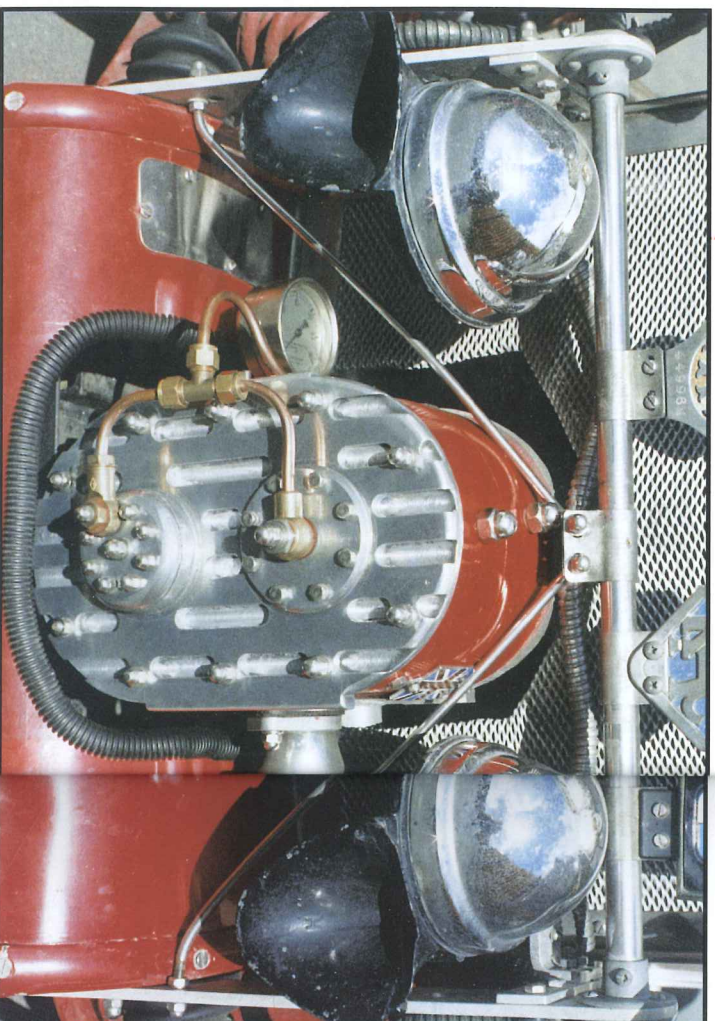
I managed to make a tonneau cover myself.

I managed to get a failure on my first MOT when the handbrake wasn't efficient enough. After a few phone calls, the system was modified by obtaining a handbrake from a Rover 3500 saloon and attaching lengthened levers at the rear brake back-plates.

There were a few annoying problems. The first one, which I learned to live with, was the gearing: The original wheels were thirteen inch diameter but the new wire wheels were fifteen. This change had to be done to raise the car further from the road surface and prevent the first underneath exhaust system from being ripped off when boarding the Strangford Loch Ferry or when driving

over the ramps outside police stations. This meant all of the gear ratios were raised. In effect, the fourth gear became an overdrive. I was given a noisy, lower ratio rear drive unit, which improved the acceleration dramatically. Unfortunately, I managed to strip a couple of teeth from the crown wheel while going full-chat down a dual carriageway in third gear. The wheels also made the speedometer and mileage counter inaccurate. One way out of this problem would be to buy an electronic, programmable speedo. These are operated by attaching four magnets to the propshaft and the signals from a sensor, converted digitally by the small micro-

processor are displayed on the face of a gauge. The price? Over £150, is it worth it? All of the different speeds may be found by having a friend's car pace you and remaking your speedo face with a felt tipped pen. The most annoying problem was the high overall gearing, powered by the original 1147cc engine with the Solex carburettor. This problem became apparent when I was overtaken on a motorway by a Citroen 2CV! The usual tuning modifications were added, twin SU



mounted along the side and made from a motorcycle silencer, assorted mild steel tubing, connectors and flexible tubing. My final exhaust system may be seen in the photograph. A Belfast firm made the tubing in stainless steel. Well worth the time and cost. My second dashboard was made from Formica in a walnut pattern. The third and final one was made from veneered chipboard, used in kitchens, and finished with

Danish Oil (see photo). This

deeply curved dashboard had to have a new steering wheel (I made the old one into a clock). The four-spoke was cut out of 6mm aluminium plate to a diameter of 16".

The chain drilling was quite boring in fact!

One awful design decision was made after I saw a beautiful pair of chrome plated headlamps of ten inch diameter while walking around Beaulieu. .. £400 ...second hand.

I visited a few stores, with tape measure in hand, measuring aluminium casserole dishes, Woolworths provided a pair at £8.99 each.

After many hours of work, housing QH units inside and

carburetors, Spitfire distributor and a more open exhaust system. Over the years many modifications have been added to suit my (distorted?) taste. While visiting a car museum, I saw a beautiful looking radiator cowl on a 1932 Aston Martin Ulster. The design sketches were done in a rough sketchbook I've always used for my design solutions. With the aid of some photos and a poster, a small paper model was made, followed by a sheet aluminium full-sized model. The final item was made in stainless steel sheet. It's not perfect...don't look too closely. Next was a Brooklands style exhaust system,

the two speakers off, instead of groping for the on/off switch inside the glove compartment at the passenger's side. This solution also helps to prevent the radio/cassette from being stolen.

Over the years further mods give an almost endless list. The full GRP wings were changed to aluminium motorcycle wings, the rear ones moving up and down with the suspension. The front pair move up and down and side to side with the steering, i.e. they were mounted on the front brake back-plates. So, the Burlington Berritta became a Burlington Arrow. Longer doors to give better access. Rear end converted to a "V" shape, with the boot lid on top. Due to so many holes being drilled at the rear end, I at first used Stainless Steel bolts to hide them. This didn't look right. The bolts were removed and red leatherette glued over the rear end, from the wind-screen backwards (easier and cheaper than filling the holes, rubbing down and spraying). Converting from dynamo to alternator. Exterior choke lever and operating rod fitted.

After returning to England permanently in 2002, I happened to watch Robbie Coltrane's series on cars several times. The episode on superchargers caught my attention. The winter of 2002 was spent building a purely cosmetic replica. The elliptical casing was constructed from the steel casings from two mains electrical motors (ex washing machine) and mild steel spacers. The front and rear ends were machined from half-inch aluminium plates. The whole assembly was held together with many long studs, fastened with stainless steel domed nuts. To make it look realistic, old copper tubing was fitted to represent the oil feed to the two shaft bearings. On one side I fitted a spare SU carburetor venturi scoop. The other side was finished with a pressure gauge.

Future modifications? Should I paint the wheel spokes red? How about two imitation magneto switches on the dash, labelled "Left Mag On/Off", "Right Mag On/Off". Or, would this just be too silly looking? In conclusion, the real thrill of building your own car is that you are able to change anything on it and not change the whole car. If anyone would like to criticise, suggest changes or even compliment my changes, phone me, Pete Waller, on 01422 204577.

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Trackday Track Action!

April 6 Trackday at Mallory Park

My original plan was just get to Mallory, watch and take photos at the track day

But the day before it dawned on me that I might well be able to 'blag' a ride if I was cheeky enough. So I found myself at 5pm looking for somewhere to buy a helmet, at the kind of speeds which turned out to be very similar to those that I was to experience the next day. Luckily I found one - and it proved

to be an excellent decision!

I arrived at the circuit just in time for the drivers briefing, although I wasn't going to be driving. I thought it would be a good idea to listen in as I had never done this kind of thing before. They told us what all the flags mean and not to try to kill ourselves. Apart from that it was just to have fun.

The cars were broken up in to 3 track groups; road cars, fast road cars and race cars.

All of the Spitfires, GT6s and Vtiesses were put in the road car section - although I would dispute this as it very much seems to be down to the driver more than the car!

The road cars went out first - certainly a few were a bit all over the place, but as the session continued and everyone got used to the high speed they got less and less 'ragged'. After 20 minutes it was done, in came the road cars and out went the next session. The classes rotated like this until 12.30 when the lunch break was called.

I went off at lunch and signed an indemnity form to say that Mallory weren't at fault if I got killed - I knew my rides were imminent! And after a quick bite I saw reigning class C champ Andy Vowell installing his passenger seat in his racer - so I

made my self conspicuous and I got rushed in to the hot seat straight away!

By James Carruthers

Feeling the G Force with Andy Vowell

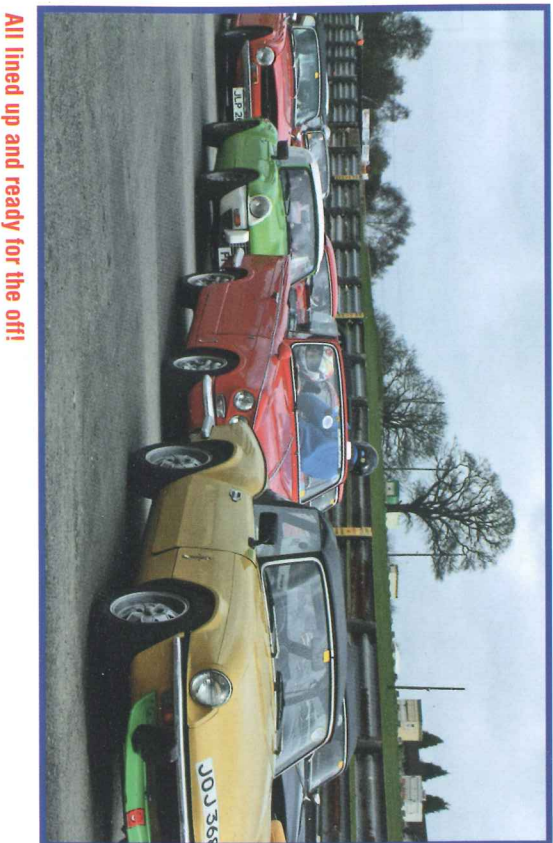


Grabbed my spanking new helmet and tightened myself in. Off we went - the first time I've ever been on a proper circuit - in a 135bhp super lightweight Spitfire.

We started off carefully as it was slightly damp and the tyres needed were cold - I say "carefully" but that doesn't mean slow! Going around Gerrards - the longest corner in the UK - I was jammed to the side of my seat with g force - think I need to do the belts up even tighter! We carried on around the circuit - passing everyone with so much ease it was incredible! The acceleration out of corners is immense - and we ate up the fast road cars with ease! But then you would expect that from the class C champion. So far the trip had been pretty exciting - however not quite so scary as I thought it might be. This all changed when at the entry of the hairpin the brakes didn't quite work as Andy expected - they

locked up and we went careering towards the hair pin at great speed. Having slowed down just enough we found immediately found out as to the reason! Mark Hatfield's Spitfire racer was at the side of the track having dumped oil in to the entry. We were directed in to the paddock and then back to the assembly area whilst the oil was being cleared away. Race cars aren't meant to sit still for long - and the temperature gauge slowly edged its way to hot, but soon we were back on track and I had an absolute blast riding passenger in such a quick car - something I will always remember! I already had the racing bug - it was now amplified somewhat.

I jumped out the car with a huge grin - what an amazing experience. Almost immediately I jumped in



All lined up and ready for the off!

to Tim Bancroft's GT6 Mk2 road car. Having offered me a ride earlier in the day it seemed rude not to accept - despite having just been in a race car! The experience of just going around a track at a reasonably high speed was enough for me - and Tim didn't hang about! This was still quick and super composed in the corners - thanks to uprated springs and Koni shocks all round - I always thought GT6s didn't go around corners! It had the grunt of the lightened & balanced straight six engine - plus a stage 2 head, TR5 cam and HS6 carbs - to pass most of the cars on the circuit. Tim has owned this car for 20 years and it certainly shows - it's an amazingly well sorted machine.

After that I had a bit of a break as that much being thrown about in Triumph's left me a little car sick.

And I want to become a racing driver?!

Having thought my day was over - and having got my moneys worth - I was given the opportunity to take a ride in Milk Davies, 1500 Spitfire road car. Milk is one of the newbies in the TSSC Championship - one of the "willing" race drivers (though now a member of the "havedone" crowd after Silverstone).

Milk's car is a pretty much standard spec machine - except for uprated front springs there's nothing particularly special about it - but boy does that car go! Proves just how quick and fun a Spitfire is in standard spec.

The car was noticeably slower coming out of corners - whilst being quicker going around them than the GT6. And who says 1500s don't rev! Milk gave the car a good thrash within an inch of its life - and kept everything neat and tidy to get some quick laps in before the end of the day. The car really went well - though not quite so well as the Dandridge 1500 - which passed us in to the hairpin - and then drove up the middle of a pair of TRs after that - it was a most impressive sight!

All in all everyone had a great time, including car-less me! No one went in to the wall and everyone stayed safe - it surprised me how civilised a track day is. Having missed out the year before after my last Spitfire got rear ended a couple of weeks before - and now this year because of a dodgy diff and UJ - I shan't be missing next year! I expect to see you there!



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The Big Bang!

By Andrew Burford

e-mail - TriumphToledo@aol.com

Hi and welcome to
Part 2 of the History of
the small saloon range



The change to the all Dolomite name was much more than just a name, all the cars were revised and improved such as laminated glass and seats with headrests.

In March 1976 the old range was rationalised to make 5 models all bearing the Dolomite name and all the same longer body, the 2 door was deleted and of course the prices were also revised.

OLD NEW

Toledo Dolomite 1300
1500 FWD Dolomite 1500

1500 TC Dolomite 1500HL Improved interior and features

1850 Dolomite 1850 HL Improved spec Sprint Dolomite Sprint Slight revisions

This was overdue and certainly makes understanding the range easier but we did lose some interesting firsts!

1300 This kept the Toledo rectangular headlamps outside and a body strip (as did all the Dolomites) improved suspension and inside had better dashboard, carpets and heated rear window but retained vinyl seats. (insert picture Dolomite 1300)

1500 With a larger 71 bhp engine, the same as the 1500 Spitfire, this still kept the rectangular headlamps and also the improved suspension from the 1850. There were options for Automatic sunroof and the seats were brushed nylon cord (Very Seventies!!) (insert picture Dolomite 1500 HL)

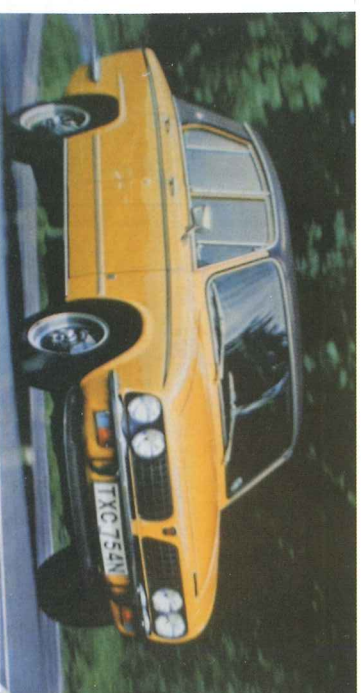
1500 HL, just to be different this model had the old style 4 headlamps and "cheese cutter grille", vinyl roof pillar and revised



Dolomite 1850HL

wheel trims and badge of course, most important! It also had the 1850 style dashboard with the full "warning cluster" that was also used in the Stag and larger saloons and the options now included overdrive.

1850 HL, Well you have guessed this is an improved version of the original 1850, still with the same engine and full dashboard instruments. It also had wood door cappings (so did the original), in fact in a rather reverse way because this was a high spec model in the first place it benefited very little from the revision and the

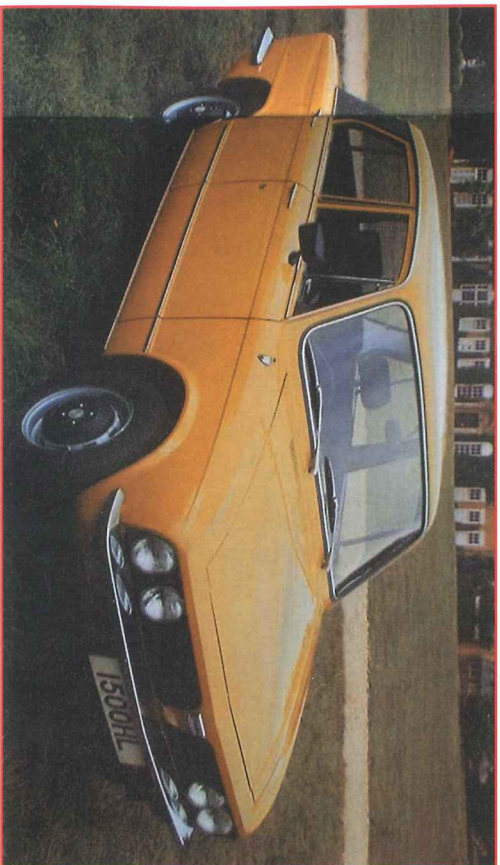


All the Dolomites continued in production until 1980, pretty much the same, when they were dropped along with many other Triumphs and MG's under another rationalisation (clearout). These were all built at Canley in Coventry. Of course like

TRIUMPH

Toledo/Dolomite

1300/1500 Register



all good stories there was an unhappy ending!

1500SE Perhaps as a last attempt to refresh the range a 2,500 limited edition run was made (only



A Black Beauty
Triumph Dolomite 1500 SE

available in Black) with Spitfire wheels, Burr Walnut fascia and door cappings, luxury carpet and Grey velour interior.

Only available in 1979 this did not save the inevitable end of the Dolomites.

Production figures

Model	Production Qty	Model Run
1300 FWD	113,008	1965 - 70
1300 TC FWD	35,342	1965 - 70
1500 FWD	66,353	1970 - 73
Toledo 1300	113,294	1970 - 76
Toledo 1500		1970 - 76
1500 TC	25,549	1973 - 76
Dolomite 1300	32,031	1976 - 80
Dolomite 1500	43,235	1976 - 80
Dolomite 1850	79,010	1972 - 80
Dolomite Sprint	22,941	1973 - 80

Hopefully some of you came to the very busy Stoneleigh show, I saw lots of Toledo's and Dolomites and a 1300FWD so hope that you will fill in the new IVR scheme that I will launching next time! One final thought How to tell the difference between a

Mathematician and an Engineer and a Triumph enthusiast, ask them to define PI. A Mathematician would reply that PI is a transcendental number denoting the ratio of the circumference of a circle to its diameter. It has been evaluated by computer to many thousands of decimal places, but is commonly approximated to 3.1415926. An Engineer would say it is approximately equal to 3, but lets say 10 to be on the safe side. A Triumph enthusiast would define it as Petrol Injection! Happy Spring Motoring!

Andrew

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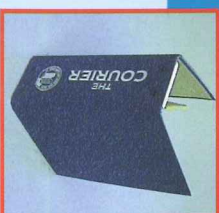
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It Can Be done in a lockup!

By Dave Rumens

Hi folks, back in January of this year you may remember I featured Colin Hanney's Vitesse restoration.

Colin had achieved a very high standard of restoration in the normal size lock-up garage. Well the following article shows Colin is not alone as Mark Steinson of the Southern Area has also produced a professional restoration in a similar limited space. So now let Mark tell his story in his own words.

Some years ago I bought a 13/60 with mind to restore and to use, cruise and enjoy. It sat square and the gaps were almost perfect, but 85% of the body and the chassis had terminal

to clean and refurbish all other parts. Good friend of mine Steve Hewitt gave me a 2.5 engine to go into the 13/60 knowing that I would travelling a lot to shows up and down the country. Great, I thought, now all I have to do is get hold of some Vitesse running gear. In November 2001 the Southern area had their first roaming Sunday lunch at The Seven Stars near Petersfield. Bob McDay and a few others from the Test Valley area came to join in.

I asked Bob if he knew of a donor car or anyone who had any 2ltr running gear for sale. He put me on to a garage in Reading, Downton Engineering. Robin, the owner told me that it was a convertible and had been sat in the yard for 20 months and that the owner had refused two offers one of £1000 and £400. I



£1822 - the suspension had been re-bushed all round, new stainless steel exhaust, Kenlowes, Girling brake hoses, new clutch, new thrust washers, new Rotoflex couplings, trunnions, core plugs, decock the list is endless.

The next few weeks saw me getting the engine turning over and gradually dismantling the car, cleaning and refurbishing the bits I had taken off. 2002 did not get off to a very good start

that the owners had accepted the offer. My son and I went to pick the car up the following weekend.

RFC turned out to be a red mk2 convertible, looking a bit sad on that

as my garage was broken onto and over £500 pounds worth of tools were stolen but Steve came to the rescue and lent me spanners, socket set and MIG welder until the insurance company replaced mine. Work carried on replacing the rear extensions, side rails, rear n/s outrigger and of course the mandatory welding around the diff area. By September the bulkhead

damp, drizzly

Saturday afternoon, the paint had faded, the roof was covered in green algae and no hubcaps, but there were no rips in the roof the caps were in the boot and bonus.....the brakes were not stuck on.

I paid Robin and he gave me the V5 and said "you had better have this as well"

and handed me a thick ring folder with RFC's, history back to 1974. The last bill the previous owners paid was for

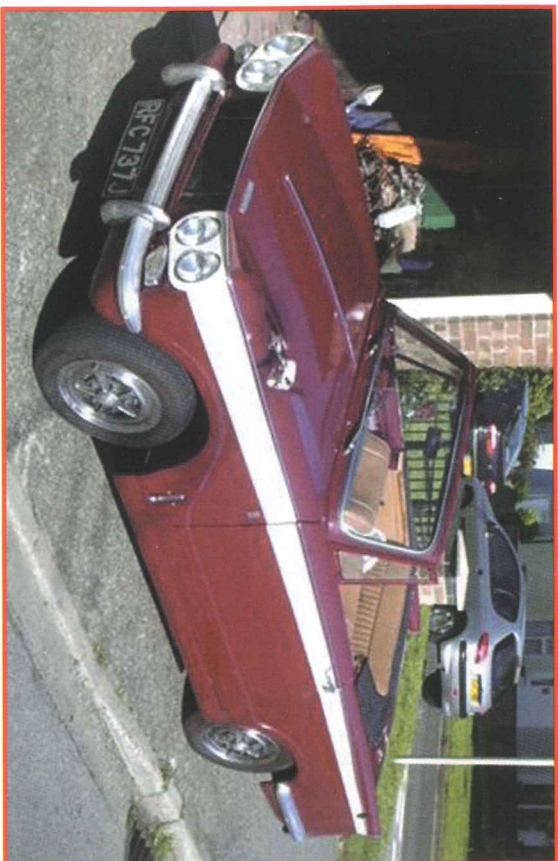


from the 13/60 saloon had been converted to suit the soft top and was primed and ready for spraying and my partner Jackie and myself were ready for our holiday to the island of Kos, but my Astra was stolen from

offered £250 for the car without seeing it and a few days later Robin phoned back to say



rust worm. Not deterred I sourced a new chassis, rear tub and bulkhead and proceeded



through the night covering 496 miles from wonderful Waterlooville near Portsmouth and were the first entrants to arrive, we also won the long distance award. We stayed in Scotland for the week

outside her house the night before we went away. When we returned I did not feel much like playing with cars and left RFC in the garage till January 2003, that's when Jackie kick my butt into action again and told me to set myself a target date to finish the car.....I did August bank holiday weekend, the Callander Classic.

I bought a reconditioned bonnet, re-skinned the doors and on one scorching hot May weekend did all the fabricating and welding to the rear tub. *See picture 1, 2 & 3.* The car was re-sprayed in sections in my garage and with the help of my neighbour Jerry reassembled at the end of July. *See picture 4.* The colour I choose was crimson with an ivory stripe. Two weeks before the Classic weekend the car passed the MOT, but there was not enough time to give the car a proper shakedown but just enough time to change the overdrive unit that wasn't working.

Thursday evening before the bank holiday weekend the Southern area roving meet was at the Milbury's pub near Winchester, where we met up with Suzie and Guy Singleton and other members for a quick glass of splosh before the long trek ahead.

Jackie and I arrived at the Callander show ground at 8.15 am Friday morning having driven

camping and touring and returned home the following Friday with over 1500 miles put on RFC's clock. The following weekend we had a little jolly down to Turo in Cornwall for a small show put on by the Southwest Stationary Engine Society only another 560 miles. If this was not enough my son, Luke and myself attended the Triumph show at Duxford later the same month. There are still things to be done on RFC but they will be completed before the show season starts in earnest, but lastly I would like to thank Stevie-boy and Jerry for their help and my long suffering partner Jackie for putting up with car parts scattered all around the house.

Mark also tells me he had no professional help in completing the restoration. Well done Mark yet another one of our precious Viesses saved from the scrap yard crusher.

IVR

Is your Vitesse on the club IVR register? Well if not, Dick Plumridge the club archivist is just waiting to log on your Vitesse details and give you information about your car. Keeping this central record of our cars helps us all to retain their history and maintain the heritage for the future. So fill in that IVR form that comes with the Courier and send it off today to Club HQ. Dick needs your info.

That's it for this month, if you keep the letters a coming I will keep the articles a rolling.

Safe Driving & Keep Running On All Six

David.

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Bizarre Equipe Bazaar

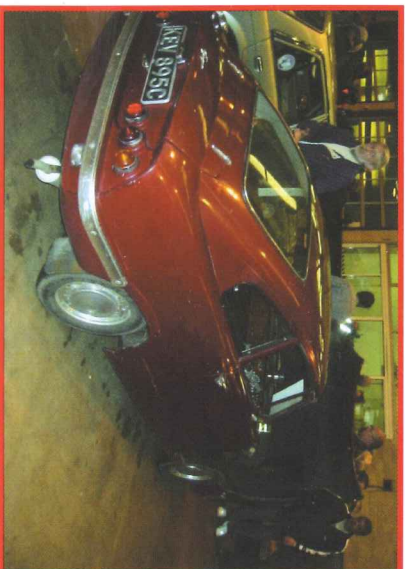
By Guy Singleton

Well I have heard about Spring Cleaning and Easter Sales

In the last few weeks I have heard of several Equipe for sale so all of you future Equipe owners, take a look at

these and get your wallets out – these cars will benefit from your kind attention! I'm passing on information on them here as I haven't buy any more myself just now so I'm hoping some of you will take the temptation away from me by taking on some of them.

The first car belongs to our distinguished 13/60 Register Secretary, Derek Giles. It is a 1965 4s which was on the road until last year. Contact Derek for more details. (PS, can't find your car on the IVR database Derek, any chance of one before the car moves on?)

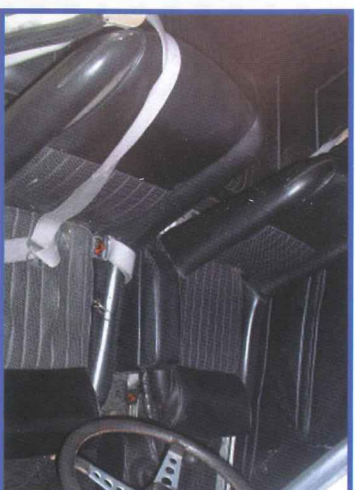


"I have enough bits to make two further Mark 2 convertibles (almost) with a few bits left over (like a spare engine and 2 spare screens and 3 or 4 front seats). One is a car I bought to restore but soon after dismantling I lost the

BONDEquipe

www.tssc.org.uk/bondequipe

The second car - or more correctly two or three cars – are, firstly, a 1970 2 litre convertible owned by George Carfoot (gearfoot.SLN13@london.edu) who is looking for £1980 for it. He told me "It's white with black hood and tonneau. It's in pretty good condition as it was rebuilt by Kevin Parry or John Ambler in the mid



oomph needed. But not before:

- repairing, strengthening and galvanising two chassis
- galvanising the front suspension units
- preparing brake and fuel lines
- repairing and priming two bulkheads
- buying Koni shocks and proper doughnuts, rear springs, clutch plates etc

- And I have a couple of door skins and spare doors and probably a spare gearbox and maybe even overdrive. As well as 2 spare screens and one engine
- "The other bits are OK. Lots of newly bought parts. The only bits I know I don't have are

- One dashboard (nicked along with wire wheels, hubs

and tyres)

- Speedometer angle drive (in the glove box of the nicked dashboard)
- rear seat
- one rear suspension (I forget which side)
- a hood frame (but I have a vitesse frame which can be cut down)
- I may have only one hood

But there may be other minor bits."

Please contact George if you are interested in any or all of his cars or car parts.

The next Equipe for sale is a 1300 4s, owned by Lee



Askew in Devon. [Photos: B0405-3a & 3b] Her father, Peter Hargreaves, is also interested in selling his 2+2, which from the photo looks a very nice car. [Photo: overpage] Lee has tried to sell her 4s through the Courier and through eBay but has met with very little success so far. She said "I have given up

with ebay. What a roller coaster and I still have the



Bond in the garage. I will have to advertise again with the TSSC and I was wondering where I was going wrong. Does nobody out there want a genuine very good condition Bond? Is it living in Devon that is the problem, too far for people? Or the price. I know you will never get back what us mad fools spend on these old cars, but I can't give the car away. Originally I asked £2995 through the club. No enquiries except a con merchant from West Africa!!! I would have accepted quite a lot less through ebay which made me feel really sad and disloyal. Unfortunately I inherited this mad streak of sentimentality about cars and it broke my heart to come to the decision to sell last October. There must be a club member that could give the Bond a good home, run out to shows and club meetings.

I know you have Bonds coming out of your ears but have you had any enquiries recently?"

In answer to some of Lee's questions, of course, to many people Devon shouldn't be too far, and buyers are all very different. Some will go to the ends of the country and back for a specific car –

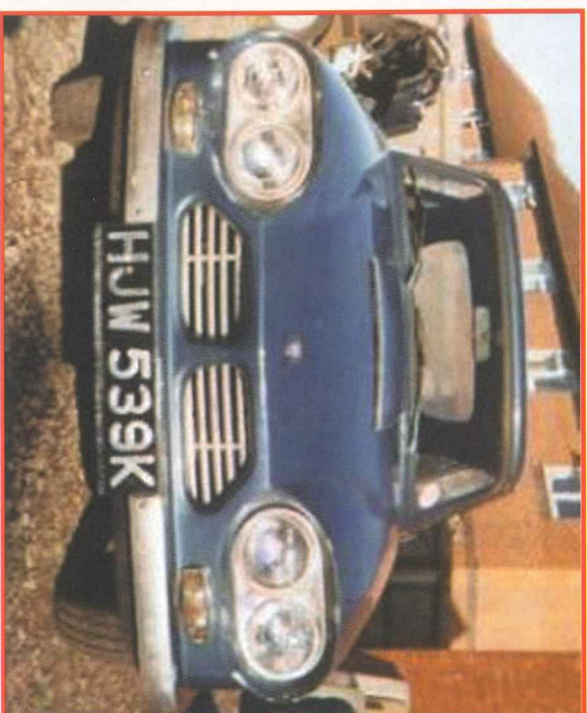
others don't like to go further than the end of their road. To a large part of the population it would be quite a distance to travel but if the right person sees the cars details then they should be prepared to make the effort. With regard to prices it is difficult to value any car. In the end it is worth what someone will pay! It is disappointing to many Equipe

owners that, despite being from the 'luxury' end of the market when they were being produced, with small production numbers, in today's market they just don't keep up with the values of their cousins, the Spitfire and Viesseses in monetary terms. Unfortunately, the 4s is a bit of a 'poor relation' in some people's eyes – it is neither as cute as a 2+2 nor does it have the 2 litre engine which some people like in their 'toys'. However, the 4s does have a loyal following so hopefully Lee will soon find a new owner for her treasure.

She also expanded further on her families' links with Equipes.

"My Dad lives in Lancs. and he has a Bond 1962 white and restored. My Bond was bought for Mum in 1971. When I was 15 I started fiddling and got it resprayed (I've always been a tomboy!), passed my test in him in 1984. Dad, found another 1300 GT4S and the 1200 he still has for my brothers when they were 17. So you can see we really were a Bond family. It was my only form of transport up to a company car in 1991. I left the Agricultural business in 1997 and joined the Police. That was the main reason to fully restore in 1996. The Bond then got me around again up to last Autumn. I have had to buy a more modern sports car to take me further in all weathers. My Bond is not now getting the outings he deserves, hence he needs a new good home."

Lee will now accept £1750 onvo for this much cared for, family owned car. (leaskew@onetel.net.uk, 07957 633436).



The last pair of cars I have heard about are two 4s, one is a 1200 and the other a 1971 1300. William De Saar, the owner, Woody's brother, has sent me some information on them.

The earlier car was on the road till 2002, has a recon gearbox and overhauled engine and I understand could be put back on the road with a little welding. *"The 1300, for spares or repair, is almost*

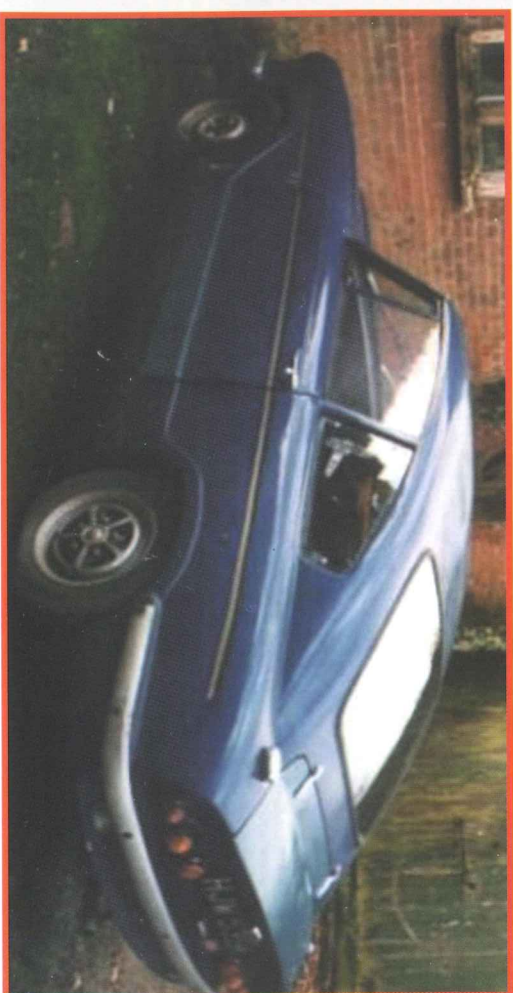
prisingly good condition. All brightwork also included." He can be contacted on thywds@yahoo.com

These cars are located in Norfolk but it may be possible to deliver them at cost.

The asking price for these cars is £800 for both as they're moving abroad so must find a new home urgently for these else they will have to be scrapped.

So, there you are, budding Equipe owners, some fine choices! I am under a 6 line whip not to acquire any more cars (fortunately I quite enjoy the occasional whipl) but enough of that – and all storage space is full!!!! – unless I can find something with running boards for Suzie

Finally don't forget the **Bond Equipe Camping Weekend at SEM at Leatherhead on 8 & 9 May -**



complete except for front seats, steering wheel and rear window. It has a Webasto roof, and light alloy wheels.

This car was intended to become a convertible, but the owner never got the time to start that. The doors appear to be in sur-

look forward to seeing you all there, this is an excellent show with a good autojumble, and if you are thinking of selling a good showcase for the car.

T.D. FITCHETT

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STAG

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Rear wing non O.E.	£87.50
Rear wing non O.E.	£14.50
Rear wing front repair panel	£18.50
Rear wing rear repair panel	£112.50
Rear lamp panel 716182	£35.00
Rear valance 908970	£75.00
Boot floor	£250.00
Boot lid 91327	£185.00
Rear inner wheel arch 725563/4	£85.00
Rear outer wheel arch 908661/2	£49.50
Windscreen aperture drip channels	£12.00 pair
Stainless steel oversail kit	£70.00 kit
Head top rear screen seal 911040	£35.00
H top seal roof door glass 716183/4	£8.00
Front windscreen chrome inset kit	£32.00
Door hinges 607824	£15.50
Exterior door handle (black) TKG2837/8	£47.50
Window regulator 912171/2	£52.50
Window regulator glazing channel	£22.50
Front outcrops 203639/9	£13.50
Steel head plate finishers	£19.50 pair
Oil pump TKG 1974 (exchange)	£29.50
Water pump 216539/GWP128 (exchange)	£29.50
Late type water pump (Viscos) UMC774	£40.00
Oil filter GFE19150	£4.50
Heater valve 724021	£18.00
Rear wheel bearing kit GFK1021	£14.00
Front wheel bushes 119451 (set of 8)	£110.00
Front shock absorber GSAS84	£20.00
Recon suspension vertical inflexion arm assy	£57.50
Front suspension top ball joint GSJ155	£10.00
Sub axle UMC887	£23.00
Recon steering rack exchange	£40.00
Track rod and GSJ158	£7.00
Steering joint 421407/AM1718	£17.50
Steering joint 216449/UJC2719	£40.00
Geatbox exchange	£150.00
Rear wheel bearing kit GFK1029	£14.00
Early/late rear drive shaft	£57.50
Recon exchange drive shaft assembly	£147.50
Rear shock absorber GSAS85	£17.50
Rear rear spring 159640	£89.50
Rear 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	£57.50
Handbrake frame cable 121766	£3.50
Handbrake cable and lock 104749	£1.75
Rear wheel brake cylinder 7 dia.	£8.00
Rear brake cylinder 123135	£5.50

GT6

Bornel assembly MK II	£395.00
Bornel assembly MK II 913165	£600.00
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Front wings MK II 907154/5	£67.50
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RH front overboard MK II 7107/3	£32.50
Period tank cover board MK II 7107/3	£32.50
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Main carpet early MK II new tan 82263/3	£29.50
Main carpet MK II black 82263/1	£29.50
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Seal belts	£45.00 pair
New camshaft 300304 (exchange)	£95.00
Recon exchange water pump GWP201	£29.50
Geatbox exchange	£170.00
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Mk II front panel (nose cone) 903238	£65.00
Mk II bonnet 903477	£175.00
Mk II headlamp panel 57584/ZKC1972	£135.00
Sub axle UMC887	£23.00
Recon steering rack exchange	£40.00
Track rod and GSJ158	£7.00
Steering joint 421407/AM1718	£17.50
Steering joint 216449/UJC2719	£40.00
Geatbox exchange	£150.00
Rear wheel bearing kit GFK1029	£14.00
Early/late rear drive shaft	£57.50
Recon exchange drive shaft assembly	£147.50
Rear shock absorber GSAS85	£17.50
Rear rear spring 159640	£89.50
Rear 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	£57.50
Handbrake frame cable 121766	£3.50
Handbrake cable and lock 104749	£1.75
Rear wheel brake cylinder 7 dia.	£8.00
Rear brake cylinder 123135	£5.50

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Fitting Louvers

By Colin Lindsay

Hi all, and Spring greetings from Northern Ireland !!

It's hard to believe it's May already, the first shows of the year have come and gone. Stafford is only two months away, and the powers that be aren't going to let me off work to attend this year... it's the same every year and I just hate pleading! SAL might even be back from the body shop, too; last reports in early April were that the rear hatch, doors and bonnet had received the inside/underside coats of paint ready for fitment and the top coats. I've bought so many replacement parts for re-trimming the car that I've forgotten where most of them are stored ... e-Bay has proved a wonderful source of new and used parts and my most recent purchases - both for

stock a full range of GT6 badges and the quality is excellent. Look out for them on e-Bay or phone Karen or Steph at 01530 830 840 to discuss your requirements. Many thanks to Tony Locker-Lampson for sending me a set of photos following on from my



article some months ago on bonnet louvers.



SAL and a friends MKII - have been remanufactured enamel badges by Atlantis Classics; if you remember, SAL has a red Triumph shield badge mounted on the bonnet. My attempts to repaint an old one ended in disaster and so Atlantis were happy to remanufacture a new one for me. They

partly ours ... Whilst Tony agrees with me that alloy or composite louvers are two a penny, steel ones are hard to get and thus he was forced to commit the sin of carving up a TR7 bonnet which has two! These actually face downwards, drawing air into the engine bay



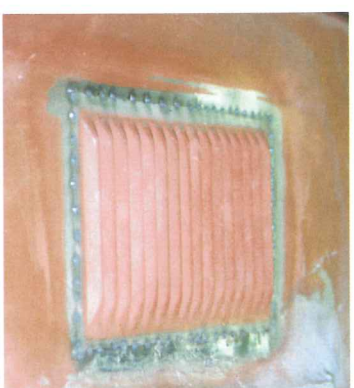
from above. However, once removed they can be turned over to extract air from below... simple!

The heartstopping moment was the first cut into a pristine GT6 bonnet so Tony chickened-out and let Richard Stubbs, our very own



Technical Secretary do the honours. Well I know that awful feeling of anticipation; one minute it's whole, the next scrap ... or maybe not? (try polishing a newly painted door with a

rubbing sponge head on an angle grinder... one minute there's paint, then next, a three foot long bare metal strip along the side of the car. Been



was duly cut out ready for the replacement louver. The louver was sandblasted and trimmed (First Pic) to the aperture before being gently welded in place, a small piece at a time to avoid the louver distortion. A final tidy-up of lead loading and once painted looks as though it's always been there! I know, I've seen it in the flesh from both sides and you really can't see the join. Tony's donor TR7 bonnet cost £25 from the scrapheap; I can't remember off-hand if the Dolomite range has louvers but bring your tin snips to Stafford



there, done that). Richard seems to have done the trick and the rectangle

just in case ...

The unusual wheel in last month's article belongs to Mark Miller who is restoring a 1967 MKI GT6; while he already has four matching



1925 Fowler Steam roller

and have you replaced the chassis shims on the front suspension turrets which may have been removed during the restoration? Other than perhaps the fitment of non-standard hubs so me here along the line I can't account for all the extra width. Your thoughts, please!!

wheels and would like a fifth as a spare the problem is that they protrude about 1.5 inches each side from the front wheelarches. The wheels are 5.5J 13 inch and the tyres 175/70. Mark has measured his rebuilt bonnet against a spare item to prove that the new panels are the same width they're meant to be; similarly he has substituted wheels from his MK1 Vitesse which I presume are 4.5J and still the problem persists. He has read that the track should be 49 inches but doesn't know where to measure this - take it from the centre of each pair of tyres with the car sitting straight and level - however, unless some non-standard items have been fitted I can't account for the extra three inches! Mark says there is no problem at the rear so therefore, it can't be the offset, however he adds that he has fitted TriumphTune fast road springs and spax shocks. This has made me wonder if lowered springs affect the suspension geometry or camber angle? Camber is where the wheel tilts from the vertical - positive camber tilts outward at the top and negative inwards at the top. Positive camber could account for the wheel protruding out at the top since the proximity to the wheelarch would make it more noticeable here. Two things then, Mark - do the wheels slope outwards towards the top,

Gaif of the Month for April came during the spraying of a sandblasted body tub, I wanted to fill in the small imperfections where rust had been blown away. What better than filler primer? It primes, and it fills ... great ... except it doesn't.

Much head scratching later, looking at the bright yellow paint still showing the imperfections beneath it dawned on me much the same as the Two Ronnies classic sketch for four candles fork handles...

Filler primer isn't primer which fills... it's primer for bl**y filler!** Pass the high build primer please ...

I've often mused on the differing vehicles we drive in every day life on non-Triumph days; as well as the GT6 I've had a Land Rover, LDV van and currently swan about in a Mitsubishi Pajero Sport however Rick Fairhurst's alternative mode of travel to his 1972 MKII GT6 tops six miles per hour using ten gallons of water a mile and 1 cwt of coal every six miles ... this is a 1925 Fowler Steam Roller and I can guarantee you that nobody - but nobody - fights with him over a parking space. I remember an old quote from Your Classic magazine: "climbing into a GT6 is like climbing into a coalhole" so Rick must feel totally at home here ... gonna bring it to Stafford? See you all next month.

Colin

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Outrigger Repairs

By Bill Davies

Some cars have an unfair advantage when it comes to getting featured in magazine articles.

Members will know that I have a real soft spot for Courier Vans and Coupes, so these vehicles always seem to find their way to the top of the pile. Ms N.M. Locke's 1966 Herald 1200 has the advantage of having a distinctive numberplate – as the parent of a 4 year old child how could I resist featuring any car registered P00 565 D!



Having got past that numberplate's appeal to my infantile sense of humour, this does appear to be one of those lovely original cars that I am always so pleased to see. The current mileage is 62460. P00 565 D has been laid up for the past 10 years, the last voucher in the service book was completed in 1977 at 46202 miles, the subsequent vouchers are all unused.



The commission plate shows paint code 18 while the trim is 16, Gunmetal and Midnight Blue respectively. I'll try not to re-start the argument of whether Gunmetal should be described as a Blue or a Grey!

Outrigger repairs — the official method!

Fitting outriggers to the Herald chassis is something which we are all going to have to do at some point. It's always said that to do this correctly requires removal of the body from the chassis to gain access for welding the top edge of the outrigger. I have been aware for some time that there was a factory 'approved' bodge involving extending the top edge of the outrigger so it overlapped the other side of the chassis rail, thus allowing welding from beneath. Until now I had never seen the actual factory notes on this modification, but thanks to Andy Mace, President of the Vintage Triumph Register, I finally have the official chapter and verse on the job.

Triumph "Service Information" Bulletin, #5/128, dated April - May (and amended July) 1967

Chassis Frame Outriggers Herald Range

If and when the necessity arises to replace the chassis frame outriggers

on the Herald range of models, the following Service Scheme will allow them to be fitted without lifting the rear of the body.

Mark I Frames.

- All traces of the rear outrigger and weld to be removed from chassis frame.
- Adaptor plate 1478/79 to be clamped to new rear outrigger continuously welded along edges marked x x x x. 'B' Fig. 1.
- New assembly to be offered to chassis frame and body mounting bolt fitted through hole in side channel and outrigger. 'A' Fig. 1.
- Outrigger to be rotated until contact is made with main frame which will be approx. 82.5°. 'B' Fig. 1.
- Continuous weld along edges of plate and main frame marked II II II 'B' Fig. 1.
- Complete welding operation of outrigger and main frame marked II II II 'A' Fig. 1.
- Weld down corner joint 'Y' Fig. 1.

Mark II Frames.

- [As for Mark I frames.]
- [As for Mark I frames.]
- [As for Mark I frames.]
- [As for Mark I frames.]
- Cut away portion of outrigger and chassis frame to enable welding of outrigger and frame to be carried out internally 'X' Fig. 2.

(Overleaf)

- Weld down corner joint 'Y' Fig. 2.

Fig. 2.

- Suitable reinforcement plate to be made and welded to exterior of outrigger and frame 'Z' Fig. 3.

Well I have to say that that seems a lot more complicated than it really needs to be, but it should be food for thought to anyone

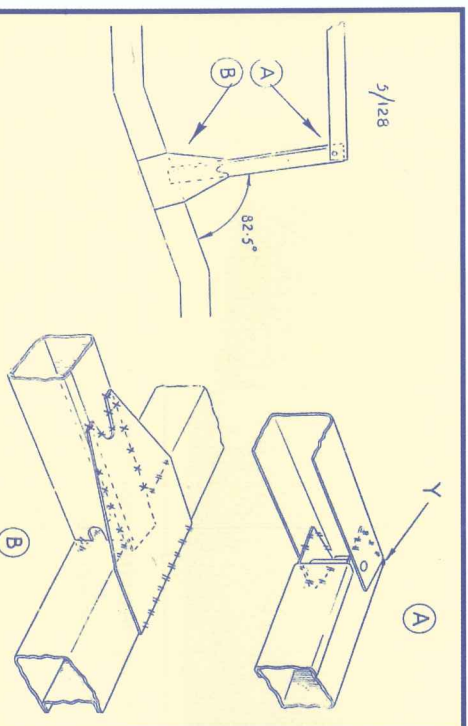
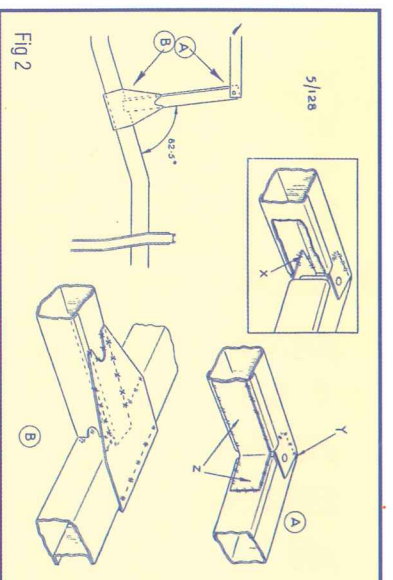
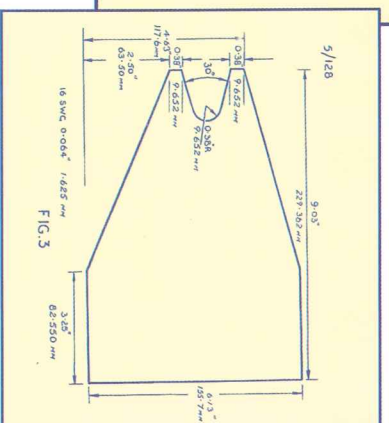


FIG. 1

As ever, I'd be interested to hear from anyone who has a Herald which has been repaired in this way.



intending to replace outriggers. Having owned around 50 Herals myself and worked on dozens more, I've yet to see a Herald which has outriggers fitted this way.



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- Wheelbearing Kit with seals and felt Front £12.95 Rear £13.95
- Door to Glass Outer Weatherstrip Best Quality £6.98
- Wiper Blade Stainless Pair £11.95 Wiper Blade Black Pair £4.95
- Bonnet Catch (697663) £19.95 Bonnet Lock Set Pair £12.34
- Boot Lock Assembly Spit I-III, Herald/Vitesse (612184) £17.75 Spit IV, 1500 (722675) £17.00
- Booting Pair (604917/8) £23.95
- Door Lock Matched Pair (576469) Spit IV/GT6 III £23.00
- Chrome Wincscreen Washer Nozzle New Product - Twin Jet Pair, Spit/GT6 £13.95
- Mounney Steering Wheel 13" Wood Rim £49.00 Leather Rim £29.00
- Bootrack & Fittings Spitfire Alloy £39.00 Spitfire Wood £47.00 Herald/Vitesse (Stainless) £77.00
- Minilite Replica Wheel Kit (4 wheels, 4 centrecaps, 16 wheelnuts) 5.5 x 13 £309.00 6 x 14 £376.00
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- Lucas Sports Gold Coil £5.95
- Locking Fuel Filler Cap Spitfire IV/1500/TR6 £15.95 Herald/Vitesse £10.95
- Triumph Letter Set £10.95
- Fibreglass Gearbox Tunnel Spitfire/Herald/Vitesse/GT6 £33.00
- Front Qtr. Valance Spit IV/1500/GT6 III (815391/2) Fibreglass £29.00 Steel £69.00
- Steering Rack Gator Genuine OE Handed Pair (GSV1104/5) £11.76
- Steering Rack (all club cars) £36 ex
- Track Rod End (GSJ158) £6.00
- Carpet Set Deluxe Deep Pile £97.00

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Advertising Spitfires

By Suzie Singleton

Flicking through some old articles and magazines, looking for Spitfire related items and pondering on what to write about this month, I came across the answer — adverts!

I was actually looking at the Oct 17 1962 issue of The Motor, in which the Spitfire was being well and truly publicised for its launch at the Motor Show. 412 VC

STANDARD TRIUMPH FIT

LODGE

SPARK PLUGS
AS EXCLUSIVE ORIGINAL EQUIPMENT
ON ALL THEIR CARS
INCLUDING THE NEW
SPITFIRE 4

412 VC

made its mark in several guises, being used to advertise all sorts of things including Lodge spark plugs, Mobil Oil, and even Pinchin Johnson paints! I started wondering how many other

TOGETHER FOR LIFE

STANDARD-TRIUMPH RECOMMEND MOBILE OIL SPECIAL FOR THE NEW TRIUMPH SPITFIRE 4

412 VC

cars I could find in such starring roles so delved into my pile of magazines and books and came across quite a few.

The Motor — June 26th 1963 had 3609 VC in an advert for the Lombard Bank — "Living up to the Lombard Standard".

Autocar dated 26 Aug 1966 had EDU 35C on the cover giving a foretaste of the Road Test printed within it which, I was surprised to find, actually featured a completely different car — FKV 998D.

In 6 July 1967 Autocar had the now famous photo in an advert which showed JDU 741E. And in the 9 May 1969 issue of Autocar I found KJH 297C tucked away in an advert for Ashley Hardtops.

Another place various cars are to be found are of

course in the Road Tests conducted by the various Motoring publication, particularly Motor and Autocar. Having looked through the copies of magazines I have as well as the Brooklands Books series of reprinted road tests I found the following cars.

412 VC Motor (Oct 17 1962) & Autocar (Oct 19 1962)
3609 VC Motor (Nov 7 1962)
4299 VC Autocar (Nov 16 1962)
3139 VC Motor (April 22 1964)
BLE 289B Motor (Mar 6 1965)

THE MOTOR June 26 1963

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EDU 38C	Car (May 1965)
FKV 998D	Autocar (Aug 26 1966)
JHP 181E	Autocar (Mar 9 1967)
JHP 179E	Motor (Aug 19 1967)
JDU 24D	Car & Car Conversions (Jan 1969)
PDU 452G	Autocar (Apr 10 1969)
WVO 113H	Autocar (Jun 28 1973)

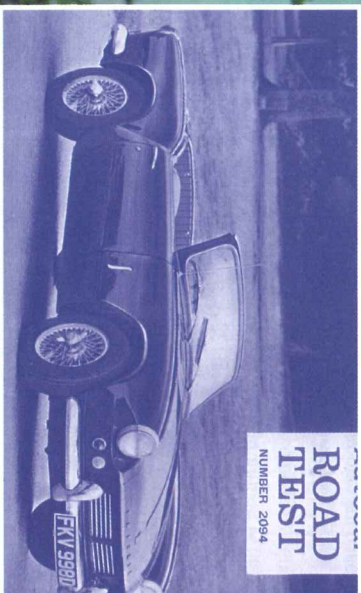
Probably unsurprisingly, none of the following cars are yet on the IVR database but I wondered if one of more might still be out there with owners who may or may not know that their car was once so prominently featured. If so, or if you used to own one of these cars or just have some history or stories of Spitfires in advertising do please let me know as I'd love to do a follow up to this

Autocar

ROAD TEST

TRIUMPH SPITFIRE MK 2

article with other Spitfires in adverts or more information about some of these ones. And of course, some of you may have had your car featured in other magazines in other ways – just as my own Baby Blue made it to the



front cover of Classics magazine in June 2001. Mark Swingler of Southern Triumph Services situated in Bourne mouth used her as an example for an article of what to look out for when servicing a

Top Left: New MGB/C

Hardtop £100

Top Right: The superb

GTE Jaguar £170

Left: Spindaget Hardtop £49,

Bonnets £39 & £42

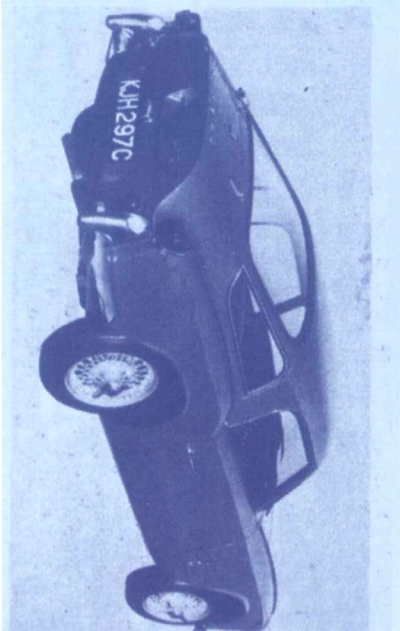
Right: Spitfire Hardtop £59,

Bonnet £45

Top & Bonnet also for Mark 1

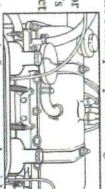
Spitfire £45 & £32 10s

THE ASHLEY LINE



Triumph introduce the new Spitfire Mark 3 The big news is under the bonnet!

New 1300 engine puts the Spitfire in the 100 miles an hour class



Without adding a single inch to its inspired, Matchless shape, the Triumph Spitfire has grown into a genuine 100 mph sports car. For under the Spitfire's up-and-over bonnet there's a lot more engine, just as remarkably accessible as before except that it's now 12% more powerful—with 1,296 cc's putting out an effortless 75 brake horse power.

Makes overtaking safer

In a crowded 70 mph limit lane, it becomes even more important to have ample reserves of power for safe overtaking. Because the new Spitfire engine has a lot of power in the critical middle range between 40 and 70 miles per hour you can overtake swiftly, safely and without strain. Actual figures are: 0-50 9.0 secs, 0-60 12.5 secs. In top gear the Spitfire Mk. 3 will go from 20-40 in 10.0 secs, 30-50 in 9.5 secs and 40-60 in 9.5 secs.

Sleek new front. Snug new hood

Subtle restyling has given the Spit a sleek new front with a raised bumper position for better protection. Overriders now have solid rubber inserts. Nasty weather forecast? There's a snug new hood which you can whip over your head in under



a minute. When not in use it grows neatly away out of sight. In the rear—a full wrap-around window.

Spitfire safety starts from the ground up

Spitfire safety is built into the car. With a sturdy steel girder chassis. With 4-wheel independent suspension. With robust front discs—self-adjust-

ing and 9 inches in diameter. With a traffic-conquering 24-foot turning circle. With an adjustable steering column designed to telescope on serious impact. The Spitfire also boasts twin reversing lights, sporty, 3-spoke steering wheel, wood grain veneer instrument panel, contoured bucket seats and soft padding in all the right places.

Special insurance rates for Spitfire drivers

Standard-Triumph have made arrangements with Northern Star Insurance Co. Ltd.—a leading company—to provide special insurance facilities for Spitfire drivers at favourable rates. Ask your Triumph dealer all about it. Now come and discover the most exuberant Spitfire ever. £717 inc. tax. (Hardtop model £751.)

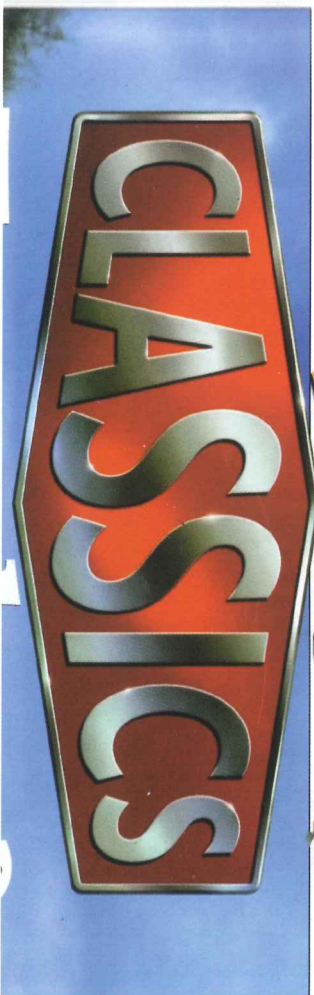
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Triumph puts you safely ahead

Spliffre. Ok, so maybe she wasn't in the magazine as an example of an immaculate car but I'm still chuffed to bits she made it to the cover! As Ever to finish here's another gadget idea?

HINTS & TIPS

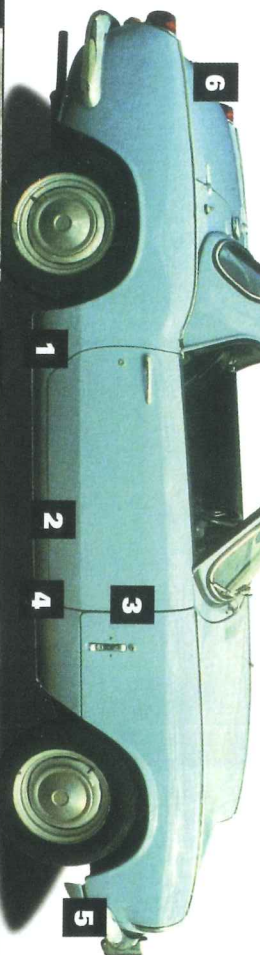


CORROSION CHECK POINTS

Main chassis frame can go nice and frilly just about everywhere!

Sill assemblies – inner and outer panels, plus sill to floor joints.

Bulkheads – shouldn't move as door is lifted up/down.



Floor pans can hole due to standing water from leaky hoods.

Front valance and wing extremities – check for bubbles and filler.

Lower edges of doors and bootlid are known trouble spots.

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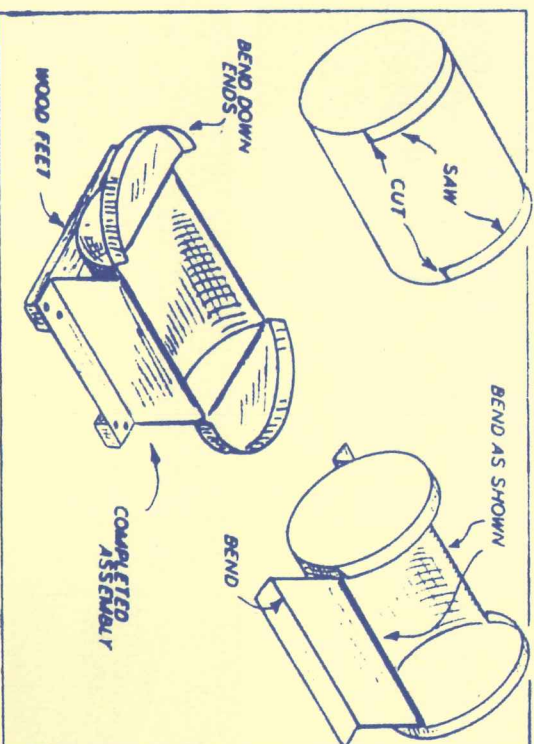
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Dirty articles are placed in the well of the tank, which is then partially filled with petrol or paraffin, and cleaned articles can be placed on the end "trays" to drain. These ends should be angled slightly so that oil drains back into the tank. This item of garage equipment will be found useful for many other purposes.

TOTALLY TR6

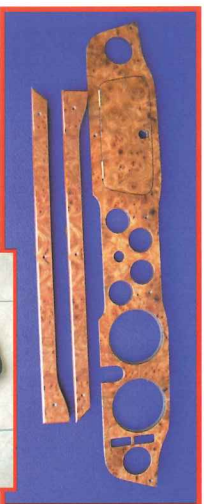
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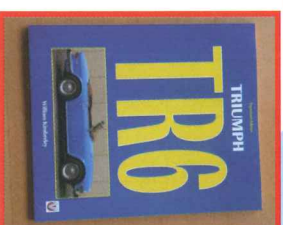
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R185 TR6	Cutout White/Blue/Yellow/Green	£3.95
R103 TR6	Lapel Red/White/Blue/Yellow/Green	£2.95
R132 TR6	Lapel	£2.95

State Code & Colour when ordering CAR Lapel Badges

TR6 Books *P&P Included*



TR6 Factory Workshop Manual

£29.95

TR6 Owners Handbook for Carb or PI Models

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By W. Kimberley
Originality and history
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TR6 Accessories *P&P Included*



TR6 Car Cap. High Quality Fully adjustable in Navy
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Large Scale Models *P&P £4.95*

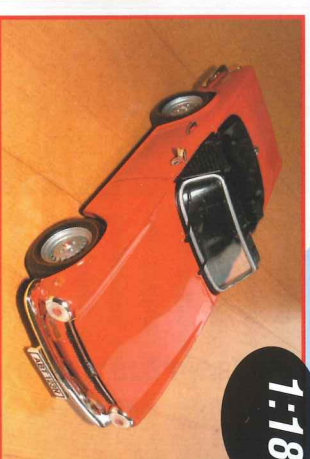
This Large scale Model of the TR6 are now available in Red.

1/18 Scale £229.95

1:43

Also available in BRG is this 1/43 Smaller Scale Model.

203595
1969 TR6
£12.95 P&P £3.95



1:18

Approx 6" - 7" Long

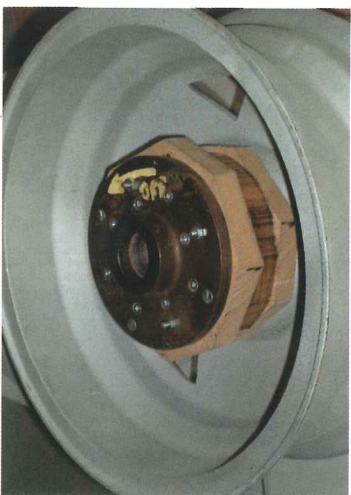


Stag Wheel Restoration

By Nick Vass

The Stag needed new tyres so I thought that this would be a good opportunity to restore

After stripping down at a local tyre centre I had the alloy wheels shot blasted by an excellent and cheap blaster near to the school where I teach in Andover. Had two sets of GT6



turning lathe has a shallow bed so a wheel won't fit but a woodturning lathes bowl

wheels done at the same time. I then needed to polish the wheels, to give them a smooth surface and then lacquer them before painting in the black details with enamel paint.

turning end is just right. I made up a special hub that bolted onto a faceplate and turned away using a variety of tools and abrasive papers glued to lengths of MDF.

When the wheels came back from blasting I found them to be too badly pitted. (they had to be blasted as they were in very poor condition actually).

The best tools was a worn out file that I ground to a point, it gave a very even and fine finish.

I had to find a way of resurfacing them and polishing them but without leaving too much wax from a buffer that would prevent the lacquer from sticking properly.

I experimented by using a wire cup brush on an angle grinder but found that this left an uneven finish. We have several lathes in my department, a metal



shape on the lathe. Holes had to be drilled precisely with a pillar drill and studs were

made from 10mm rod.

The wheels spun without too

much wobble

but the process did take a while.

Used smooth Hammerite to put in the black detail and then I sprayed on several coats of Two Pack Acrylic lacquer. Finding



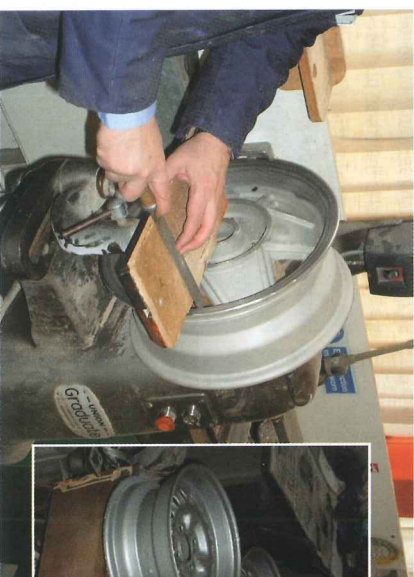
Adapters were turned to allow nuts to hold the here wheel on.

some tyres was a small problem but ATS obtained

some of the original Dunlop's were not readily obtainable so some foreign things went on. Apparently 185 80 14 is an unusual size these days. 175 were easy to get but I like the look of a larger tyre. The result wasn't too bad, the larger tyres look a lot better than the low profiles that were on the car when I bought her.

It's nice to start on the Stag, even if only the wheels but I'm looking forward to tackling the paint work.

Now the Stag is in the workshop I have even less room so I've been working as often as I can on a friend Derek's GT6 MK3. I plan to have her finished and out of the way in a



month. Derek had her in a professional motor



garage for eight years, they had been welding and restoring her in the mechanics spare time but they lost interest and she became used as a workbench and parts were lost or broken. I finished off the welding and painted her. Derek didn't want a full restoration, i.e. body off as he was anxious that no one else lost interest. I used twin pack as it would go over any other paint that

might lurk below. Time was an issue so a bare metal spray was not practical, glad she's not my car but that's what Derek wanted. Cellulose would react with another paint types. Twin Pack is very forgiving and can give a good finish with just three coats. The dreaded orange peel effect can be prevented by spraying with plenty of thinners in the mix and subsequently using a higher pressure so the paint does not sag. Very little overspray dust is created by Twin Pack but it does have the drawback of taking a long time to set so dust falling can be a problem as is rubbing down drips should they occur. Luckily I didn't get any drips, despite using new equipment.

Another problem with Twin Pack is that it can be dangerous if inhaled. However, so can cellulose. Derek is paying me to put his car back together so I spent the money on a nice big compressor, air sander, engine



crane, several lengths of airline and a fresh air respirator mask. The mask works of its own supply of air from the compressor and forces air into the shield and expelling the old air. You need a regulator that is belt fitted and another air line, a light weight one is fine and you need to make sure that the compressor draws air from an area away from the paint fumes. The compressor that I bought is of 14CFM displacement so that it will power air tools and keep up with the extra demand of a respirator. I purposely bought one without wheels and as large as possible so that my brother can't borrow it.

Strangely it was cheaper than some smaller units and has to have a 30Amp supply. CFM means Cubic Foot per Minute. I already had a mig welder but decided to invest in a regulator and big bottle of Argon gas in lue of the expensive and wasteful little



bottles that usually come with a smaller machine. I had to set up an account with BOC but the gas is a heck of a lot

cheaper and Argon works better than CO2. Fitting the tubes was a problem as the manufactures want you to buy the little bottles to maximise profits.

An orbital air sander is a worthwhile investment but you will need a powerful compressor. I find a Black and Decker Powerfile to be excellent



but the most useful tool is an ordinary angle grinder. Another useful bit of kit was a nice big, folding engine crane. A luxury as I have had to borrow or hire in the past. All the paint came from HMG Coatings in Andover. They are very helpful but you need to set up a trade account as they don't sell over the counter, the paint had to be delivered. Buying paint is becoming difficult, perhaps because of safety problems with Twin Pack or because



amateurs don't need to paint cars as often as they used to. Modern cars don't rust like in the good old days. Interestingly I read in Practical Classics that Cellulose is now available from bigger halfords and can be put into 0.5 or 1ltr cans.

The next thing to do on the GT6 is to paint and refit the engine. Re wire with a new loom and refit the interior. Hoping to fit tyres to the newly painted wheels during the week.

I'll send Collin the GT6 Sec some pics.

Looking forward to getting stuck into the Stag as soon as I can the first thing that I do will be to have the bonnet and boot lid shot blasted. I've got the bug for blasting now as it gives such a good finish ready for primer and there are so many layers of paint on the Stag that I'm sure it's twice as heavy as it should be.

Whilst trying to make some space in the workshop I sold a chassis for a Locost (Lotus 7 style) on Ebay. However, I got a Stanbury TT Herald based kitcar in return. My friend Jasper Bacon (ex GT6 Sec) has taken her on and will use the aluminium body on his 1930's Riley chassis. Jasper will fit a GT6 engine into his creation and will use the running gear from the Stanbury on his Herald project cars.

The idea of an IVR form has been raised for other club cars. I think that this is an excellent idea so I will pursue it further. In the meantime I wonder if Stag owning members could contact me, either by phone

or email. Please continue to contact me with your questions and comments and hopefully I should have a few pictures of the body work in progress for an issue in a few months time.

Have fun

Mike



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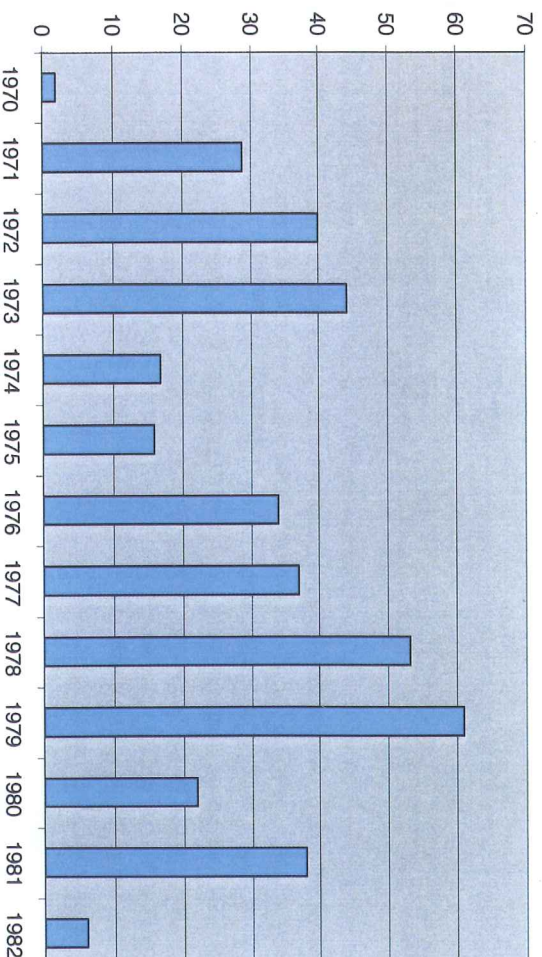


Vital Statistics

By John Thomason

Non the less, even with this small sample some interesting facts have cropped up.

Spitfire IV/1500 Registration



His months photos were sent in along with an IVR and belongs to Mark and Jane Ward of Shepton Mallet, Somerset. A late 1980 car in Inca Yellow that's in exceptional original condition. Note the original radio, rear fog lights and associated dash switch and 5J wheels fitted to these late cars.



Vital Statistics

It's been a year now since I started collecting IVRs for the Spitfire IV and 1500 and I thought it might be of interest to provide some feed back on the results so far. Having said that, I am a little hesitant, since the last time I wrote an article on IVRs,

didn't receive a new IVR for 2 months!! In that vein, the statistics below are, it has to be said, based upon a small sample, having received IVRs from less than 10% of the members with Spitfire IV/1500s!.

Year of Registration

1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982

Number on Data base

2
29
40
44
17
16
34
37
53
61
22
38
6

On such a small sample its difficult to draw many conclusions, but 1974 and 1975 appear to have been lean years for the Spitfire, which is surprising considering that this was when the new 1500 model was introduced, something that usually creates a boost in sales.

Could these have been years when the economy was poor with strikes etc? - my memory is fading here!

The later 1500s appear to be the most prominent, but is this just a case of the more later the cars, the more that have survived. Note Spitfire 1500s were still be registered 2 years after production ceased!

TRIUMPH Spitfire

IV/1500 Register

www.tssc.org.uk/spitfire1500

Key Spitfire MKIV Commission Numbers

Commission Number	Date of Manufacture	Date of Registration	Original Colour	Owner	Comment
FH 3	Nov 1970	3rd May 1971	Valencia	K.Cunningham	Start of MKIV production
FH 84					Oldest Spitfire IV on data base
FH 19,057	10th Sept 1971	5th Nov 1971	Saffron	D.Craig	End 1971 Model Year
FH 19,461					
FH 25,001					Start 1972 Model Year
FH 27,880 'O'		7th Dec 1971	New White	D.Jackson	Earliest 1972 Model Year NB produced in 1971
FH 45,568		18th Jan 1973	Red	J.Jewitt	Latest 1972 Model Year.
FH 45,740					End 1972 Model Year
FH 50,001		11th April 1973	Carmine Red	J. Vernon	Start 1973 Model Year
FH 51,142	Dec 1972	7th June 1973	Pimento Red	C.Gaffey	Earliest 1973 Model Year
FH 52,491					Latest 1973 Model Year produced in 1972
FH 59,175		6th Nov 1973	Pimento Red	A. Kelsey	Latest 1973 Model Year
FH 59,869					End 1973 Model Year
FH 60,001		10th May 1974	Carmine Red	M.Duchie	Start 1974 Model Year
FH 60,580 L		1st Jan 1974	Carmine Red	C.Belan	Earliest 1974 Model Year
FH 61,314	30/10/73				Latest 1974 produced in 1973
FH 64,844		10th Oct 1974	Sapphire Blue	R.Hodgson	Youngest Spitfire IV on data base
FH 64,995					Last Spitfire IV produced

Of particular interest here is how production of a new Model Year started up 1-2 months before the new year. It would appear that some of these new Year Model cars were sold before the year had started for example D.Jackson's car, 2,500 cars into the 1972 Model Year production, but sold in December 1971. Did the first owner persuade the garage to let them have it as an early Christmas present! Was this an exception, or did BL not stipulate to garages that new Model Years should not be sold before 1st January? Look at C.Belan's 1974 Model Year car. Produced in October 1973, but was not snapped up until 1st January 1974. Was it not allowed to be sold until then? Any info? More IVs will provide a greater sample!

Another key point is that FH 50,001 is stipulated as the start of the 1973 Model Year. It therefore used to be thought that cars with a commission number after this were produced in 1973 and therefore would not qualify for being tax exempt. The table above clearly shows that cars after FH 50,001 were produced in 1972 and are therefore tax exempt. Our thanks to C.Gaffey for getting a production trace showing that cars up to at least FH 52,491 were produced in 1972. Any later?

Key Spitfire 1500 Commission Numbers

Commission Number	Date of Manufacture	Date of Registration	Original Colour	Owner	Comment
FH 75,001	Nov 1974	18th Feb 1975	Red	K.Jones	Start of Spitfire 1500 production
FH 75,052		1st Nov 1975	Topaz	C.Mitchell	Earliest Spitfire 1500
FH 79,696					Latest 1975 Model Year
FH 80,000		20th Dec 1975	Pimento Red	J.Pritchard	Start 1976 Model Year
FH 80,386					Earliest 1976 Model Year
FH 100,020		10th Jan 1977	Inca Yellow	R.Clayton	Start Mar 1977 Model Year
FH 100,065 'O'					Earliest 1977 Model Year
FH 105,734	4th Nov 1977	1st Jan 1978	Inca Yellow	B.West	Start 1978 Model Year
FH 110,473					Earliest 1978 Model Year
FH 130,001		9th Jan 1979	Inca Yellow	C.Daly	Start 1979 Model Year
FH 130,008 'O'		23rd Oct 1980	Vermilion	D.Colls	Earliest 1979 Model Year
FH 134,999 'O'					Latest old style Commission Number
TFADW1A1T000001		19th Sept 1980	Porcelain White	M.Warner	Start of VIN Oct 1979
TFADW5A1T001210		8th April 1982	Inca Yellow	S.Edmund	Latest Spitfire 1500 on the data base
TFADW5A1T009898	5th Aug 1980		Inca Yellow	BL Heritage	

Again of note is how production of a new Model Year started 1-2 months before the new year and how the odd one (?) was bought early.

I am not sure why the 1977 Model Year is stated as starting in March. May be to coincide with a major change in legislation? This was the point at which TR7 style steering columns and the hounds tooth cloth seats were introduced.

Date of Manufacture

As has been mentioned before, and as can be seen in the tables above, there can be quite a variation in time between when a car was actually manufactured and when it was first registered.

A true indication of when a car was actually manufactured can only be found by a production trace from BMHT. With time and with enough production traces sent in it should be possible to interpolate dates. However at present I have far too few BMHT traces.

However, from those traces that I do have, the following may be of interest.

Quickest Selling Spitfires

Mallard Spitfire MKIV sold by Somerset Motors, Taunton
Manufactured :- 10/4/72. Registered 25/4/72 - 15 days
Porcelain White Spitfire 1500 sold by Mann Edgerton, Ipswich
Manufactured :- 4/10/80. Registered 11/10/80 - 7 days!

Slowest Selling Spitfires !!

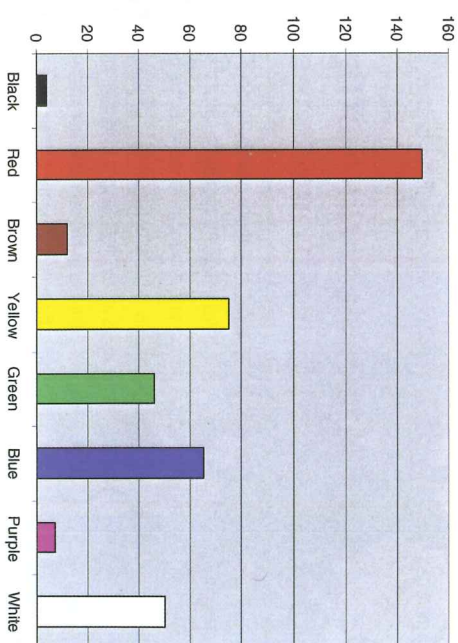
Sapphire Blue Spitfire IV sold by Allan Bros, Mitcham, Surrey
Manufactured :- 21/8/72. Registered 19/4/73 - 7 months 28 days
Vermilion Spitfire 1500 sold by Hillcrest Motors, Clwyd, Wales
Manufactured :- 16/4/80. Registered 2/6/81 - 13 months, 16 days!

Body Colours

So which was the most common Spitfire IV/1500 colour? Well again it's only a small sample but there are some trends.

Fairly predictably, red wins the day as the atypical red sports car. However surprisingly, yellow appears to be the 2nd most popular

Spitfire IV/1500 Colours



colour, beating both the blues and traditional British Racing Green.

The second colour table below shows how the colours breakdown into specific colours, with some interesting points.

The most popular colour is Vermillion, but only just beating Inca Yellow, two late Spitfire 1500 colours. It is the popularity of Inca Yellow that has pushed up Yellow as the 2nd most popular Spitfire colour.

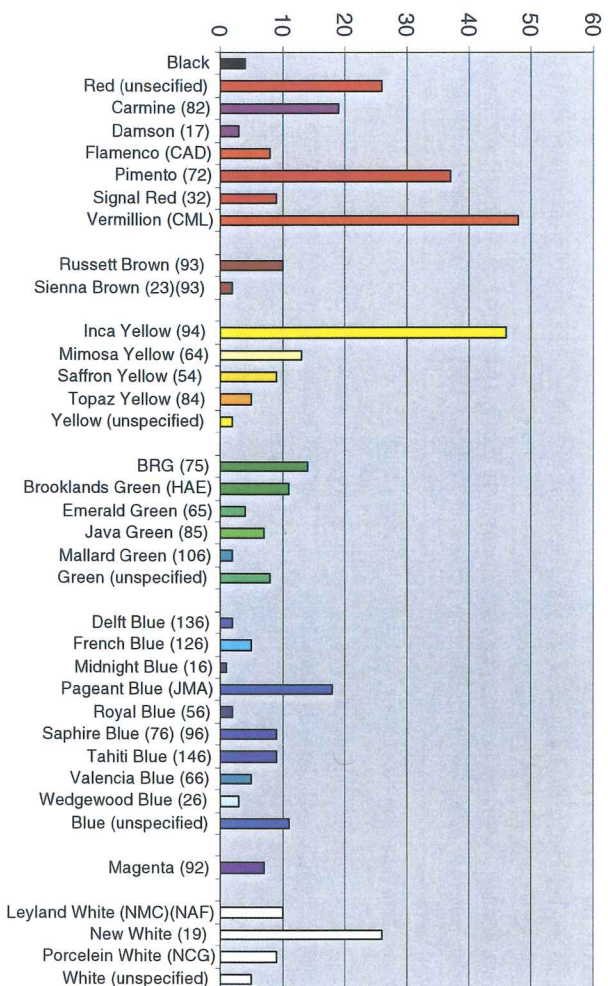
Evident from the graph are a number of colours that you usually associate with the earlier Spitfires and not the Spitfire IV and 1500, such as Wedgwood Blue, Signal Red,

Midnight Blue, Danson and Royal Blue. Admittedly these "older" colours all appear on early Spitfire IVs, but it had been thought that they finished with the Spitfire MK3. Obviously a few snuck through the factory looking like MK3s!

Nice to see present on the database are fairly rare Spitfire colours such as Emerald Green and Sapphire Blue

Also present on the database are colours that were not usually associated with the Spitfire, but other BL models. Whilst some of these colours have been mentioned in the Courier before, such as Flammeno, it was thought that these might have been just the odd one or a special order. However the numbers present on the database suggest that these colours were indeed intended as official Spitfire colours. Of particular note are Flammeno, Tahiti Blue, Delft Blue and Porcelain White. Porcelain (NCG) appears to have replaced Leyland White (NMC)(NAF) around October 1979 when VIN numbers were introduced.

Spitfire IV/1500 Colour Breakdown



The "unspecified" colours on the graph are where no paint code has been given or more commonly the original colour has been changed to the unspecified colour. As can be seen more cars have been changed to red than any other colour. Brown cars have usually been the victim!

Trim Colours

Trim Colour	Number on Database
Chestnut (63)	1
Grey (78)	3
Honeysuckle (39)	1
Light Tan (13)	2
New Tan (33)	6
Tan (unspecified)	5
Beige (74)	84
Black (11)	333
Shadow Blue	7

Number on Database

Where does the Spitfire like living?

The following table and map shows how the Spitfires on the database are distributed around the country.

The Spitfire is most predominant in Yorkshire. Is this because it's such a large county? If so what happened to Lancashire and the Wars of the Roses and all that! Second place falls to Kent. I am surprised that there are so few cars listed for Warwickshire with Coventry being the birthplace of the Spitfire. Have they all flown the nest?

It would be interesting to know what the Area Organisers make of these figures. Do they have more Spitfires in their areas than they thought, or are they saying "there are more Spitfires in my area than that". If so send those VRs in and increase the sample from which I can draw data.

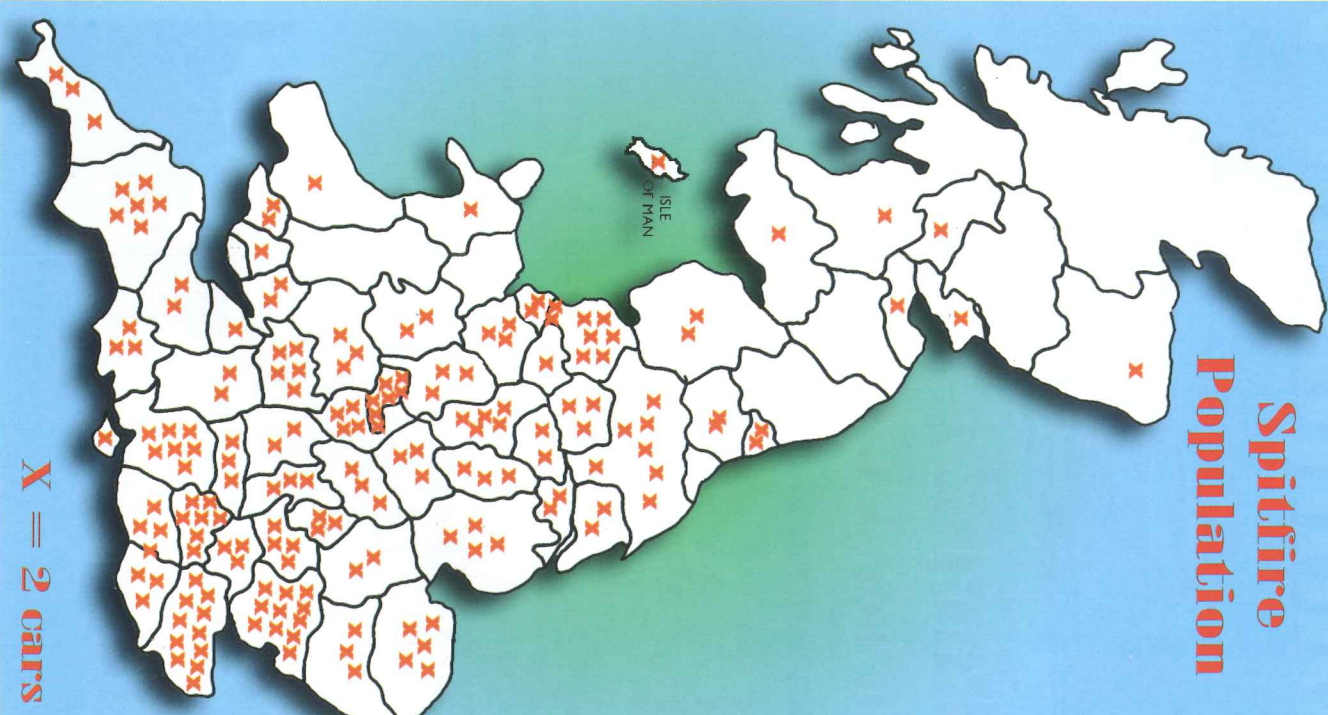
On a final point, there are currently 11 cars on the database that are one-owner cars from new. However a 1974 Emerald Green Spitfire MKIV currently holds the record for having 20 previous owners!

Aberdeen	1
Angus	1
Avon	2
Beds	6
Berks	7
Bucks	7
Cambs	4
Cheshire	7
Co Durham	3
Co. Down	3
Cornwall	7
Cumbria	4
Derbys	10
Devon	12
Dorset	6
Dublin	2
Dumfries	1
Dyfed	1
Essex	18
File	1
Glouce	10
Greater Manchester	1
Guernsey	2
Gwent	3
Gwynedd	1
Hants	15
Hereford	1
Herts	8
Isle of Mann	1
Isle of White	1
Kent	22
Kirkcubrightshire	1
Lancashire	1
Lancs	13
Leics	8
Lincoln	7
London	6
Lothian	1
Merseyside	3
Mid Glamorgan	1
Midx	6
Norfolk	11
Northants	6
Nottinghamshire	6
Oxon	5
Shrops	4
Somerset	3
South Wales	2
Staffs	6
Suffolk	5
Surrey	15
Sussex	14
Tyne and Wear	2
Warks	8

Warks	8
West Mids	14
Wills	3

Wirral	2
Worcs	4
Yorks	32

Spitfire Population



Banijul or Bust!



Part 2 By Derek Giles

Day 6 (24th Dec)

I guess it all started last January 2003, when Rob Newton-Allen asked me if I fancied doing the Plymouth/Dakar challenge in a Herald 13/60.

Christmas Eve dawned cold and damp with dew on the tents, so before packing we decided to shop for supplies, plus a bery or two, after all it was the Dec 24th, and Marrakech our next stop was 230 miles away!

In Muslim countries alcohol is NOT easy to come by, but a nearby Super Market was rumoured to have stocks. A quick shop and we had food you have never heard of and a few bottles/cars.

Rabat, the capital of Morocco, was a squalid slum and we hit the road

happy to be heading for a real jewel, Marrakech! With the cars running well we hit the main road, which was, for the most part traffic free and the surface though was mainly good.

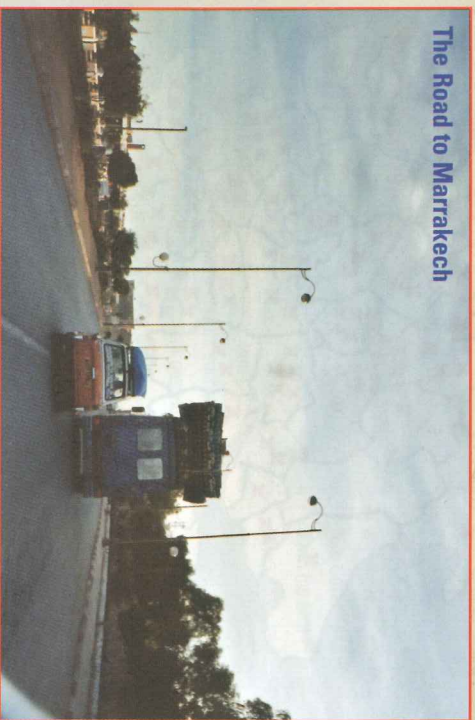
Unchanged though was the number checkpoints, with as usual the police wanting their 'CADU' (bribe). Allah only knows how the locals got on as many vehicles were overloaded and un-roadworthy, let alone drivable!

A the first break along the way we noticed the 13/60's exhaust was blowing a little, and the 2.5 had, for a while been running rich.

A quick poke under both bonnets seemed to cure the faults and after a brew we continued.

They say things happen in 3s and a few miles on the Corina had a blowing exhaust, this was a cracked weld so we had to continue as it was.

We arrived in Marrakech in the dark and in the middle of rush hour with no idea where the pre-booked hotel was, so it was a real obstacle course not only to beat the traffic but also find the hotel! The fact that we did



The Road to Marrakech

was all down to Maxine's map reading, well done Maxi! Once parked Mark noticed the 2.5 was leaking fuel and upon inspection we found the front S.U.'s fuel feed had pulled out of the base of the float chamber, darkness forced us to leave it till the morning.



Marrakech central mosque

After a quick ablutions, food and drink were a priority and try as we may we could not find anywhere that sold beer!

Our hotel restaurant told us although they were forbidden to sell alcohol we could supply our own, so a bottle of gin was opened to celebrate Christmas Eve. To cap it all when we left the waiter asked if he could have a drop of gin, talk about sauce for the goose!!

Day 7 rest day (25th Dec)

Have you ever tried to sleep through the calling of the faithful to prayer? At 5-30am all the Imams within a 5-mile radius switched on their PAs and duly woke the whole city! Time to grab a shower while the water was still hot, some breakfast and by 9 am Mark, Rob and me were dismantling the S.U.'s on the 2.5. Not only had the fuel feed come apart but also the carbs were literally full of sand, and we hadn't even seen that much desert yet! With carbs cleaned, repaired and tweaked the car ran AOK.



Market Square Snake Charmer

This left us with the rest of the day to explore this bustling city, try the local cuisine and chill out. I am sure you have all heard of the legendary Kasbah, well most Moroccan towns have their own version and Marrakech is no exception. In the main square there was all kinds of entertainment, bartering and even a couple of snake charmers. Have you ever seen a hooded cobra move? At least 10mph I guess, the locals also were not slow in trying to tempt us, even wanting cash to photograph them.

On three sides of the square was the Souk (market), made up of 100s of narrow alleyways with maybe 1000 shops/workshops selling everything we could ever need! And a lot we didn't. The traders were a canny lot and could spot a mug/punter so we all tried NOT to be tempted! We were surprised at how many knew more English than they made out. Fish-n-chips, luvly jubbly, Man 'U' and even Leicester City (which made Marks day) were heard often!

An evening meal, a few drinks and entertainment had been organised for all 31 teams. On walking back to our hotel afterwards we were offered some 'real stuff' (hash) and Mark convinced the tout that English 'real stuff' was in fact John Smiths blitter, this we reckon left him wondering whether he should have stayed in bed!

The Square at Night



centre we consulted the lonely planet guide for a 'hotel' for the night. The one chosen, though clean and tidy was more of a hostel with very basic facilities, but had hot showers and essentially an overnight guard for the cars.

Also being right next to a garage it offered somewhere for the Corrina crew to get the exhaust welded in the morning.

We ate at a chicken house in the central square and met 3 of the other teams who had stopped over. They drove a Trabant, a BX and a Lada.

Day 8 (26th Dec)

We were on the road by 10am heading south for Sidi Ifni, another 200 miles of good/bad tarmac with it's fair share of potholes, overloaded lorries and money grabbing checkpoints!

The only problems with the cars were as before, the 2.5 running rich again, the Corrina and Herald exhaust's both blowing slightly more!

On arrival we spent another night in a hotel as no one fancied camping in a concrete car park! A good shower a meal and a few beers (yes the hotel had beer and hot water) set us up for what we expected to be a quiet evening. That was until a member of one team decided to rearrange the plumbing in their room, something about the wash basin falling off the wall!

Looking back, I guess we had a laugh, but at the time the owner probably thought less of us foreigners than we had hoped.

Day 9 (27th Dec)

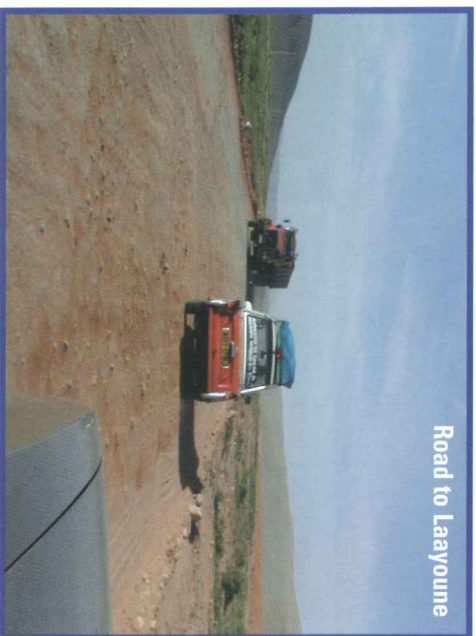
A 10 am start for Laayoune, in the Western Sahara, saw us heading for another 250mils of nothing but the odd settlement and plenty of checkpoints wanting Cadu! Not quite the real desert yet but certainly a lot more sand, that by now was getting everywhere! From now on a pattern started to emerge that would be with us for the rest of the trip. The 2.5 was running on open pancake air filters that couldn't cope with more than 50mils of driving without cleaning! This at least gave us something interesting to do every hour or so, until we reached Laayoune.

With about 20mils to go the Corrina exhaust finally detached its self from the manifold, all we could do was tie it up with some wire and soldier on. Laayoune did not impress as we drove through the downtown slums although the people seemed happy to see our little convoy. Once in the

Day 10 (28th Dec)

At 9am the Triumphs left for Dakhla, while the Corrina waited for repairs. They and the Lada crew agreed to meet up with us later.

The road took us down the Atlantic coast and past a large industrial complex, so we encountered heavy lorries for many miles. This in its self made a change, but did cause some concern as they were a pretty ramshackle bunch of vehicles, mostly not fit to be on a



Road to Laayoune

scrap heap let alone transporting god knows what! The sand they stirred up left drifts along the road and also kept Mark busy with the 2.5 air filters!

The campsite some 5mils outside Dakhla was where all 31 crews were to meet and form our desert groups, so we could tackle the real guts of the journey. As we had made such good time an extra rest day was agreed and we all did our own thing for the next 24 hrs.

Day 11 (29th Dec)

At 3pm we gathered to be briefed by Sad Steve the group 1 co-ordinator, who explained the need for a desert guide and how to tackle any problems the Sahara may throw at us.

Our group comprised of:

Derek and Rob	13/60.
Mark and Maxine	2.5.
Cliff and Graham	Corrina.
David and Malcolm	Mitsubishi 4x4 minibus.
Keith and Moira	Lada estate.



Dakhla Meeting

Day 12 (30th Dec)

The road to Nouadhibou, our first stop in Mauritania, would first take us to our second border crossing at Gueguariat. Here we guessed we would encounter more money changing hands to ensure safe passage and also where we should pick up a guide for the alleged minefields!

First though we had to get used to travelling in convoy and to the etiquette of group driving.

We agreed on a maximum speed of 50mph, which was determined mainly by our 13/60's suspension and its ability to cope with the increasing deterioration in the road surface!

A couple problems occurred within the first 20 miles. In the 900g heat the Mitsubishi decided to brew up on its own and the Fords auto choke failed.

With water and fuel being at a premium from now on, solutions had to be found! After about 15 mins it was diagnosed as a stuck thermostat on the Mitsubishi so Rob and Mark set about its disposal in double quick time and a squirt of WD 40 cured the Ford's choke! We were on our way again within the hour.

Fuel, although not of very good quality, and water had been fairly easy to

get hold of so none of the group had really bothered with carrying much extra. From to day on though, it would different and water was needed to replace that used in the 4x4, so a stop at the next filling station was must. Sod's law now came into play as the first one had no diesel for the Mitsubishi and only limited bottled water. The 2.5 though did have clean air filters yet again! By the time we reached the next fuel stop the 4x4 was playing up again the Herald's exhaust was noisier and the 2.5 died on the forecourt.

Perhaps the outcome was in the stars as we were now on the tropic of Capricorn and in tropical Africa at last! The Mitsubishi had shed its power steering belt and yes they had NO spare! As we had all given up wearing tights a long time ago another solution had to be found and this came in the form of a spare Herald belt, which after some judicious fiddling was made to fit! The S.U.s on the 2.5 had to be stripped and the sand cleaned from, not only the filters, but also the jets, dashpots and linkages, and a broken weld on the 13/60 would need work at a later stop. Within an hour though we were all

fuelled and ready to hit the road again.

All being well the next stop would be the border crossing to Mauritania. Some miles from the control the so-called tarmac ran out and turned into what can only be described as Corrugated Iron interspersed with large rocks and sand! Once on this we were not tempted to drive at much more than 20mph, what we did not know though was how many miles of this there might be ahead. As we pulled into the customs control the Herald's exhaust finally fell off, and as we were too late to cross anyway, repairs and formalities could wait until morning! Darkness and cold comes very quickly in the tropics so we lit a fire and spent a few hours chatting to the locals and sampling their tea (lukewarm and very sweet) awful stuff!

More Next Month...

As well as building and restoring the car I also had to buy one or two bits and pieces. Nothing is ever easy in this life! Here are a few stories about individual parts that nearly drove me mad (sorry about the pun).

Sixty spoke chrome wire wheels were an optional extra on the 'five'. The old Dunlop wheels, now made in India, are the ones usually available in the UK. Apart from being just about square and having mediocre chrome they are fine. If you want nice wire wheels buy them from Dayton Wire Wheels, made, not surprisingly, in Dayton Ohio. These wheels are fabulous and are not that much more expensive than the Indian wheels. There is only one UK distributor for Dayton, and for six weeks I had had numerous phone calls with them. There was confusion about what I wanted, they were unavailable, then available, they could not confirm prices, delivery dates changed more often than, well, pick your own metaphor. Phone calls were not returned and now I had missed their next consignment from America.

I gave up and phoned the only other distributor in Europe, a Morgan dealer in Hamburg Germany. The wheels were the same price, including delivery and were on my doorstep within 48 hours! Just one small problem, the chrome was scratched. No problem! They collected the original wheels and delivered a replacement set. Problem was they were worst than the originals. For most uses they would have been great, but I was looking for perfection. After phone calls to Germany and the Sales Director in America, they agreed to "walk" a set of wheels through their production process, double check the quality at every stage, and get them to me within three weeks. Bingo, great wheels with the only marks on them



Wheels and Tyres



Correct Stamper Logos on seatbelts

that you needed a magnifying glass to see. Attention to detail is essential if you want to win at Concours.

The tyres were much easier. Michelin XAS, the same pattern that Triumph fitted thirty-five years ago. These are supposedly only available through a firm based near the National Motor Museum at Beaulieu. Very expensive and several weeks wait.

My local tyre dealer in Cornwall made one phone call and got them at nearly half the price direct from Michelin in Stoke on Trent. And as I know them quite well I could threaten the fitter with death if he scratched the chrome on the wheels!

The problems just kept on coming. I could not find seat belts with the correct Triumph logo on the buckle. Eventually I found a set with the right logo, but they were for a Vitesse. A firm in London supplied and fitted new end plates to the correct pattern and finish, and shortened and re-stitched the belts to fit. Except

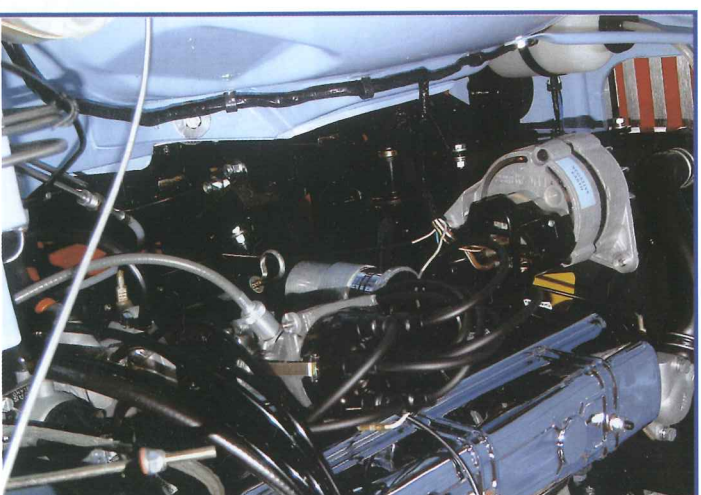
Rebuilding a Winning TR5

Part 4

By Andrew McGowan

that they sewed one set of end plates in upside down so they had to go back to be amended. I could not have twisted belts in the car. The alternator is, as far as I know, unique to the TR5 and the MGC. It is a Lucas 15AC, without the internal regulator. These are fairly readily available but the true 'five' alternator has a smaller body than usual. I searched every autojumble but could not find one. My local friendly Lucas dealer managed to find a similar unit and modify it electrically to be a "dofor" as I was becoming convinced that I would never find the correct part. Talking (for that read moaning) to Tony Fitchett one day, I explained my frustration at not being able to find what I needed after three years searching. He then pulled one off the shelf, complete with date stamp to show that it had sat on his personal shelf since being refurbished as a Lucas B90 exchange unit in 1977. To complete the picture a new "Negative Earth" label was made at work on a desk top publisher to match the original colour and font.

Through my friendly Lucas dealer I also had fun with the wiper motor. The 'five' was one of the first cars to have two speed wipers. The motor is not quite unique, but they are rare. I found one, but having spent hours cleaning and checking the internals I could get it to work in both speeds, but hesitantly. The motor needed a rewind. Off to Lucas, "rewind Sir, no problem". Several weeks later it came back but only working in single speed. Phone call with Lucas technical department, "Sorry Sir but it is only a single speed motor"; no it isn't. Back to Lucas again, much head scratching, "Sorry Sir it is only a single speed motor"; NO IT ISN'T. Further head scratching, "Oh, see what you mean". A few more weeks passed and a two-speed motor returned! To be fair to Lucas they did rewind my wiper motor and serviced the starter motor, modified a spare alternator, and did me a couple of other favours and I never got a bill!



Lucas B90 Exchange Alternator on the car after 35 years on the shelf!

The wiper switch on the 'five' is even rarer than the wiper motor. Non working i.e. knackered, ones are on e-bay at fifty quid! I rebuilt an old one with GT6 lighting switch internals, repainted the markings on the rocker and the only difference is that it starts in high speed and then goes to slow rather than the other way around. No one has yet noticed.

At times I felt a bit like a juggler with the body in the far north, a garage full of suspension parts and bits being painted various colours and numerous contacts in locations all over the country trying to find parts, source alternatives, refurbish old parts that came with the car or modify bits to suit.

You never know where you will come across that vital missing part. **Idiots tip number six:** always buy something when you see it, it won't be there when you really need it, and if you end up with more than you need you can always sell the spares. Rare parts are defined as things you do not have, once you have searched and bought one, everyone seems to have them for sale!

The sidelights on the front wing were a real nightmare. The left-hand side are available as repro parts, but the chrome is very poor. Right-hand side are like hens teeth. The car was nearly finished and I still did not have a good original pair. Enter Dave Pearson, self confessed 'five' friend. A friend of a friend of his had bought a 'five' in boxes and with it came a load of spares. Yes there was a pair of original sidelights. Pound notes were exchanged. A massive weight off my mind as without these the car would have looked very silly indeed. I was explaining my good fortune to another parts dealer, and 'five' owner, a few days later when he took me to one side and showed me the six pairs of originals he had had sitting on a shelf for several years!!

Idiots tip number seven: always ask the organ grinder, never the monkey!!!!

I was not just trying to find parts to fit on the car, I also needed handbook, brochures etc to display with the car. I found most of what I wanted but I could not find an owner's handbook.

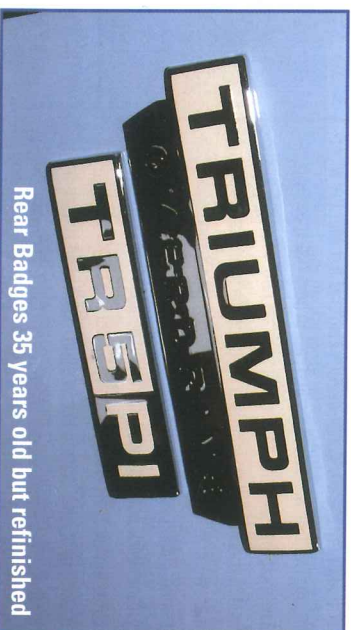
Fred Nicklin had done a lot of the development work on the TR5 way back in the sixties, and I was talking to him one day about how far I had got with the rebuild, and mentioned the problem of some parts and in particular the lack of a handbook. A couple of weeks later he sent me one he had had at home in Majorca. Occasionally you are just lucky to have really good friends.

I could go on about various difficult parts for hours, but it would only get boring. Let me finish with the saga of the badges. Reproduction badges are fairly readily available, but they look nothing like the originals. True original TR5 badges are like the proverbial gold dust. I

had almost given up trying to find them with only three weeks to go before the first show, so I went into the garage to fit the repro set I had got "just in case". This was when I discovered another difference between original and repro badges: the fixing pins are in different places and my nicely painted body had the holes in the wrong locations! I had trial fitted the old badges. If I was going to use the repro badges I would have to re-drill the finished body and have the wrong holes visible under the bonnet and boot! Time for a rapid



rethink. That weekend was the Beaulieu spring autojumble. Walking around I came across a stall of re-manufactured badges. I talked to the man. Yes he could remanufacture any badge, but it would take time and for a one-off would really cost. Did I have any old badges? Yes I had the originals off the car, but the chrome was pitted and the enamel faded and cracked. No problem to this man, but he was very busy and usually took orders for six months hence!! Three weeks later the old badges had been stripped back to bare castings, re-engraved to deepen the recess for the enamel, re-enamelled to match the original colour, broken pins replaced, polished and then finally re-chromed. End result beautiful badges probably even better than



Rear Badges 35 years old but refinished

when they were new. And the cost of this craftsmanship, less than the cost of the repro badges!

Next month it is back to the relative simplicity of trial building the car.



**By
Bernard Robinson**

New from the Trade

A new feature here which I will keep running as long as The traders advertising with us send me items they have had re-manufactured or had made exclusively to them.

T.D. Fitchett's Of Telford

Anyone who has been to Fitchett's massive emporium of Triumph Spares in Telford will tell you of the huge press tools lying around on site. One of these tools (several actually has been cleaned up and re-commissioned at great Cost to produce the fantastic pair of Herald/Vitesse front floor pans shown here. These are from original press tools so cannot be faulted.

Fitchett's invest in your hobby on a large Scale and supply most of the trade so supporting them equates to helping the Triumph Movement overall as not many companies are willing to put their money into Panel re-manufacture. The floors are priced at £56 each.

Ring Fitchett's on **01952 619885** to order or see their main advert in this issue.

Jigsaw Racing

Available exclusively from Jigsaw is this lovely Stainless 6 branch manifold Manifold to suit GT6 MK1 and Vitesse 1600 & MK1. With the primaries collecting 6-3-1 comfortably under the bellhousing thus performing the correct pulse and flow. Suits both full sports systems and also semi sports boxes.

For more details ring Jigsaw. **01536 763799**.

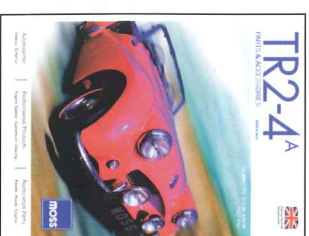


Moss Europe

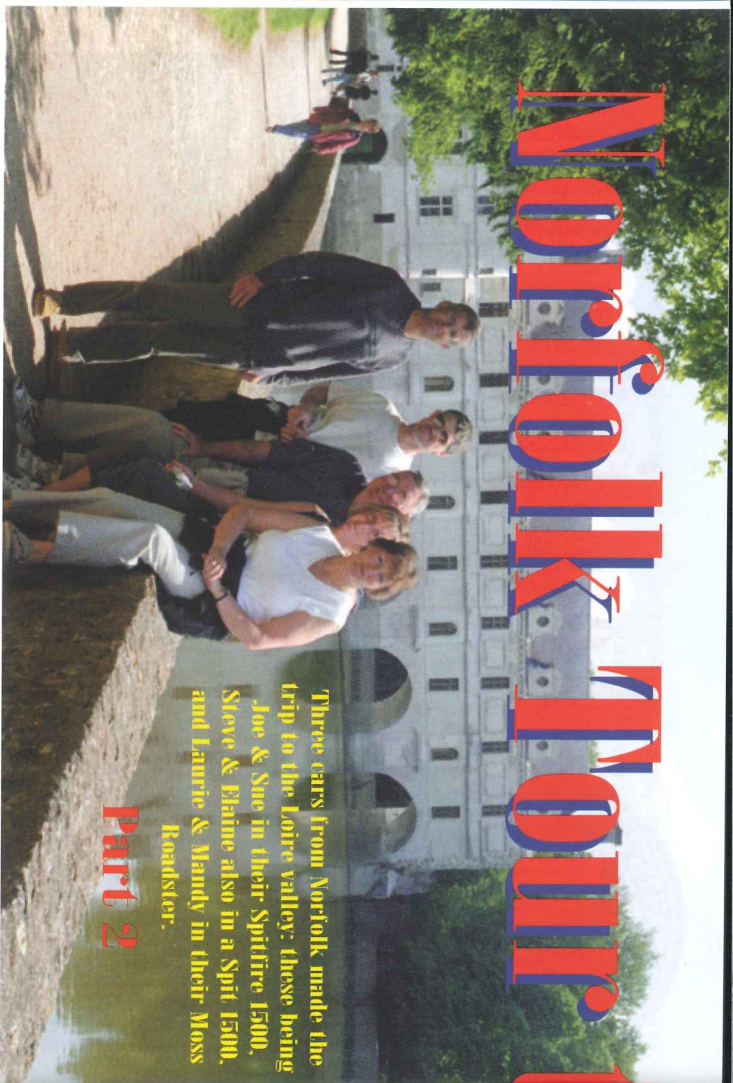
Have just launched a brand new catalogue for the TR2 to 4A Range of Triumph sportscars.

At 224 pages it is very comprehensive, divided into 8 parts with a 143 page section on restoration alone.

The catalogue is free to owners so ring **0200 8867 2000**



Norfolk Tour the Loire Valley 2003



Three cars from Norfolk made the trip to the Loire valley; these being Joe & Sue in their Spitfire 1500, Steve & Elaine also in a Spit 1500, and Laurie & Mandy in their Moss Roadster.

Part 2

French driver waving and admiring the cars forgot to look where he was going and drove into a row of cars waiting for the lights to change - we drove away quickly !!

After relaxing with drinks on the patio and a pleasant meal we were set up for the next day - a trip to Chambord, the largest Chateau in the Loire. We couldn't help being impressed by the view as we drove along its drive. First stop was to get tickets for the horse show, we then looked around the grounds whilst we waited for the show to start - the horsemanship was very good. The chateau itself had two huge staircases going from ground floor to the roof terrace, we were free to wander at leisure and admire the Chateau. We started back to Thesse missing the stoat running across the drive as we left. After stopping at Cheverny for a very late lunch and a look round the village we made our way back - stopping for more supplies of wine etc. en route. That evening the hotel was a bit busier and a couple from Devon joined us on the patio for pre-dinner drinks. The meal was excellent and we had wine from nearby Chinon - which the main course, chicken, had been cooked in. Next day reluctantly, we started the journey back. The first stage of the trip was via small villages which were very pretty

and this time we negotiated Blois with no problems. We stopped at Chateaudun (the first chateau in the Loire when approaching from Paris) to stretch our legs - but after Chenonceau and Chambord it failed to impress. We had a nice wander around the town, and the cars again were again admired by the locals.

During the next part of the journey Steve's indicators stopped and when we took a break for lunch - yes food again - Laurie and Steve tried unsuccessfully to get a spare part - still they jury rigged it so that he could manually flash them. It started to rain as we left so we put the hoods up for the first time on French soil. After having sailed around Rouen on the way down we didn't bargain on some of the bridges giving access to the town being closed and the outskirts of city being gridlocked - never mind we exchanged pleasantries with a couple of lads on Triumph bikes whilst we waited!! Eventually we got to our turnoff and hit the empty motorways making our way to Eu on the Normandy coast. Again an enjoyable evening with good food, wine and company although the service was a bit slow.

Next day a short hop to Calais (hoods down) and

following a stop at a wine and beer warehouse, onto the Seacat and home. Unfortunately the sea was rough and the journey rather bumpy. After a fill up for fuel we decided to look for a pub to eat, even going on the A12 the first open pub we came to was the Magpie at Stonham - where Suffolk TSSC meet. We left our mark in the way of a supply of Mile of Triumph Booking Forms, never one to miss an opportunity. We all agreed that the trip was brilliant but could have been a bit longer.

Statistics

Miles Travelled : 1133 from Norwich 1173

Mpg : Moss 33/34 mpg Spitfires a lot more from Great Yarmouth

Problems with the cars:

Joe's Spit - discovered the horn not working the day before, repaired whilst waiting for the supplies from the supermarket

Laurie's Moss - failure of indicators on the way down, repaired at another supermarket stop (dodgy fuse).

Steve's Spit - loss of speedo before reaching Thickthorn,



By Laurie and Mandy Benfield

lost of indicators on the way back - temporary fix on the way home.
Do it again? YES

Travelling over 1100 miles in six days is a testament to way the cars run. The French appreciated the cars, stopping what they are doing in the fields to wave, and looking at the cars whenever they were parked. The whole trip was well worth doing. We booked the 3 Logis Hotels via the internet and all were good and very different in character which added to the holiday. The three cars managed to keep together all of the time, including Dartford tunnel and the nightmare around Rouen on the return journey.



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PUBLIC RELATIONS OFFICER

Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sproughton, Leicestershire, DN15 7LG. Tel: 01302 850740

SHOW CAR REGISTER

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

AREA LIAISON OFFICERS

Vivien and Victor Thompson, Ivy Cottage, 5 Rectory Mews, Sproughton, Leicestershire, DN15 7LG. Tel: 01302 850740

COMPETITION SECRETARY

Nigel Gibbins, 10 Dean Road, Hampton, Middlesex, TW12 3JL. Tel: 0208 2551842

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TRIUMPH SPORTS SIX CLUB

NEWS

CLASSIFIED CARS & PARTS CONTENTS

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

MAY 2004

Plus

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Events include:

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- CLUB SHOP - GUEST TRIUMPH CLUBS
- ENGINE TUNING

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AREA DIRECTORY

This Directory is kept up-to-date by the Area Liaison Office 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
AVEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL: vthompson@ivycollege17.freeserve.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
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CENTRAL & WEST	Jim Smalley: 07771 956643	Lodinch Sports Club - GLASGOW	1st Thurs. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Norwood Hall - CLITS	Last Thurs. Eves.
LOTHIAN	Jon 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	Troubeck Inn - TROUTBECK	Last Sun. lunch
MANCHESTER	Frank Spencer: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Pippa Flegel: 01524 791607	Travellers Rest (A691) - Durham to Consett Rd	1st Sun. Eves.
	Andrew Dunning: 01915485188		
	Mark Asley: TBC		

LANCASHIRE	Mark Coward: 01257 482569	The Plough, Eaves Woodlumpdon - PRESTON	Last Tuesday, 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Nigel Penstone: 01405 720857	The White Swan - BEIGHTON	1st Wed. Eves.
SOUTH YORKS	Victor Thompson: 01302 850740	The Cock Inn - BARNSELY	1st Tues. Eves.
	Peter Willey: 01226 745637		
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
	Nigel Clark: 01778 891 153	The Old Smithy - CHURCH LAW FORD	3rd Sun lunch
DERWENT VALLEY	Colin Wright: 01783 531580	The Stowell Arms - WOODSIDE, HORSLEY	1st Tues. Eves.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANNINGS GROBY	1st Tues. Eves.
LINCOLN	Garth Jupp: 01529 307302	The Pyewyke Inn - LINCOLN	Last Tuesday
NORTHANTS	Graham Nobbs: 01604 846908	Ye Old Saracens Head - LITTLE BRINGTON	2nd Weds. 8pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
	Paul Lumsden: 01780 470338		

STAFFORDSHIRE	Adrian Palphreyman: 01785 621851	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	Moxhall Hall Hotel - SUTTON COLDFIELD	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	Maes Bangor Arms Chapel Bangor - CEREDIGION	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Brian Morris: 01792 587204	PONTARDULAI CONSERVATIVE CLUB	1st Tues. 8pm
SOUTH WALES	Ken Bradley: 01269 594578	Tredgar Arms, Bassalegg - NEWPORT	3rd Sunday Run
	Neil Hicks: 01684 290494		Last Mon. 7.30pm

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 9029 2722	Glenavna Hotel - NEWTOWNABEY	1st Sun. 2pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
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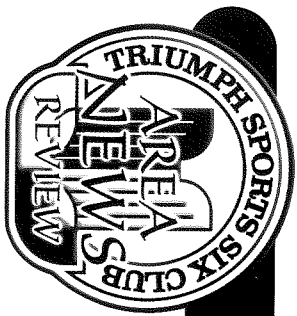
EAST BERKS	Mark Smith: 01189 268230	Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BERKS	Carl Swanson: 0705 0103924	The Squirrel - PENN ST, BUCKS	3rd Wed. Eves.
CANTERBURY	Tim Scrivens: 01233 812616	The Jackdaw - DENTON	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	Blacksmiths Head - NEWCHAPEL	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
		Crooked Bille - HOOK	1st Tues Eves.
HANTS & BERKS	Jason Chinn: 07715 770689	Potters Bar - MYCHETT	2nd Mon. Eves.
HANTS & SURREY	Mark Bland: 01252 687988	The Bull Inn - WHITWELL	4th Mon 8pm
HERTS & BEDS	Les Reed: 01582 862176	Rose & Crown Hotel - TRING	2nd Weds. Eves.
WEST HERTS	Patrick Kierce: 01494 831 539	Woodmans Arms - WOOTTON	3rd Mon. Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	The White Hart - SEVENOAKS	1st Tues. Eves.
WEST KENT	Harry Abraham: 01892 834954	The Freemasons Arms - SNODLAND	1st Wed. 8pm
MID KENT	Colin Jackson: 01634 246205		
S.E. LONDON	John Macrow: 01689 829231		
NORTH LONDON	Bruce Mann: 07866 482311	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dove Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The Baker's Arms - DROXFORD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 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.
		Rose & Crown - BRADFORD ABAS	Last Tues. Eves.
DORSET	Steve Golob: 01935 474590	The Kings Head - NORTON (A38)	3rd Mon. Eves.
GLOUCESTER	J. Rowley/L. Lee: 01452 790126	The Black Brook - TAUNTON	Last Thurs. Eves.
SOMERSET	Peter Greenslade: 01823 288438	The Black Horse - WANBOROUGH	1st Thurs. Eves.
SWINDON	Karen Davies: 01249 815342	Cleford Arms - GOODWORTH CLAFORD	2nd Thurs. 8pm
TEST VALLEY	Bob McDoy: 01256 410192	Bournemouth Flying Club	3rd Tues. 8pm
WESSEX	Trevor Carlyle: 01202 548582	The Malt Shovel - RUDEAN	3rd Thurs. Eves.
FOREST OF DEAN	Clive Speeds: 01981 500407		

OVERSEAS AREAS

AUSTRALIA N.S.W.	Carl Gray: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Lukstersteeweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.1, Picton Ontario - KOK 210.	
DENMARK	Jens Conrad: 0075 86 82 31 51	Perkveengat 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	Elstfelder Weg 413581 - BERLIN.	
GREECE	Nikolaos Lekakis: 00 30 1 8078921ATH.	Diakou 94 Vorphobi - Atharnes - ATHENS T.K. 13671	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andhra Pradesh) INDIA 500007	
		krsin.sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
		lucbellinello@iscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubepines L - 1145 - LUXEMBOURG.	
NETHERLANDS	Gus Van Der Krogt: 00 31 26 3332797	Emmestraat 200862 GT - OOSTERBEEK.	
NEW ZEALAND	Doyle Montgomery: 00 64 9 818 6620118	A Archibald Rd, Kelsion - AUCKLAND.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	president@fss-norway.org www.fss-norway.org	
SPAIN	Woyne Matthews: 00 34 977 430494	Urb. Portale Lote 180-52-DP2268 5- SACAVENTA.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Carre de l'Arc 5, 43786 Bateu, Torrongo - SPAIN.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Pomonogdon 45 - 742 36 OSTMAMMAR.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Mount Road - RIDGLEY 7321.	
		Revere Courtlacey, Olympia - WASHINGTON 98503.	



ALSO REPORT . . . AVON . . . EAST BERKS

AREA LIAISON OFFICERS REPORT

Thank you to everyone who came to the AG Seminar prior to the Club's AGM. It was great to see so many areas represented. Quite a lot of discussion was generated and we hope you found it as useful and interesting as we did. We hope to get a Pen Torque to you soon with the details for those who were unable to be there.

The winners of April's area draw, were West Kent. If you contact HQ they will send you some regalia vouchers.

Victor and Vivien

AVON

PLEASE NOTE - MAY'S MEET WILL BE TUESDAY 4th MAY, NOT MONDAY 3rd MAY - DUE TO THE BANK HOLIDAY!!!!

Firstly, congratulations, to our Rob and Derek being awarded Members of the Year - for their expeditions, money raising, and really using a Herald 13/60, on the Plymouth to Dakar Rally! But fancy letting the cat out of the bag - you Plonker Mr Mungolton!!!

April's Meet: Despite John's best efforts and despite Derek 'reading' it about, the night's events were a complete surprise to Rob. The above announcement was made at the Club AGM, several weeks ago - then was soon in on it, and planned to get Rob and Derek up from Weston-Super-Mare, to the club meet. Hiding the club magazine from Rob also helped! Chris Mills and Barry M. S. (where's his?) came down from Gloucester, to make the presentation. Word got out, and we had 50 or so people there, including some not seen for ages! Dave and Dave (WSM), Paul (Swindon), Shaun (Swindon), and now married congratulations, but the Swindon jungle drums failed us on that one!! Andy and Cathy (Oxford) to name but a few! Rob and Derek were quite happy talking about the expedition, then we had the raffle (many thanks to Briory and Nicole for doing that for us) - where Nev (ironically won the booby prize, right after he said that whoever's number was drawn had to have it - compulsory! I think we're his words!!) Then Chris made the presentation! Special mention was also made, of Mark Bayliss, who was the 3rd member of the team in a 2000 saloon! We also welcomed Carlyn and Alan (TfR owners) along for their first time - they were only expecting 5 or so people!!! We look forward to seeing them again soon!!! Mark unfortunately didn't make it, despite setting off in his trusty Vitess!! He realised along the way, that it's

no good having a boot full of spares, if you don't also have the basic tools to be able to make use of those spares!! A definite 'Stop', but no 'Carry On!!' to add insult to injury, he came to rest by a pub, but, the pub was closed!! Must grumble!! Talking of Chris - thanks once again for the loan of the big power drill! Good luck with your new venture, if it's a power tool your after, Chris is the man!!!

Have you booked up for Brian yet? Booking forms are coming in thick and fast - should be a great weekend - as ever!!!! Go on, you owe it to yourself! Events Coming Up! A few suggestions for you!!

30/4 - 3/5 Isle of Wight Weekend - top event! Work stops play for me this year - but look out 2005! Abbey Hill Vintage Rally - Yeovil - the same weekend.

8-9/5 S.E.M. top weekend!! We'll be on best behaviour as ever Mike!!

15-16/5 Castle Combe Vintage Rally

30/5 Gaydon Triumph day

4-6/6 Glos. Camping Weekend!

11-13/6 Brian Beach Party Proper!! You know it makes sense! What no Santa this year - you'll have to wait till 2005!!

25-27/6 Cornwall Camping Weekend - near Padstow?

3/7 Classics at the Hall Hunters Hall - afterno

3-4/7 Headington & Stockley Vintage Rally & Tractor Pulling!!

9-12/7 STAFFORD PARTY WEEK - ENDER!! Don't miss it!

16-17/7 Bowood House

22-26/7 some of us are off to Le Mans Classic

31/7-1/8 South Cernery Rally (was Wroughton date yet?)

6-8/8 Hot Rod Super Nationals

10-12/9 Blue Ridge Runners Weekender (date to be)

11/9 Classic Car Action Day - Castle Combe - Club stand - if interested need names and car reg's asap!!

24-26/9 or 1-3/10 Brian re-visited TBC

9-10/10 GWR Vintage Rally & Steam Gala Toddington.

7/11 - Bristol Autolumbe & Restoration Show - Shepton Mallet

5-6th Feb 2005 - Advanced Warning - Bristol Classic Car Show!! Hic!! We start all over again!!

There - something for everyone this year!! Those who get bored and/or don't enjoy 2004 need reenergizing!!!!

Stafford - a top weekend, for only £17.50 pounds each!! We don't know how lucky we really are!! Let me enlighten you!!

There is one Club that I joined, way before the TSSC! They have their international event at Silverstone! Great location, complete with club cars racing the whole weekend! £30 each for the Weekend on the grid! Yes - there's camping, but you get told where your spot is, groups have to prebook, or arrive together, to camp together - nowhere near as easy going as we are used to at Stafford. The facilities (including showers) are nowhere near as good. We are used to a real proper party on the Saturday night - no such thing here - just local areas doing their own thing! Aren't we lucky! Another club - which claims to be the largest one make club going, has their international event at

Brands Hatch, £20 a day! Yes, there's club cars racing, but, and it's a big but, it's not just that club's event - they share the venue with the CSMA, Camping year, an extra £10 a night - facilities for campers - none, not even running water or a Portaloos!! Aren't we lucky!! Chris Mills and the team ought to be congratulated on a great event, at a great location, with great facilities, and one great run in such a way that we can do whatever we like (within reason!!) How do they do it so cheap by comparison! We really don't know how lucky we are! Suggest you all take advantage (and thousands of us do), and those that haven't yet been, make the effort, go, and enjoy the weekend to the max!!

Party On People!

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EAST BERKS

Great turnout this month, and it looks like our decision to hold our nerve with the new venue was a good one! We had we over a dozen people, and about 4 or 5 cars too! Very pleased to see everyone this month, especially as it will have been my penultimate month as AO. Yes, I'm afraid it's time to step down as work and home pressures are getting the better of me and I can't unfortunately spend as much time on the Club as I need to, I therefore need you lot to organise yourselves a new leader! I'll still come along to meetings, just maybe not each and every one! Ho hum. Anyway, on to things...

We did have a good natter about all things Triumph, including the Isle of Wight trip which will have gone by the time this comes out, but hopefully, fingers crossed (I) will be a dry, sunny weekend! The ferry is booked and we'll be travelling down with South Bucks again on the Friday. Can't wait - I need a break! I'm just dreaming of waking up in a tent with the sun coming through the fabric, listening to the sound of various Triumphs starting their engines - bliss! I'll be going in Dog. I think Helen's decided she's coming too - she said she'd nabbed a lift with Dan from South Bucks - such bravery!

Anyway, after that there's the South of England Meet, which I should get down to. Not sure what this I'm after at the moment, but I'm sure I'll think of something! Should be a good chance to get rid of a few things I don't need too.

Peter brought along those triple SU manifolds that John Thomason had cast - I've bought a set. They look very nice and will either go on the G16 or on Dog once he's had his 2.5L conversion! I need drilling and tapping for various adaptors - anyone got any lagging UNC taps I can borrow? David also brought something interesting to show - it's a device you can put in your car and it measures engine speed and acceleration to work out BHP while you're actually driving the car! You take it back home after a run and plug it into your PC and it plots a graph of power at various engine speeds! Very clever indeed - I want one!

We had another miscellaneous Triumph parts quiz - stuff from my garage - and it was very close this time, after Gary convincingly won last month. This time it was Gary, Peter and Pat who got 8 out of 10. I still don't think anyone is a serious challenger to my superior parts identifying prowess, but then again these ARE all from MY garage so I am cheating a bit!

There was going to be a prize except that Sam tidied the post away and I forgot to bring it with me! We, as an area, won the Club Area prize raffle back in January or February, so I have 5 vouchers for £5 each to be spent in the Club's gift shop. Peter, Gary and Pat will all get one next time I see them!

So that's it for this month. From now on, our venue will be The Shire Horse as it seems to be working out very nicely now. May will be my last month as AO so now it's up to somebody to come forward and carry the torch for a bit. It's not too stressful, honestly! I've already collated a list of events for this year, it just needs a couple of our own events organising, somebody to be nominated to write the Area reports and being prepared to have Club members ring you on average once every other month. I will of course be on hand to help your Club needs YOU!

See you all next month, at The SHIRE HORSE - on the A4 from Maidenhead to Reading, just next to the A404 roundabout, from 8pm!

SOUTH BUCKS . . . CANTERBURY

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Mark

SOUTH BUCKS

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

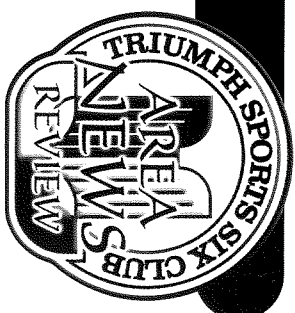
Hello once again my avid readers! Let's have a recap on what went on since the last report! Wednesday 17th was the monthly meet at The Squirrel, Paul and Liz took pole once again, and had positioned themselves in the dining area, which is raised above the level of the table in which the group meet around. Later this would prove very useful for Paul, as he was continually finding rather disparaging comments, i.e. like one half of the grumpy old men in The Muppets! Dan arrived just after me, who was saying that he will be taking his younger brother to the Le Mans trip this year. I presume this is to educate Nicky in spotting the most bizarre cars, as Dan is a stickler for details. This is fine, except Nicky is only 13 years old! Robin soon after who has been working hard again organising the final details of the trips to the IOW and Le Mans. He also got a cracking deal on tickets into Classic Car Live. So another big thank you from all of us. Personally I don't know how he does it, if you think you are fit, chat to Rob. His stories of being in a boat, rowing your heart out at 6.00 am on a cold and frosty morning, going to work as an accountant, coming home then usually studying or working well, it makes me tired just thinking about it! Allan and Jan came along informing us that through their involvement with the MX-5 club, we will have a few more joining us on the IOW trip! Marcus who came in carrying a bag of goodies! Marcus had been tasked to

produce some copies of our yearly plan, and to discuss printing of our Area newsletters, both of which he had done! So a gold star to you Marcus! We should have the first shirts ready in the next few weeks, so when they are available, I'll let you know! Phil attended once again, so a hard-core regular status is getting closer for you Phil! Phil was also telling us that he has booked the last space in a hotel for Le Mans! Well, I am sleeping on the floor like an animal again at Le Mans, so I showed no signs of jealousy... (don't mention it again Phil!) Gary came along too, fresh from his victory in the East Berks quiz on naming correctly the car parts. It is slightly unfair, as Gary has a huge collection of spares and cars himself! The evening was a little quieter than normal, but still very enjoyable.

Sunday 21st March was the date for the Classic car show at Alley Poley. We took the decision not to join the convoy that was leaving from the Ace Cafe, following the Grand Torino from Starkey's and Hutch! This was originally Dan's idea, but as it meant leaving our area at 6.00 am on a Sunday morning, we gave it a miss! A more palatable 10.30 was decided from Loudwater, Asda, just Robin and Pauline in Rob's MK1 Spit, and Marcus, Dan and I in my 1360 Saloon. As a family, we have changed two modern cars for one, so I use my Herald on a daily basis for my run to work, which is just over a mile. So I thought it would be a good idea to give the Herald a good run. It ran very well, other than a strange noise at 50 mph, and a bit of smog! Nothing that has changed since I brought the car nearly two years ago! The show itself was reasonable, smaller than last year, and no real main attraction, as opposed to last year, when the Triumph and MG were being rebuilt. I presume it is very expensive, and space is very limited, so there were only two cars on most stands, three or four on the very big ones. The Jigsaw racer, a much modified 6 cylinder Spit, a TR7 and extremely nice TR6 were on the TSSC stand which looked pretty busy. We stopped by the Club Triumph stand, as Robin is contemplating doing the Round Britain Run, and to enter, you have to be a member. As usual, I was sporting my TSSC hat, which seemed to go down well with the guv on the Club Triumph stand. I had been told on good authority that if you joined at a show, they would waive the 'new member fee of £5. No. Only £3 discount! So we walked on and Robin is still contemplating!

Thursday 1st April, Marcus and I visited Thames Area for the first time this year. Marcus was driving the Subaru WRX car, so we opted for the M25 route. With my help, we took a 15 mile detour! We have been to Thames many times, but not usually the same way! So thanks to Andy, Derek and Carolyn, Derek was showing off his rather nice TR6. It was mine, I would be too! Seems like we should be gathering a good number of cars for the Le Mans trip on both sides of the Channel! I will let you know the details in the future.

On a personal note, I must thank Marcus again, who has been storing my Spitfire over the winter. On Saturday 3rd April, I decided to swap the cars over, so to give



the Herald a rest, and to ensure the Spit is up and ready for the IOW trip which was come round much quicker than I thought it would! It's quite amazing that the Triumphs can be left for weeks, if not months with no attention, you get in turn the key a few times, and it starts! I work in a 'modern' car garage, and I can assure you that if you left your modern day car for a long period of time with no attention, you would need attention from another electrical source! A general check over, a few fluids topped up, and all seems OK, but the right front brake calliper seems to be binding, judging by the smoke that was coming out of it!

Well, this should be landing through your letter box at the end of April/beginning of May. If all goes according to plan, a lot of TSSC members, a good few South Bucks members, will have to wait to return home from the IOW to read their! Other events in May include Saturday/Sunday 8/9th South of England meet. A must go to show, and I will send you a text or put a message on the Board to inform you of what day we will be going. The Ace Cafe classic car night is Tuesday 11th at 19.30 hrs. Well, at least Steve and Roy from the Northants Area turn up! Another MUST show is the Aston Clinton show on Sunday 16th May. Last year the TSSC had the biggest single make stand at the show, with 17 Triumphs on display. I want to try for the 20 this year! So why not come along and join in. There is a huge variety of cars, bikes, trucks, tractors, coaches and most other things! A collection of traders, cars and others, and if last year is anything to go by, bouncy castle, quad bikes and various things for the kids too. If you need directions, just let me know. We will set off from Tesco's Ayrshire at 09.30 on the 16th and have a convoy across to Aston. Just let me know before, so I know if to wait or not!

Wednesday 19th May is the monthly meet at The Squirrel from 20.00 hrs on, unless it's a nice night, and we can enjoy it a bit longer!

Last year was busy, so I will see what everyone thinks if we want to do it again, I'll let you know asap.

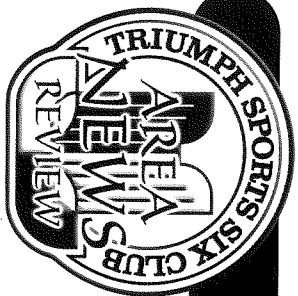
Hi all, if you are reading this I stand in on it in Italy on business. If he comes back with a Lambo the price he just paid for his lives will pale into insignificance.

Right, firstly you in house business. Andy Rayner are you out there ?? Yes, we need the human Holy Grail to surface and

CANTERBURY

tim@canterbury-triumps.com

Carl



CANTERBURY . . . CHESHIRE CORNWALL

● CANTERBURY Cont

make contact with someone so that we can unlock the Areas money and settle some debts. So, if you see Andy on you travels pass the message on or you read this Area, get in touch!

Next, a few things to occupy your excess hours not spent with you, beloveds, or even the missus. It has been noted that Canley Classics are sponsoring a race event at Lydden track on 3rd May and a few of us are considering going. It could be a good crack to see Triumphs race in earnest and it is right on our doorstep so not far to go. Times hopefully will be in the local rag. See you there. A sports day and picnic has been mentioned. We used to do these every year, not a lot of planning, just turn up with food, drink and a football or bat and away you go. You don't even have to work up a sweat. Tony, just watch everybody else do the work. Watch this space. Lastly, a treasure hunt is in the throes of organisation for later in the year, weather and interest permitting. As this featured heavily on everyone's suggestions last meet some positive feedback is anticipated.

What about Easter! Didn't we do well! Weatherwise at least. Those of us that went to Chatham dockyard were spoilt by the weather, especially after last year, and had an excellent day. Well worth the effort. Thanks to Tony I managed to go as I had left it too late to book. And I'm the events organiser, what chance have we got? It was sad to see Terry and Francis on the hard shoulder on the way there, glad to hear they got home ok. Hope the problem is not too serious.

Also Delling is on again. I have sent out all the entry forms to those whom I have met and wait them back by the June meet AT THE LATEST. I have some left so if any one is interested, let me know. I also have a list of all of the shows that I am aware of if you need one or know of any shows again. I'm your man. So let's hope the weather carries on like Easter's and enjoy your cars.

Dell

● CHESHIRE

cheshire@tssc.org.uk

At long last we managed to have the third Area Quiz, as we managed (just) enough people to make the event workable. Paul came first by a narrow margin and elected to take the chocolate prize. Perhaps my questions are not hard as Mike and Ray refused to let me see their answer paper, I assume for fear of being embarrassed (I'd

never do that). Quizzes are only held once in a blue moon, or perhaps less frequently than that, so I shall elect an unspectacular member to write the next one.

I have managed to get the Jones web site into the TSSC way of working, and now if you type www.tssc.org.uk/cheshire you get there instead of the convoluted address for the Ministry and get the report up to date, as I type it's February on there.

John presented me with some air filters which he'd bought for his Spitfire, but didn't fit. It appears they are GFE 1063 and should fit a 1500 Spitfire. So if one of our 1500 owners wants a pair of unused air filters, a modest contribution to club funds (and I think to John's funds) should secure them. And a neighbour has presented me with a Triumph 1300 workshop manual.

Not in what you would call mint condition, it seems to have been rather well in its past. But an interesting publication nonetheless. Mike Banks is planning away busily for the first run of the year, and will have the mileage close to 30 before long! This first run will take place at the **June meeting (Thursday 3 June)**. I hope to have the photo of the cars lined up at Alderley Edge (on the June run last year) printed in the next Courier to whet the appetite. Bernard has agreed in theory to publish said photo, which he noted was a 'little blurry'. This was due to the failing light, honestly.

I'm still looking for people to fill places at Totton, both in June and the second show which is **21 and 22 August**. Richard has admitted to taking an over-drive to bits, something I would never attempt due to the likelihood of it never going back together. And I hear Adrian has gone as far as getting a price for a respray from a man in Macclesfield.

We also discussed the supply of LRP, which has certainly gone from my local (Broken Cross) Shell station, but is still available from Sainsburys at Cheshire Royal. Our next meeting is on **Thursday the 6th of May** at the Cock and Pheasant. See you there.

Henry

● CORNWALL

Hi all, I would like to start this report by welcoming a new member, his name is Barney and he comes from Pendennis. Barney rang me looking for parts for his Spitfire which he had shunted into the back of a van causing a bit of front end damage, if the van didn't have such good brakes it wouldn't have happened, no consolation them van drivers. A B S isn't a lot of good if you've got a Triumph behind you mate. Anyway, one Sunday the weather was really nice so we decided to take some parts down to Pendennis in our TR6. After a chat and a cup of tea with Barney and his dad, we went to leave and would the TR start? No, it flatly refused, so anyway thanks for the push-start Barney. A few hundred yards down the road and the damn thing dies again, this time we had no choice but to call out the RAC, after about 40 mins he turns up and says "Turn the engine over", and it starts right away and hasn't missed a beat since. Old cars who would have enri! An event that has just

been passed on to me that looks good is the Padstow Vintage Rally. This is a day or a weekend event, camping is available free to those who enter. A bar and evening entertainment is laid on, this rally is on the 3rd and 4th of July, and entries need to be in by the 17th of May.

Last month's meeting we were joined by Duns friends Ed and Caroline from Anthony's, who have recently bought Anthony's Vitasse, hope to see you again soon.

Forthcoming Events:

May 3rd Old timers rally at Dairlyland

May 13th Club Meeting at Zelah

May 23rd Duncy Capri Club Classic Car Show at Flambarbs Theme Park, Helston.

May 30th Gloucester Rally

June 5th - 6th Gloucester Area

Camping weekend

June 6th Rover Enthusiasts classic car show at Mount Pleasant Farm, Zelah.

June 10th Club meeting at Zelah.

June 20th Helston Motor show.

June 25th - 27th Cornwall Camping

Weekend at Padstow.

July 3rd - 4th Padstow Vintage Rally.

July 8th Club meeting at Zelah.

July 9th - 11th Crash Box & Classic Car show at Powderham Castle, Kenton.

July 11th Wedderbridge Wheels.

July 16th - 18th Liskeard Steam & Vintage Rally at Bocomo Estate, Nr Lostwithlye.

August 1st Vintage Classic & American Car Event & Summer Fayre at Mount Edgemoor Country Park, Cremyll, Nr Plymouth.

August 12th Club Meeting at Zelah.

August 20th - 22nd West of England Steam Rally, Tivernhayle Farm, St Agnes.

We think that will keep us all busy for a time! We regret to say that next year we will no longer be the AO's for Cornwall. We would very much like someone to come forward and take over the position so that Cornwall will remain on the map. We took over as AO's over four years ago to fill a gap until a more permanent person was found. Unfortunately this was not the case. So if you can do the job, YOUR CAR CLUB NEEDS YOU.

See you all soon,
Les and Carol.

CORNWALL AREA CAMPING WEEKEND

June 25th - 27th

AT

THRETERN TOURING PARK PADSTOW CORNWALL PL28 8LE

COME AND JOIN THE FUN

PRICE: £7.00 PER NIGHT

PER UNIT =

ONE CAR + TENT WITH A MAXIMUM COMBINATION OF 2 ADULTS AND DOG.

CONTACT

Carl and Les Coventry

01726 824523

COTSWOLD . . . COVENTRY CUMBRIA . . . DERWENT VALLEY

● COTSWOLD

Now it's Summer, why not go to a TSSC club meet? Go on, you know you want to!!! The Cross Hands, near Old Sodbury, on the cross-roads A46 Stroud road (from Jct 18 M4) A432 to Yale, and B4040 to Castle Combe. Pub at right of traffic lights, at cross roads!! **1st Monday of every month!** It's the Avon Area meet, but it's on your doorstep, and all 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 - **4-6th June** (boc???) can be good, just the weekend before Avon area's Bread!

For what's happening, see Avon!

Cheers

Colt

tssc.coventry@hotmail.com

or nclark1955@aol.com

Cortley Moor Group formerly known as Filloogley Group.

Having tolerated the inadequate parking situation at the Weaver's Arms at Filloogley for over three years, we have decided to move to a more suitable hostel-ry! I have considered a number of potential venues and after consulting our Filloogley Group at last month's meeting, we have agreed to move to the Bull and Butcher at Cortley Moor. This is only about 2 miles from the Weaver's Arms. We will continue to meet on the **first Tuesday** at 7.30. I have obviously spoken with the publican (Anne Hucklewell) at the Bull and Butcher, who has promised to make us welcome. There is an over-spill car parking area to the far left of the pub which will be made available for us. The Bull and Butcher is a genuine country inn, with old world charm. It has retained original features including snug bar, beamed ceilings and open fires, offering a choice of real ales and traditional pub meals. Please make a special effort to attend the next meeting on **Tuesday 4th May**. I will ask John Muggleton at TSSC HQ to arrange for details on the Club website showing location to be revised.

Around a dozen Triumph cars (and a 1953 Austin Healey) from our Coventry groups, together with Chris Allen and Steve Clapport from the West Midlands Group travelled visited TSSC HQ in March. We travelled in a convoy through Brinklow, Lubham, and Husbands Bosworth to Lutphenham. There have been significant improvements to the facilities, and additional exhibits since my last visit. It proved an interesting and worthwhile outing, the first of 2004. Our thanks to Bill Sunderland and staff for their hospitality. See Nigel's note below for details of local Triumph and MG get together at Church Lawford in mid-May.

The next major event is the Triumph Marquee Day at Gaydon, on **Sunday 30th May**. This is a superb venue, featuring all Standard Triumph models, supported with plenty of autogunns, and trade stands. The Gaydon Heritage Centre

Museum is well worth a visit. We can arrange to join up with our Church Lawford Group and travel in convoy at next meeting, I look forward to seeing you soon. Regards,

Kevin

Church Lawford Group

Our highlight last month was the Saturday morning run to TSSC headquarters on 27th March, with members and cars from Filloogley and Church Lawford. We had a convoy of around 6 Triumphs plus Mike Rowell's Austin Healey, driving through the Warwickshire/Leicestershire countryside, with no rain. NOT bad for March! After causing a minor traffic jam in Lubham as we all turned into the HQ car park, we were all made very welcome. A big thank you from all of us to the HQ staff who showed us around, provided hot drinks and snacks, carried out insurance valuations and just talked Triumph. If any other Area Groups are considering a visit to HQ, we can certainly recommend it.

At our April meeting at the Old Smiddy (which will already have happened by the time this appears in print), I hope that we can decide on numbers to attend the Birdingbury County Festival on **10-11 July** as we have to officially enter our cars by **May 15th**. Many thanks to Dave Williams for obtaining the entry forms, which I will hand out at our meeting.

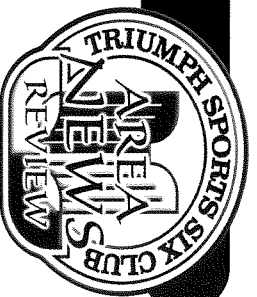
Finally, a couple of dates for May. On the **16th May**, we will be joined by the MG Owners Club for our regular monthly meeting at the Old Smiddy. Please do try and come along, in a Triumph if possible, and we can show those MG's some proper cars. Then on **Sunday 30th May**, we will have a convoy with the Filloogley group, driving down the Fosse Way to Gaydon for the Triumph Marquee Day. The new season is really getting going!

Regards,

Nigel

● CUMBRIA

First of all apologies for the lack of news for April but I fell foul of the IT gremlins again. We had problems with our ISP line at the time and I also lost the original file in trying to get it sorted. You did not miss much - February was a fairly quiet session with the usual culprits, sorry I mean members, enjoying the crack on a pleasant Sunday afternoon. Fast forward to this month: spring has nearly sprung, the clocks have gone forward and the lambs are bounding around the fields. Just the right time of the year for a mystery tour in the west. Cumbria! I was unable to attend the March meeting (visiting 92 year young mum in hospital) but I got the "sp" from John A. Four club cars: Herald + John and Marie, Hurricane + Shirley and John and three Spitfires: Helen and Roger, Jan and Alan. Rose + a eurobox (Steve and partner) rolled into the Troutbeck car park. An early arrival was Rose (or is it Ruth?) Vernon an "emerging" member from north of the border (Rockcliffe west of Dunfriess) in her orange 1500 Spitfire. After a swift lunch Armstrongs Mystery tours lead the convoy for 35 miles around the back lanes and by-ways of Cumbria in-



ishing at Wetherbys Pottery for afternoon tea and a look at one of Fred Dinahs steam engines. Sounds like a good time was had by all. Thanks to John for sorting this out for us. The next Mystery Tour is planned in for **June** meeting (27th).

A special welcome to Rose. It's always good to see a new member. I hope you enjoyed yourself and will join us again when you can. Rose runs a tea/coffee shop so it sounds like an excursion north of the border will soon appear in our programme - we will go anywhere for a decent cup of tea and sticky bun - even Scotland!! I have now received the revised Events Manual and Cumbria Area members listing from HQ. The manual is nearly fifty pages in all with lots of good advice and guidance on how to stay legal and safe. I will bring it along to meetings in future so others can browse and we can check our arrangements for runs and show attendance etc.

Our area members print out has 81 members listed for Cumbria and north west Lancashire. Checking back over the last three - four years we have had up to twenty members + partners actively involved in Area meetings and/or events albeit we are usually down around the ten mark at the most for regular monthly/show attendance. So over 60 members are missing out on all the fun. Presumably they must get what they want out of Club membership without joining our happy throng. Is it worth £15 in postage for a mail shot to encourage passive members to "cut" with the rest of us? Something to discuss at future meetings.

Event calendar: April's meeting on the 25th will probably have reverted back to lunch and a natter at the Troutbeck as Jan and Alan are busy with work and home matters hence no Tulip Rally as originally planned. The Club Stand entry is in for the Hethersgill Rally on **2nd May**. I have entry details for the Mayport Rotary Club Rally on **16th May**. I know Ray K is coming up for that weekend. Show/weekend entry forms are arriving thick and fast now so I will be checking next few weeks. Our next meeting is **May 30th** at the Troutbeck albeit this is a Bank Holiday weekend. The Kingmoor Park truck and car show at Carlisle is on the **6th June** so we could attend this in lieu of a May meeting. To be confirmed at our April meeting. That's all folks.

Cheers,

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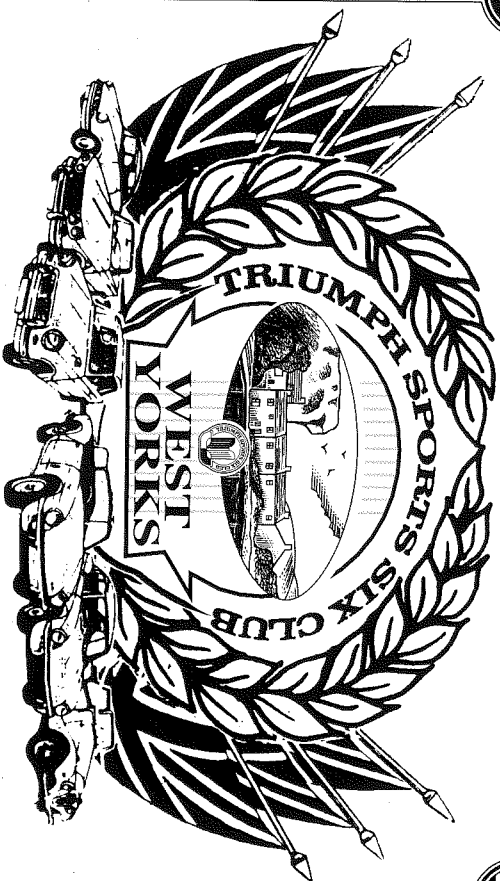
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14th WEST YORKS DALES RUN, CAMPING WEEKEND & BBQ 11th, 12th & 13th June 2004.

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 Sunnypark Road, Batley, W. Yorks. WF17 0LJ, with remittance made out to R. Waddington, not TSSC
Queries to: rpy@batley81.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:

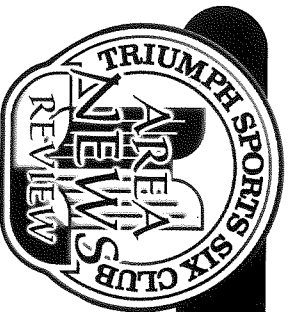
Car Registration Number

PLEASE RETURN TO:

MR D. HEATHCOTE, 14 PAXTON ROAD, TAPTON,
CHESTERFIELD. S41 0TN

Cheques payable to Derwent Valley Area TSSC

Queries: 01773 531580 Colin. 01246 278149 Don. 0115 9217616 Kirsty.



DERWENT VALLEY . . . DEVON DORSET . . . FOREST OF DEAN

DERWENT VALLEY Cont'd

actually mine is still an incomplete restoration project. I am looking forward to taking part in all the local and some national events, including the Peak Run and Norfolk's MOT.

Talking of the Peak Run, time is running out for you to pre-book for this year's run. Register before the **18th June** and you will get a commemorative certificate and save £2 as well. This year's run takes in some of the most spectacular scenery the Derbyshire Peak District has to offer — it's on **26th & 27 June** - don't miss it.

The 26th March was our annual ten pin bowling night with Richard W and me looking like professionals with our own balls and shoes then bowling like complete idiots (well someone has to). No, seriously a great time was had by all and there was some excellent bowling with Kristy achieving her personal best.

Go Girl!

The monthly meet at the Sitwell Arms was again packed out with more first-timers (Tony, Owen and Brian) and we also had the pleasure of two original Derwent Valley members who had returned to see what we were up to. In fact due to the great monthly attendance we are having to consider a new venue for our monthly get togethers as we need more space. It's great to have challenges like these ... Just keep coming, the more the merrier.

DI was on great form and had us smiling all night but I have promised not to write anything about her exploits this month. Amy and Nigel could not control their giggles when a documentary on men's 'dangly bits' came on the TV (Complete with subtitles).

Brian (Black Vitesse) had been working hard further customising his Vitesse by installing an even bigger engine with fuel injection and a super lightweight starter motor. I can't wait to see it go and hopefully the exhaust will stay on. Angie where's me wellies?

Stu was desperate to get his own back following last month's quote. In The Courter but he was not allowed to forget it just yet. He also told us that he sold his Purple Spit, paused, then confessed to going out and buying another (for some reason my spell checker keeps telling me that Stu should be spelt stud - must be a virus!).

There were loads of Easter eggs, even the quiz was all about chocolate. It just shows what makes us Derwent Valley folk tick (Triumph Cars and Chocolate) as this must have been one of the highest scoring quizzes ever. The winners were a gang of relative newcomers Sarah (who had left her Husband at home in bed

poorly), Tony, Jeff, Tony (Gertie) and Mike with 34 out of 37. Bet you can't guess what the prize was ... Yep that's right a big tin of choc.

The 100% Easter egg raffle had a ringer in the form of a big fat yellow Easter chick. Janine's ticket was drawn first and everyone insisted that I took it home for her ... well she thinks I'm great. Things began to get a little hot under the collar as it appeared that my family were winning all the prizes just as cream eggs started to fly around the room. Whatever you do don't put one in your trouser pocket - trust me, don't do it.

Dates for your diary:

Tuesday 4 May - Monthly meet at the Sitwell Arms @ 8pm (Venue may change. Check the website or phone me a day or so before on 01773 531580).

Sunday 16 May - Picnic in the Park mini run. Meet at Ripley market place just after 1pm. Bring your own food and drink and be prepared to have fun. Classic cars more fun but members modern cars welcome. Entry £2 per car.

Tuesday 1 June - Earlier start @ 7pm for a mini run. Meet in the Horsley Lodge Golf Course top car park.

Colin

DEVON

//www.northcofts.clara.net/tsscdevon
tsscdevon@northcofts.clara.net

Looks like summer is well on its way (it's Easter weekend as we're writing this and quite warm outside as long as the wind stays light). Both our cars are still doing well with nothing much to report - changed a couple of leaking core plugs on the Herald engine a couple of weekends ago, but that all went pretty smoothly apart from one of the plugs being rather unwilling to barge out of the block it had been in for thirty-four years. Our next project is to replace the diff in the Herald, which has been worn and noisy since we've had the car (four years and 70,000 miles ago), and is now really in need of some work before it breaks. While we're at it we'll probably replace the rather tired rear spring with a spring-riding set-up. The Spitfire could do with its front suspension bushes changing (it's only done 20,000 miles since it was rebuilt, so it seems that the new bushes we used were of poor quality - I might use polyurethane next time), but as I only cover a low mileage these days that can wait until the Herald back end is sorted.

Sorry for walling on about our cars, but there isn't much new to write about this month. Last month's Wednesday meeting was rather empty (just two of us Triumph fans there, and a few of the historic rally boys), but still a good excuse to get the Spitfire out and give it a blast across the moors. The Sunday meeting was again very well attended, with five teams doing our treasure hunt from Buckfast Abbey and even more people joining us at the Pinecove for lunch. The treasure hunt was won by Sue and John in their 1360 Convertible, which seemed a just result after the trouble they had with a leaky carburettor during the morning. They took home the bottle of Buckfast Tonic Wine -

hope you didn't drink it all at once!

The next few **Sunday** meetings are as follows: **May 2nd** at the Kings Arms, Stockland and **June 6th** at the Nutwell, Lymington. The **July 4th** meeting will possibly include a boat trip from Topham - more details next month.

Of course there are also the Wednesday evening meetings from around 8pm on the third Wednesday of each month in the Cowick Barton Inn, Exeter, which we share with the Historic Rally Car Register.

This month is the last chance to enter the Powderhorn show on **July 10th and 11th**. If you want to bring your car, tickets are £3 per car (covers two people for both days) and £5 per tent if you want to camp overnight. We need to have your entries before **May 25th** please to make sure we stay within the strict deadline set by the Crash Box Club who organise the show. If you want to go, please contact us as soon as possible (01822 890635 after 7pm).

One last thing - we've been contacted by a couple of members looking for unusual frames, so if you have a Mk1 Spitfire hood frame or a pair of Bond G145 seats going spare please let us know and we'll put you in touch.

Let's hope it's a good summer, bye for now,

Rob and Helen

DORSET

e-mail: dorset@tssc.org.uk

The Yeovil Festival of Transport is dead - long live the Yeovil Festival. There have been rumours as to whether the festival would go ahead this year, and it now appears that it will, albeit with a new name. It retains its mid-August slot of **14th and 15th**. The format for the vehicle class appears unchanged. If there are enough people interested, I will arrange a club entry (perhaps a combined stand with Somerset area?).

I'm not familiar with the cost of club stands, but individual entry is £5 for both days, with all profits going to charity. **June 26/27** is the date for the Wincanton Classic Car Show, at the Wincanton sports ground. I've not been to this one, but I thought I might give it a go this year.

I would hope that by now all those cars that hibernated over the winter have been woken from their slumbers and have been enjoying the Spring sunshine and why not bring them along to the next meeting?

Sue

FOREST OF DEAN

Spring has sprung, the grass has ris,

I wonder where the Spitfires is? Yeah, odd really we have more Heralds (including my two wrecks) than you can shake a stick at. Vitesse, G16s, 2000s and a TR3A but no Spitfires at the meet. I know you're out there so come on in, the water's lovely. Good March meeting with a new member, along to try us out. Welcome to Mike Phillips whose wife had given him club membership for a Christmas present. What a wise and wonderful lady she must be! As promised and

GATWICK . . . GLOUCESTER HANTS & BERKS

GATWICK

as a result of the very productive March meeting we now have some diary dates for this year, so read on: **30th May** Gaydon **5th-6th June** Glos. Camping **Weekend 11th, 12th and 13th** Bream Beach Party **19th June** I have organised a Treasure Hunt to Start and Finish at my local, The Yew Tree Pub, Preston-on-Wye, Herefordshire (about 30 mins from Ross) and taking between 1 1/2 to 2 hours to complete with a BBQ afterwards. Real Ale straight out of the wood, no faffing about with beer pumps here. Some free camping available at the pub on a first come first serve basis. There is another 'proper' campsite at the end of the village for those wishing for luxuries (ie a Portalo, (look we're a bit rural OK?), it is all in a good cause (Village Hall Restoration) and Mike Brassett the pub landlord has agreed to donate all food for the BBQ at cost so all profits will go to Area funds. As these currently consist of 5 first class stamps the boost will be very welcome! Mike is infamous for his camper's breakfasts so you have been warned, in fact I can feel my arteries hardening at the thought! Lovely! We/Dean TRs have already confirmed their attendance so there will be a nice variety of cars. Anyway please contact me for details and let's get you Herefordshire members out. **3rd July** 'Classics at the Hall' Kingscot, Glos organised by Glaxon TRs. If you've never been it's an excellent treat. **14th and 15th August** Great Gloucester Heritage Weekend **22nd**

August TSSC racing at Pembrey South Wales. I think that this is as near as the some of us are going to see the effort. Some of us are going the day before and camping. **4th September** our very own Mid Wales run which will be a full day over Carnian Mountains via the Elen Valley and then back over a bit further South. To be confirmed: **23rd May** proposed HQ visit if enough numbers. Camping and then return on Sunday. Also in the To be Confirmed Section, The Forest of Dean Historic Vehicle Club are looking for re-venue and have invited us to a skittles re-match at their new venue 'The Royal Oak Whitecroft'. No date yet but it will be the **first Tuesday** of the month which is when they meet.

Anyway, I've now got another Q/D gearbox for the ex-African Rhodessa 2000 saloon which is the correct A-type so I will be needing longer U-bolts and yet another speedo cable and angle drive. Angle drive seems difficult to come by so any offers anyone! Anyone at all? With the spare gearbox came a loose J-type Q/D which is what I have on the car at present and gives me another option. The problem is that J-type on the car pumps itself up and then stays engaged no matter what you do but also slips and judders. When I dropped the sump, out came all these little bits of chrome that should be coating the piston. Oh yes, and while the car has been stood, the clutch hydraulics have failed! Still it's only a hobby, or so I keep telling myself. I might even be getting to the meetings in a Triumph again instead of the Saab! I know they used Triumph slant fours for some time so it's a Triumph special! If any one asks. See you all in May.

Regards,

Clive

GLOUCESTER

www.tssc.org.uk/glooucester

Lynn and David

The area meeting saw a large group of us retire to the back room leaving the main bar to the revelers singing the night away in anticipation of grand winnings at the Cheltenham festival. Paul and Claire were pleased to have a new MOT on their G16 and Dave was busy selling of various boxes of Triumph paraphernalia and parts which seemed to be going very well (have you said it all yet Dave)! Sunday 28th was the spring restoration show and I had a run up with Paul. I will mention that Lin had gone to London and I had spent Saturday working on the rear tub of my 1360, being extremely busy is the only excuse that I have for needing a call from Paul fifteen minutes after the time we had agreed to set off. I thought that I had plenty of time and would have had it I'd remembered to bring the clocks forward at bedtime. Apologies to Paul, he only mentioned it once or twice throughout the day. Needless to say the show provided us with plenty of goodies as usual. Steve holder our friendly neighbourhood welder fabricator and mechanical fixer was racing at Prescott Hill and had a couple of very enjoyable runs on both Saturday and Sunday. It's always a nice afternoon at Prescott and the setting alone is worth while going not to mention the cars. Good Friday was the big day for Ian and myself to do the Land's end trial in Ian's Vitesse. Mike Crewes and Jason Hawkins took part too. In Mike's 2.5 pi Saloon not to mention five hundred and fifty other people, keep your eye on The Courter for a full article on this one.

As I write this I am already a day late for copy, and so I hope that Bernard will include it but won't push my luck and wait until after tomorrow's Festival of Transport at Coleford. I will tell you about that next time.



time. Please keep your eye on the events list and we look forward to seeing you out and about very soon.

EVENTS.

Saturday and Sunday 8th & 9th May SEM, Leatherhead, Surrey.
Monday 17th May. Area meeting @ the Kings Head, Norton.

Sunday 30th May. The Triumph marquee day @ Gaydon, Warks.
Sunday 30th May. Ragley Hall classic car & transport show, Alcester, Warks. 01922 643385 for details.

Friday, Sunday 4th-6th June. The Gloucester area camping weekend. Details being finalised, watch this space.

HANTS & BERKS

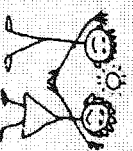
www.tssc.org.uk/hantsandberks
e-mail: hantsandberks@tssc.org.uk

I'm not sure if you'll be reading this before the Isle of Wight weekend but if you are, get packing! If you're not then you missed a great weekend! Last year I came over all keen and booked early, when we got there I realised I had ticket number 1. This year I left it late (well I thought it was late) and when talking to a mate who had ticket number 37, I took a look at mine, you guessed it - ticket number 1 again, I think a precedent has been set. Anyway, enough of the Isle of Wight suffice to say it's good and you should go there.

The Area meeting is back at the Crooked Billet in Hook now it's been refurbished and extended. They are doing more food trade now and the place is busy but not overly. Nice to see some new faces turning up again, we must be doing something right. Apologies for anyone who got the wrong pub - I didn't realise the meeting place was also listed in The Courter. Area register - whoops, hope I'm forgiven Fred. So, if I've spawned a splinter group can I ask that they come back to The Crooked Billet, please? Thanks to Chris for some excellent raffle prizes, very aromatic. If anyone has anything suitable for a raffle prize, bring it along - in fact even the unsuitable will do, anything to help raise a few quid for the Area funds. Nice to see the club cars emerging after extensive works - a G16 does look nice in yellow, well done. I was feeling rather ashamed not having a Triumph in the car park. I made the mistake of running the wife's Herald in a rather dirty condition the last time I went out. You see she didn't really appreciate that I'd done a 200 mile round trip, fitted new shocks and an overdrive gearbox and come back on the M40 with it a little dirty. Bless her, all she saw was a dirty car which she then washed, polished and

CLASSIC CAR AND MOTORCYCLE SHOW

Incorporating
The 7th MILE OF TRIUMPHS
Supporting
East Anglia's Children's Hospices



24th – 26th September 2004 at Broad Farm Caravan
Park, Fleggburgh - on A1064 Acle to Great Yarmouth Road
Friday 24th - Meet in the Club House for an informal get-together and disco

Saturday 25th - Classic Car and Motorcycle Show from 10 a.m.
Vote for your favourite car and motorcycle. Sideshows. Lots of trophies to be won.
Display ring with Martial Arts and Dog training displays etc.

Evening - Disco, Restaurant & Bar, Teddy Bear Auction, Grand Raffle, Fancy
Dress is encouraged (prizes to be won)

Sunday 26th - THE MILE OF TRIUMPHS

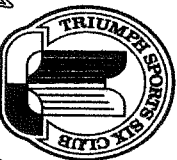
Police escorted convoy to Great Yarmouth to measure the MILE. Followed by a
convoy through scenic countryside (arrive at Broad Farm by 9.00 am.)
Followed by Auto Funkhana – at 1.30 p.m. approx

Caravans and Camping available

Participants: pre booked - £4 per person per day or weekend (up to 2 per car)
on the gate - £5 per person per day or weekend (up to 2 per car)

Additional passengers and spectators - £1.50 per person
Under 16's free

For Further Details - Call Joe on 01493 728764
email: joe@norfolk-tssc.co.uk
website: www.norfolk-tssc.co.uk



Norfolk Area's

CLASSIC CAR AND MOTORCYCLE SHOW

Incorporating
The 7th MILE OF TRIUMPHS
Supporting
East Anglia's Children's Hospices

Advance Booking Form - 24th – 26th September 2004
Broad Farm Caravan Park, Fleggburgh, Nr Great Yarmouth
On the A1064 Acle to Great Yarmouth Road

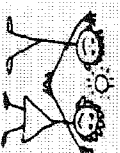
Name
Address.....
Postcode Tel No.
Club
Vehicle Make/Model Reg. No.
Year of Registration

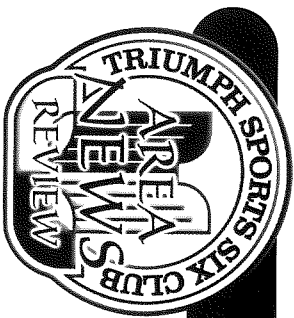


Entry to Event :

	Number	Cost (Per weekend)	Subtotal
Adults (up to 2 per car)		£4 per person	
Additional passengers		£1.50 per person	
Under 16s		FREE	
CAMPING – special rates for bookings made through Norfolk TSSC (includes facilities, disco, etc)			
Friday & Saturday nights	@ £5 per night (per tent or touring caravan)	
Mugs - please indicate number required	@ £3 per mug	
TOTAL			

Commemorative mugs available for sale over the weekend
Please return completed booking form with cheque to:
Joe Craske, 16 Hail Road, Caister on Sea, Great Yarmouth, NR30 5NZ
Telephone : 01493 728764
Cheques to be made payable to: "TSSC MOT Event"





HANTS & BERKS . . . HERTS & BEDS ISLE OF WIGHT . . . MID KENT . . . WEST KENT

● HANTS & BERKS cont

put away - there was no way I was going to be allowed to take it out in a hail storm <sign> I really must get my Vitesse put back together and get over my fear of bodywork. To be fair Claude has suggested that I bite the bullet, accept that I am not an ace panel beater and pay someone to help me make progress on the Vitesse. I'm undecided.

Coming up this month is S.E.M. - the South of England Meet down at Leatherhead Leisure centre on the **8th and 9th May**. This is a great show for us Southerners and has a nice, friendly atmosphere and enough traders and auto-junblers to make it interesting but not daunting. Hants & Berks will have a small autojumble stand there as we did last year. If you're in the Area and want to offload a few spares have a word with Keith who has agreed to organise it. Basically tell us how much you want for it and we'll stick it on the stall and try and flog it. All you have to do is take a turn minding the stall while the other sellers have a wander around. It's handy doing it this way so no-one is stranded at the stall all day. Right, I'm off to try and sort out the winter's purchases into three piles - keep it, sell it and what the hell did I buy this for? Don't forget to check the Yahoo! Group - <http://autos.groups.yahoo.com/group/hantsberks/> - for details of Sunday lunches, local shows etc. Feel free to contribute too.

Jason

● HERTS & BEDS

I start this month's report on a sad note. Robert Lipard who was restoring a Triumph Stag, died in a motor bike accident, on the 30th of March. I'm sure the whole area send their condolences to the family. On a happier note Sam and Katie have a baby girl on the 4th of April. Her name is Jasmine (that's colour code 34 isn't it Sam!). I did hear at the time of the birth Sam did try to slow it down a bit, because Sam was in the middle of selling a car, you can tell he's a true salesman eh Sam. There was a meeting with Duxford to sort out where the show would be this year, they've changed it to the other end of Duxford, which will give us a lot more room and we'll have our own gate to enter by, but you will need your're Club Membership Card to get your discount entry. Phil has now finished the website so if you can bring in details and photographs of your cars and shows you have been to it will be a great help. Robert has brought a new Triumph Herald 948 Saloon, that's in very good condition, will have to have a

better look in the daylight. If you haven't been to any of our meetings before then why not pop along, we're a friendly bunch, it doesn't matter if you're in a Club car, even better bring a friend too. Now the lighter evening are here there should be a lot more Triumphs in the car park. See you all **Monday MAY the 24th**. The old Ball Inn, Whitwell. Cheers,

Les

● ISLE OF WIGHT

e-mail: isleofwight@tisc.co.uk
www.triumph-ivw.co.uk

Hi everyone. Well first of all I would like to take this opportunity to thank all who attended and assisted with our 15th IOW Camping Weekend which will have already happened by the time you read this! I hope you enjoyed yourselves and had a great time on the island, all being well I will be adding photos to our website shortly of the event.

In the meantime as an update of what is happening locally for those of you with out internet access...

16th May - Vectis Historic Vehicle Club are holding an afternoon tea run meeting at Coppins Bridge at 2pm for 2.30pm start. We hope to have a few Triumphs in attendance, please feel free to join in.

17th May - Triumph Club meeting starts around 8pm. As our usual venue (Woodman Arms, Wootton) has been undergoing renovation works since our last meeting due to water damage, so we may be at an alternative venue for this month which will be The Hare and Hounds, Arretton, so if the pub is still closed you know where we will be!

A little further ahead we have in **June (4th-6th)** The Old Gaffers Festival, Yarmouth and in July **(24th-25th)** The Agricultural Show if you wish to attend either please let me know asap as we have to apply for passes soon.

The Jaguar Club on the **13th June** are holding a classic car show at Osborne House which will cost £3 to take part if you are interested in joining them in your class tel (01983) 735617 for a booking form and more information.

Soon we will be reintroducing our pizza and gambling nights as the evenings are getting lighter. If you have never been along before I can say on behalf of every-one who has joined us in the past, the pizzas are excellent (see www.triampas.co.uk for more info, and after we have eaten we drive down to Shanklin Seaford for some gambling, bowling, crazygolf or even a stroll along the seaford - what ever takes your fancy!

Hope to see you all soon!

● MID KENT

Angela

Hi all and happy May. Chicky, I can't believe it's May already ... Where's this year going so fast!! It was a close call this month with the newsletter, luckily Easter was there to give me an extended deadline ... phew! It's been a busy month and getting busier as the club events pick up and the weather gets better. We had a

LANCASHIRE . . . LEICESTER & RUTLAND LONDON SOUTH EAST

Well, what a meeting last month! Must have been about 20 of us. No doubt Harry has welcomed all the new faces, but to keep up West Kent's connections with ALL Triumph models, a few words must be said to welcome Anne and her Vincent Hurricane, 491 AED. It was not the nicest of evenings for our meet, but Anne came in the Vincent, hood down and flying helmet on. Nice one Anne. When we get the lighter evenings it will be good to look at the detail of this fibre-glass kit. If Asea members want to read up more details, go to Courier issue 221, November 1998, page 8. (Thanks Specials secretary Trevor for that info!!). Anne's must be the longest owned car in the area - 31 years since 1973. It is by sheer chance that the same edition, page 9, carries a large ad for Classic Sportscar Services of Sevenoaks - long since gone, believed dead. If you read the April 2004 copy of Classics, (page 7) you will have seen a mention of Classic Cars of Kent, based just off Tonbridge High Street. I went down to have a chat and they have some useful equipment there, including a rolling road, and can check carburation and ignition at speed, and body shop and spray booth where they prefer 2-pack. The only fly in their ointment is that they are MGOC recommended. I suppose they can't win them all. This is not a recommendation, by the way, as I've not tried them out yet - but they did seem competent. (How does 170 BHP from a 1300 A-series engine in a racing Spridget grab you?). Finally, where are some of our 'lost' members? Mike - get the Vitesse out in the other months, 'tether' Mike and his Spit. Sam - have you bought yourself a Vitesse yet? And Angela and Nick - I am reliably informed that you can get a car-rocket in the back of a GT6. When can we see the newest member of the Area? Best wishes to all of you. Hope to see you soon.

Del.

I received an e-mail from Ian Burton who has an interesting car, Spit body on GT6 chassis with 2.5 TR6 engine, he was seeking recommendations for rolling road tuning. I suggested derelict Dale Motorsport at St Leonards on Sea who did a fantastic job on my Spitfire (I strongly recommend you do not have a tune-up from the back of a van!). Frank kindly sorted most of Ian's problems out. A number of you are going to Boughton Monchelsea, where we will be having a club stand, report to follow next month. Finally Congratulations to Sam and Katie Sharrock from the Herts and Beds area on the birth of their daughter, Jasmine. Hope you are all well, see you soon.

Carol

● WEST KENT

Westkent@tisc.org.uk

April's meeting was yet again very well attended despite the torrential rain. Welcome to new members Jacqui, Anne, Duncan, Sean, Ian and John. Conversation as usual was varied and interesting. Keith suggested a convoy to a Vineyard near Ashford one evening perhaps, probably in **September**. A provisional date of **Sunday 16th May** was decided on for the amount of interest so please let Kim or me know by the **May** meet. Quiz night 2 all being well will take place during the **July** meet. The bad news is the White Hart have decided to hold Spanish language lessons every Tuesday in the loft room and therefore we may have outgrown our venue. Can anyone suggest an alternative venue locally? Now for a welcome contribution from Del.

Well done and hope all the Easter egg raffie winners get fat on the chunks of chocolate heaven, all except David Ivans who probably wore the calories off coming back to the pub for his poor forgotten egg that somebody had kindly picked up and taken to his house for him!! Still, he runs his Spit on gas so the fuel won't have cost too much!

This month saw our first meeting of the year in a marquee, thanks to Mike and Doreen at the Plough for our grand surroundings and the trick heating that made sure everybody was lovely and warm on an 'outdoor' meeting! The Plough can be contacted on 01772 690233 for directions if you have never tried to find our little hideaway before!

COMING SOON

May meeting - beetle drive with a twist. Dancing in an old WW2

Sunday 9th May - Thunder-sprint at Northwich in Cheshire. See loonies describe the town centre in the name of motorsport. Good fun day out.

Sunday 2nd May - Paul and Georgie's drive out. Somebody take a map please! Could and will go anywhere!

Saturday 22nd May - Dave Ivans BBQ, Mad cap sports in the garden. BYO food and drink and a big grin. Always good fun. Give Dave a quick ring before setting off just in case its pouring down in Blackpool. That's about it for things coming up, any suggestions or folks willing to put an unusual event on please collar Pam or Mark at any meeting.

AND FINALLY
Any ideas for Stafford fancy dress? Woodvale tickets dirt cheap again! Must be ordered before **May 25th**. See Pam or Mark.

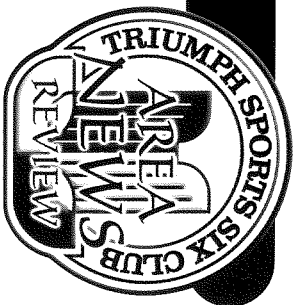
Hub pulper missing. Believed to have two accomplices, namely a door skinning tool and a coil spring compressor. Not wanted but we'd like to know who's got them at the mo so that other people can be pointed in your direction if they need them. Ta ra.

Mark and Graham

● LEICESTER & RUTLAND

Missed you all yet again this month as my work took me south to Newquay. Graham gave out the few notices I had and he tells me that we managed to get our meeting room yet again but minus the bright lights. Ok, back to lamps and candles, although with lighter evenings around the corner they might not be needed. Good attendance so he says, lively debates, much laughter and plenty of talk about Triumphs. That's what Area meetings are all about. Still, soon be May and hopefully, warmer, drier times when we can spill out onto the large carpark and admire the members' cars. Fords, Vauxhalls, VWs etc. etc.

Sport car racing was on Saturday March 13th. Several hardened racers were unable to attend as usual but sixteen members battled it out for the winners' rosette. With no Dave Austin or Mike Harding I really fancied my chances yet again but it was not to be. Andrew Muschall was best male and Anne Dodge best lady. The main theme of the evening was racing in



pairs, the best with the not so best and the winners of that were Liz and Alex. All cars survived the numerous crashes, more like doglegs than snot car, so the Quorn Slot Car Club have said we can come again in the Autumn.

Treasure Hunt took place on Sunday 25 April, so report next month (that's assuming I am not lost in darkest west Leicestershire, looking for those that set off, with spirits high and clipboard in hand). Our own, much sought-after, Area newsletter is bi-monthly, so hope to have the latest addition available for the May meeting. Peter Jarvis has at last sold his Bond GT45, to another member within the area, Peter Udell, who tells us that he has big ideas on doing it up to his high standards. Out go the tatty dashboard and roof linings then Peter!! Roll on May and events to go to.

Dave

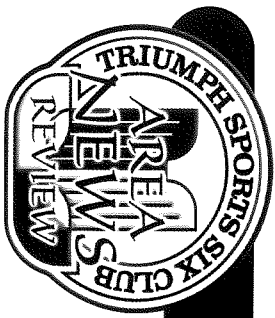
● LONDON SOUTH EAST

Thanks to Rob for reading my A.O.S report and knowing that from that I needed a differential for my Mk1 Vitesse, he told me that he had one from a 1600 Vitesse that he was turning into a Mk1 2 litre. When I went to pick up the differential, he showed me his project and it brought back lots of memories. Rusty chassis - he needs one. Rear bulkhead with just a few holes too many. The front tub looked very good though.

I always get a few visitors a month. It's funny, I live in a long, straight road, the last number is 609. We live about half-way along it. A man who owned an MG had walked up and down my road trying to find me - he just wanted to know where all the Triumphs go (I have a back entrance so no front driveway). He walked up and down and just knocked on doors until he found me but he told me that he found 26 old classic car owners in one road and 8 of them are Triumphs!

Just goes to show ...

Only one call for help this month and that was to a local Triumph Herald 1200. "Where do we get a new engine?" The car was spotless, not a thing out of place, everything polished - even underneath was clean. It was in concours condition except for the engine. When I heard it running I told Jill to turn it off quick as it sounded worn out and she thought it was. "We have had Lily for 21 years, she is used everywhere for only short runs to the station". I asked how many miles she had done and was told about 140K. We changed the oil every 3 months she told me and she has done very well. I told her to take her to a garage or I'd show her how. We said she knew how. All of Lily's nuts and bolts were greased and came off



LONDON SOUTH EAST . . . MANCHESTER NEWBURY

LONDON SOUTH EAST CONTD

with ease. Jill had decided to send the engine off complete, so a box was made and off it went. I got a phone call approx 3 weeks later saying the new engine would not fit. Jill was right, it would not fit. It was starting me in the face but I couldn't see it - they had fitted a Dolomite sump. So the engine came out, it was put back in the box and off it went again.

Must keep the warranty up. I hope to see more of you at Leatherhead on the 8th and 9th May. I've still got one and a half Spitfires to get rid of. Then it's 15th and 16th at Beaulieu Spring Autoluncheon. The Effred Pagano of Motoring - more Autoluncheon.

The Club night was so well attended at Sevenoaks with new faces. Ann came topless in her Vincent Hurricane and John and wife with their Herald. Thanks to Ian Calum and JJ Duncan - hope to see you again soon. That's all. I hope to see you in Leatherhead.

John

MANCHESTER

www.tssc.org.uk/manchester

March was a really busy month for me it started with Birthday celebrations starting at the Tuesday meeting and beyond. After celebrating with the Manchester members (thanks again) I had loads of other surprises in store starting Sunday my beloved team beat the reds 4-1. I then spent Wednesday on a tour of Man city's museum and new ground (Mecca) and to top it all our Spitfire Mille got herself a part in Coronation Street so Frank and I enjoyed Thursday out with the stars. I am not all that impressed with the mechanics in Corrie though, Tyne had never heard of a Triumph Spitfire and Kevin Webster well he was more realistic at least he walked around the car kicking the tyres as a mechanic would do in real life. Celebrations came to an end with a small Do on Saturday. I would like to thank every one that helped to make my Birthday a special and memorable occasion.

Rope & Anchor Pub our usual meeting hostelry, where Janice the new Landlady relieved upstairs for the Triumph club and Spitfire ale was flowing at the bar we were made more than welcome and we would like to say a big thanks not just to all those who organised this event but to all our members who took part.

There was one small blip on the day, poor old Rachael who had been running around looking for clues decided to put a dent into her Mum's car door with her head. Still with Pauline performing first aid, and a quick visit to the hospital to be glued back together, again Rachael spent the rest of the day in bed being spoilt rotten. Still we are glad you are all right now.

I must inform you that Pauline's Stag has gone through a sex change it was fondly christened Stiffy the Stag by the Manchester Area. Like I said before Manchester Area don't do posts, but Hugh has re named her Jordan due to the amount of silicone he has had to inject into her to stop the leaks (well he had to get the breast of the problem didn't he?)

Continuing Story of Rosie and Les: The story of Rosie the Vitesse and Les her faithful gaffer and friend is finally coming to the end. I've just got to finish her nips and touch her up he said (the really is quite fond of her) and then she will be ready for her first weekend away with me. Les took her out to our local meetinghouse on the day of the treasure hunt. She took her place on the car park looking every bit a car that had had a good seeing to and she sounded great. She will do you proud. Meanwhile Colin has been hard at it on Pat's American Spit he has spent months in all sorts of positions, lying on the floor, spread across her chassis, rolling around the garage floor even dressing up for her in all sorts of imaginable gear (goggles, helmet, overalls and gloves) just so he can strip her down and put her back together again. He is bringing her round over the Easter so I will be able to report in more depth in the next issue of the area news.

Our area meeting was well attended again with 25 members present. A warm welcome to Mark who has moved down from Yorkshire with his MkII Vitesse and already has got into the swing of volunteering his services for Stafford, thanks Mark.

Congratulations to Pauline for reaching her half-century and thanks for the Champagne and buffet it was great these birthday bashes certainly give us a good excuse for a party. Who's next?

On the restoration front Cooke is now in full swing with his Burlington Arrow although I don't think it will be ready 'til next year a report will, hopefully appear in the next issue. I would like to say thanks to Hannah My Eldest for volunteering her at skills for Stafford.

Congratulations to John and Anne Marie for winning this month's raffle. I hope we will see you again next month.

We will have had our weekend in Caernarfon after The Courier deadline the full story will appear in the next issue of the Area news.

Twenty-five of us in twelve cars have just enjoyed our first treasure hunt for years thanks to Les and Laraine who kindly gave us two weekends to plan a route and even supply the Champagne to the winners. It was a smashing day the sun was shining the route was scenic and the food wasn't bad either. We started and finished at the

Next month's events are **Monday 3rd May** Alton Park Race Day
Sunday 30th May, Gaydon Area meeting will be at 8ish
Tuesday 4th May
Cheers

Pip / Frank

NEWBURY

dave.rumens@btinternet.com

Well we didn't quite do it - beat the TR Register at skittles that is. We let them win the first round, then we stormed away and took the second. However, they came back to win the third and so retained the trophy. Unfortunately, both teams were several members down, but the good news was that this meant there was good left for the rest of us (that's if you got there before Ian that is!). I think everyone had a good time and Richard was talking of the possibility of having another event later in the year. There were a few TSSC and TR cars in the car park as it was a dry evening and our Vitesse was followed home by a shiny red Grinnell as Phil only lives a few doors away from us.

Malcolm has his GT6 on the road, so now we have a pair of Danson ones - quite a popular colour with our Vitesse and Sean's Herald in the same colour.

The camping weekend has now been booked for 4-6 June on the edge of the New Forest and it will be kept to our Area members only. A map will be provided with the most important detail of pups in the area. We will do some sort of quiz round the campfire in the evening and a run out on Saturday afternoon. Most people who are interested have let us know, if not please do so. Nigel and Helen will be otherwise engaged - well actually married by then - so they won't be joining us.

Have had news of the Charity Classic Car Show at Newbury racecourse on Sunday 8th August. Will book a club stand so let us know if you will be coming. Also the informal luncheon gatherings at The Bull pub at Stanford Dingley should have started by now - the 2nd Saturday in the month at luncheon. All classics welcome. So the next one should be 8th May which is also TSSC Leatherhead weekend.

Next meeting: **Wednesday 12th May** (main meet) and **Wednesday 26th May** at the Spotted Dog, Cold Ash starting about 7.30 pm.

May 8th/9th TSSC South of England Meet at Leatherhead
May 30th Triumph Day at Gaydon
June 4th-6th Newbury Area Camping in the New Forest
June 18th-20th Southern Area's Midsummer Madness Camping weekend, e-mail address: dave.rumens@btinternet.com. See you all at the next meeting. Keep 'em flying.

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

NORFOLK

What a turn out, 37 members arrived at the Aviation Centre for our April meeting, the highest number since our days at the Mucky Duck.

Two new members this month, welcome to Alistair, Mahe and Matthew Roberts. Hope you enjoyed yourselves and that we see you at future meetings and events. Our congratulations to Rob and Jo on the birth of their son, Harry Robert Cogan, who was born on March 10th weighing in at 10st 9ozs. Does this mean another change of car Rob?

Congratulations also to David Aspinall and Julie Sewell on completing the half marathon on April 4th in support of The Air Ambulance Service. Hopefully, by the next report we will know how much they raised in sponsorship.

It was agreed that following our very successful visit to the Triumph Motorclub, where we were made very welcome, that a return match would take place on **Monday 2nd August**. It was a pity that more members did not turn up to take advantage of their hospitality but I am sure we will have a good turn out for their visit.

An appeal was made to Norfolk members who know they will be attending the Mile of Triumphs to book as soon as possible so that we have some indication of the number of plaques we need to order. Plaques will be given in the following order: Pre-bookers will definitely receive one, the remainder will be given out on a first come first served basis and there will be a limited number. If there are other TSSC members reading this then can I make the same appeal to them.

Dave James, our Events Organiser, dropped his bombshell by announcing his resignation with immediate effect. This came as a great surprise to me and most of the other members. The appeal that was made for someone to take over from him, unfortunately, fell on stony ground, as there were no volunteers. As I am already the Area Organiser and a member of the M.O.T. organising committee I cannot take on the job of Event Organiser too so in the absence of someone to take over this role I can only suggest the following: I will endeavour to provide at the monthly meeting a list of events and the contact person, it will then be up to individuals to make their own arrangements for the events of their choice. I am aware this may mean that we lose club discounts, and possibly display stands, but if anyone can think of another way I will be pleased to hear it. Also, if anyone is interested in volunteering to sit on the MOT committee please contact me.

I would like to thank Dave for all his hard work during the four and a half years he was Events Organiser; he will be a hard act to follow. Anyway enjoy your break from the stress and strains of trying to please everyone. Who knows, as Julie says, you may feel rested enough to stand again in the elections in November.

3rd May Breckland Family Show
8th/9th May South of England Meet
9th May Swaffham Classic Show
10th May Norfolk Area Meeting

NORFOLK NORTH EAST . . . NORTHANTS

16th May Skyeon Goat
30th May Triumph Marquee Day at Gaydon
31st May Feilberg Hall
Happy Days

Joe and Sue

NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all! We won the area draw for the first time! Hopefully it won't change us. Well we had a much better turn out in April, 16 people and a few classics outside in the car park. Only three Triumphs and a Porsche, remarkably no Spitfires at all. I must firstly welcome a new member in Joe Grinnell from Morpeth. Joe has a Vitesse Mk2 litre that is requiring a bit of welding work done to it. I didn't find out if it was roadworthy at the meet either, watch for more details.

Another new person was Barry Hogg, not in the TSSC at the meet but sitting as he left with Geoff following to look at a Spit MKV which he bought that very night he may well have joined by now, if so welcome. The car needed a few bits and pieces doing but Barry was going to get it MOT tested to find out just what was needed. Lucky for him, his dad runs an engine recon conditioners business.

Steve and Lisa brought their new toy down, a Honda S2000. Nice car, rev'd up to 9000 and it's not run-in yet, also drives happily at 30 mph in 6th gear, clever engine. I must mention Chris Fish again, after being in The Courier with his Gerry, getting his Jag back and having a Herald, he turned up again in the Ford Fiesta auto that he is (unsuccessfully so far) trying to kill.

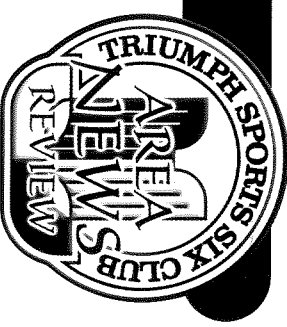
The lack of a Spitfire at the meet is mainly down to me and Barb now having a 1971 2000 Saloon, man old in Valencia for outings and events, seeing as the family will all go in, I've fitted inertia belts, electronic ignition, spin on filter and new engine mounts so far. And a 2nd hand fuel pump after the original let me down on the A1 on its second outing. However, it now appears the fuel gauge is a bit optimistic, many thanks to Geoff who left a flapjack unit to come and give me a hand. To all those who thought their hearing would be safe, I've still got the Spit in the garage.

By the time you read this we will have done Ian's Talkin' Tarn run, except that Ian said he was unable to make the date, so it's down to me if we go too.

Next run out after is Geoff's 4/5 counties run on **May 9th**. Not sure what else is planned between that and the kite flying on Sept 19th, but I will have to take a back seat for most of that period seeing as our second baby is due mid June.

Next meetings are **May the 2nd and June the 6th** at the Travellers Rest in Wotton Gilbert. Lets keep the numbers up to follow. Anyway enjoy your break from the stress and strains of trying to please everyone. Who knows, as Julie says, you may feel rested enough to stand again in the elections in November.

3rd May Breckland Family Show
8th/9th May South of England Meet
9th May Swaffham Classic Show
10th May Norfolk Area Meeting



NORTHANTS

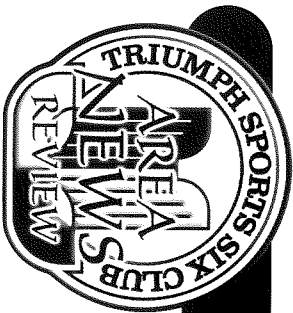
At last the lighter evenings are here, and it is amazing how many classics I have seen out and about already. We recently all met for Sunday lunch at 'The Mill at Oundle' which was a great success and heralded the beginning of the seasons outings for the Area. It also was great to see little Jack (4 months) attend his first Triumph outing! Many thanks to Adam and Karen for the slick organisation.

By the time you are reading this, we will be attending the Isle Of Wight weekend at Appledramble, the first of many events we have planned for the season. Take a regular look at our website, or attend the meetings for full information. We shall be attending many non TSSC events as well as those of the club, many within the Northamptonshire area, so if you fancy a day out you will be most welcome. Many of us from the area are going to attend the Brian Beach Party in June. We attended this event last year and it was an absolute cracker! So if you fancy a long weekend by the seaside, get yourself booked in ASAP as places for the meal will be limited. Northants will have a convoy to the event, which of course you are more than welcome to join.

Contact myself or Colin Muirrell (Avon Area) for an application form.

Jonathan, Gus and I recently attended a Practical Classics Photo shoot at Rockingham Speedway. We met up with John, Bernie, Trudi, and Peter at the Club HQ at 8 in the morning, and took a host of club cars to the fantastic race circuit. There were more models of Triumph than any other manufacturer, which speaks volumes for the marque doesn't it? Check out the article in next month's Practical Classics. What the article won't tell you is that Trudi ran out of petrol on the starting grid! Still that is not as bad as the Porsche which had to be bump-started! Quite embarrassing really for German engineering on a circuit sponsored by BMW don't you think?

Following Gaye's nasty fall in which she broke her arm, I am pleased to say that she is now on the mend and the plaster is off. The best thing is (according to Norman) that he can now have a clean shirt! The worst thing is (According to Gaye) Norman won't have to dress her anymore! Shame as it put a spark back into their sex lives! ... So we are all (lovely little green Adam and Karors' lovely little green Herald performed faultlessly (of course) and no doubt we shall see it a lot this year. Jonathan and Elaine moved house a few weeks ago, only to find several of their neighbours are also classic car enthusiasts, two of them with Triumphs! The Barmobile was polished just before I wrote



NORTHANTS . . . PETERBOROUGH SCOT CENT WEST . . . SOMERSET . . . SOUTHERN

NORTHANTS Cont

This article, and whizzing round the countryside by the afternoon. My Stag is off the road for a little TLC following the winter's usage, and the Spitfire has been bought out of its bubble and made ready for LO.W.

That's about it for this month, next time we will report on our Carpetbaggers' run and the Isle of Wight weekend. In the meantime get them cars out, get along to a meeting or two, and enjoy!

Gratham

PETERBOROUGH

So there I was driving toward Uffington, late as usual, and wondering whether anyone would remember that we decided to bring our April meet forward by a week to avoid Easter. Upon arrival at the Bertie Arms I was shocked and impressed by the number of Triumphs in the car park and struggled to find a parking spot. But when I walked into the lounge bar I was completely taken aback: this was our best turnout ever! Surely Doug's announcement of a raffle for £2500 of TSSC Club Vouchers couldn't have had such a dramatic effect!

Settling down with a drink it was great to take it all in and be introduced to several newcomers. Garth and Ellie (Garth is AO for Lincolnshire) made a considerable journey to meet with us and I couldn't let this column pass without a mention of Ellie's bag - not sure if you sit on it, use it as a bath scrub or beat people up with it - you had to see it really! Yvette, who as well as being a TSSC member and proud owner of a pink Spitfire, is also the secretary of the Peterborough Classic Car Club, also put in a first appearance (I'm sorry I didn't catch the name of Yvette's friend but it was nice to see her too!). I will drop you an email Yvette and perhaps we can take a look at your events list. We may even drop in at one of the PCCC evening meets. Then there was Richard and friend who came along in an orange Dolomite and last but by no means least, Philip, whose yellow MkV Spitfire is the subject of a regular 'Running Report' in every issue of Triumph World. It was Philip who won the raffle for the £2500 of TSSC Vouchers so well done to him and I'm pleased to report that as a result of this it-the fund-raiser we now have a grand sum of £28 in our Area kitty.

So all-in-all a really interesting crowd and can I say on behalf of all the regulars how nice it was to see you all, and please come again! Our monthly attendances have been increasing steadily and Doug and I have already had some discussions about

how to keep the troops amused at future meetings. To kick off next month I am going to try to pull together a motoring-based quiz. I'll keep it pretty simple for starters and hopefully offer a couple of Vanguards models of Triumphs as prizes. We are also going to look at the possibility of a guest speaker (and car) for a future meeting. More on this next time.

Moving on, there are a couple of interesting items up for grabs if anyone out there is interested. First up is a 1976 Triumph 1300 Toledo. I don't have too many details but I'm told that all it needs is a pair of rear shocks - so could be a bargain! Second is a roll-bar for a Spitfire. Again I don't have any more detail but if you're interested in either of these two items please give my partner in (AO) crime, Doug, a call and he will put you in touch with the relevant parties (Doug's number is at the front of this area news). Tip of the month time! If you have access to the internet do have a look at the Triumph parts list on the Ebay online auction site (www.ebay.co.uk) under Classic Car Parts.

I have been regularly scanning the listings for some months now and have found that over a period of time some really difficult to find parts do appear. I've bought several bits for the Vitesse that I would otherwise only have found by luck at autodromes and all have been sold at very reasonable prices. I've also sold a set of surplus to requirement wheels. If you pay through an instant payment method such as PayPal then parts are usually sent within a day or two and I have to say that all my dealings to-date have been with very honourable suppliers.

Finally do come along to our next meeting. We revert back to our normal **2nd Monday** in the month in **May**. So roll along to the Bertie Arms, Uffington near Stamford anytime from 8pm on **Monday May 10th** and don't forget to swap-on your motoring knowledge for our prize quiz! I look forward to seeing you all. Cheers

Paul

SCOT CENT WEST

centralandwestscotland@tssc.org.uk

April 1st saw nine members at the Lochinch again - not by a large margin as last month - I'm sure if all managed to turn up on the same month we'd manage 20 plus....

A date for your diary - **Saturday 15th May** sees the Kirkintilloch Agricultural Show which is held just up the road from where which is organised by a Herald driver (which still won't see me there this year as it clashes with a meeting I have in York). I normally attend and find it to be a good wee show. Forms from Raymond Taylor, 27 Foxes Grove, GLASGOW, G66 5BN.

Another date which should already be in your diary is **Sunday June 13th** for the Area run to the Bo'ness steam railway. I plotted up a route which takes us over the Eskrine Bridge, up through the Troasachs and back by Stirling which met with general approval at the meeting so I'll print it up soon for distribution at the next two

meetings which we have before the run. Only snag is the starting point - we'd agreed to start at the Lochinch until I checked with the club secretary. Turns out it clashes with an open day at the club and their car park will be out of bounds to us so I've arranged (subject to ratification by the committee...) to use the car park at the Carria Queen's Park Rugby Club to use their car park instead. (The club is just inside the gate to Pollock Park from Drumbrack Road.)

Bob Stuart writes "I'm looking for a good hood and windshield for my Spitfire 1500, can any of your members help. In near future want a respray for the car, any advice looking for good price no rust or repairs required, recommendations welcome please."

I have a new old stock downpipe for a Dolly Sprint for a tanner if anyone is interested. I also have 2 Spitfire 1500 bootlids which are in good nick, and some doors in not so good nick for sale, prices very cheap." Bob can be contacted on 0141 954 6836 which is, of course, a Glasgow telephone number. That's it again. Yours aye

Jim

SOMERSET

Hi there folks, well what a good turn out at the last meeting which was nice as Ray, Linda and Jasmine were there to say goodbye to us all. We will not see them for a while as they are, hopefully, now settled in their new home (France) but hope they come back to see us sometimes. Also the surprise party Brian arranged for them went off very well and they were very pleased with the clock and picture we gave them. I do hope Sue and Paul got home okay after the meeting as they had a little hiccup with the Vitesse!!! It was great to see Ian from Street there, "long time no see Ian", I have another date for the future: **Sunday 25th July**. The Riviera Classic Car Show. It is held on Riviera sea front and we have even been known to go in the sea for a swim. I know in clashes with the Branscombe Classic Car and Air Show but it seems that the Pagnon sea front is a little more attractive as they do NOT have any cow pancakes there!!!

Barb and I will be going to the Pagnon one this year, there is usually quite a good turnout of cars etc. Also a bit of a far going on with a few stalls as well. It seems there is a good contingent of cars wanting to go to the Powderham Show (**10th/11th July**) always plenty of cars there and we nearly always have good weather???? Well folks that is about it for another month see you all at the next meeting. Cheers,

Peter

SOUTHERN

e-mail: spitfires@virgin.net
<http://triumphsouth.20m.com>

I think it must be a sign of getting older! as time does seem to be going by so quickly. Here I am on a sunny Good Friday, Easter again already, writing about events

STAFFORDSHIRE . . . SUFFOLK

a month past and a month hence, bringing us right up to May. I'm definitely keeping my fingers crossed for a good summer so I don't need to get the warm ski togs out for camping too much this year. The season really starts for this weekend with the meet at the Explosion Museum in Gosport on Sunday and then to Wyke Down on Monday so I'll be able to bring you potted highlights of these two events next month.

We didn't seem to do so well bringing people out to the Red Lion at West Meon for our lunch in February though it was nice to see Chris and Nicky Eason again in their Vitesse and Paul and Pauline, for once our lunch not clashing with time working on their house in France. Apparently we were in the presence of a future TV star as Pauline was due to be on the shopping channel a few weeks later. Unfortunately, we don't have all those extra channels here in the depths of darkest Wiltshire so we missed out on the big event. Anyway, we do hope it went well - never know, might be the start of a whole new career!

This week's meet in Droxford was very pleasant though we did chicken out of taking the Convertible since we'd had rain, wind and even hail during the day here - only to get into Hampshire and find the skies clear and blue for the rest of the trip. It was a very pleasant surprise to see Paul and Kay there, our previous hosts from the White Horse. I think several years of first Tuesdays - were rather ingrained so even they felt the pull to Droxford to catch up with us all again.

We discovered that Mark, after the Navy getting the most of his services by sending him away for his last month, was finally demobbed and is now casting his net for a new job in civvy street - ah, never thought, maybe I should have offered him the job of Scribb! Mind you, my deep appreciation wouldn't pay the bills so I guess I'll have to leave him to get a proper job. He came along to the meet laden down with goodies from the garage at Dyad who were having a clearout prior to closing. Barry got the bargain of the evening with a new clutch for his Spitfire and I managed to cadge a little something from Mark to go towards our Prize stash for Midsummer Madness.

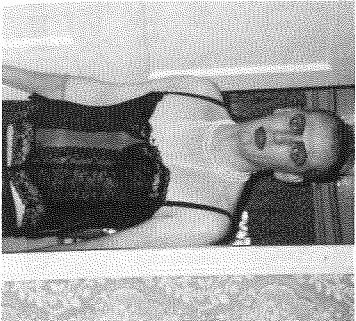
Don't forget that next month is the South of England Meet at Leatherhead Leisure Centre. If you'd like to join the fun and travel up with like-minded people on **Sunday 5th May**, please meet at the lay-by just north of the West Meon Hut on the A32 at 9am for a departure around 9.15am. This as always promises to be a great show with a very good automobile so, if you're looking for anything in particular - or just hope to find a bargain or two please don't miss this event.

Plans are well in hand for the Midsummer Madness weekend so please do contact me for an application form if you're not likely to be able to get to this month's meets to pick one up in person. They will also be available at SEM. The brewery tour will be a little earlier this year, 7pm, and numbers are very limited due to the small size of the premises so please get your applications in early if you'd like to attend this as it's first come first served. Barry has

been roaming the highways and by-ways putting together another interesting Hidden Hampshire tour for us and Sunday's away-day this year will be to the Milestones Museum in Basingstoke. All in all it promises to be as good or better than last year's brilliant weekend so make sure you don't miss out!

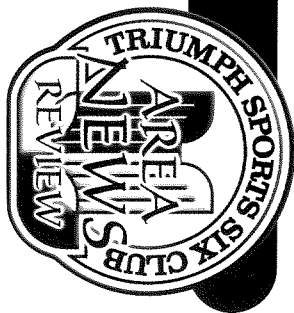
3rd May - Annual Aero/Automobile at Popham Airfield, Hants
4th May - Regular meet at The Baker's Arms, Droxford
8th - 9th May - SEM at Leatherhead
15th & 16th May - Beaulieu Spring Autorome
20th May - Roaming meet at the Pub with no Name aka 'The White Horse' - Froxfield
30th May - The Standard Triumph Marquee Day at Gaydon *Suzie*

STAFFORDSHIRE



No news last month and to everyone who thought the AO had forgotten again it wasn't my fault. Bernard at HQ apologises to you all for trashing the Staffs news last month. It was somewhat disappointing because we'd planned something special for one of our number. Yes, the sexy guy in the photo has finally reached puberty, well hit the big 40 on April 13th. All the best mate from everyone at Staffs area.

Back to more mundane matters. The March meet was surprisingly well attended, biggest attendance for well living memory. Hello again to Roy boy and new lady Debbie or Debs (or Yam Yam). Tired to organise things but as usual this was hopeless and chaos ensued. We did manage to agree to go to the Kit Car show at Stafford on Sunday 14th March. Quite a good day out and everyone back to mine for a cuppa. This time I hid the chocolate oranges (from Bev) so they all had to make do with chocolate biscuits. My neighbours love the entertainment when Staffs land, cars everywhere and of course we do the Dandy thing in the front garden. Very enjoyable carvery in the evening courtesy of Bev for a pound, how much? Bargain! On to the April meet, and again well attended. Patch had to join the meeting from the start due to his howling in the car park. We have been invited to show our



cars at Izaac Walton cottage on Sunday 29th August as part of classic car meets heritage site. The only downside is it's sponsored by MG rover and the MG club will be in attendance. I think the apathetic response said it all. Got a similar response to the idea of doing a Karting event at the international this year, being proposed by Herts and Beds. Everyone was positive about Weston Park, first show and camp of the season which ran over Easter. Slight delay in setting off due to emergency repairs to Mark's (Student boy's) car. He got a garage to fit the rear swing spring on his Spit, the outcome was one side higher than the other and a bumpsey bumpy ride. Mase offered to have a look on the Saturday morning and found the garage had left the temporary clamp on, not fitted the rubber pad, the plate, the pin etc. all in all a poor job. Quick call to Stuart and into the Staffs garage and spares department for some intensive work. Outcome Mark has a rebuilt Spitfire which drives like a dream. Everyone round to mine and we were off to Weston Park. Our usual camping spot was occupied again so we had to pitch further out than usual, well we do have to leave a safety zone. Great show and very well attended on the Sunday. Met up with Tony Simpson and his newly restored G17, great to have such a tidy motor on the stand - did the judges ever turn up? seems unlikely, not that sort of show really. Went to the Bell for a meal on the Sunday night to celebrate with birthday boy. Didn't embarrass him too much at the pub but did the birthday song with the boob cake back at camp. Next event is kit car show at stoneleigh May bank holiday, closely followed by meet on **Wednesday 5th May**. Hope to see you there.

Ade and Patch

SUFFOLK

Suffolk@tssc.org.uk

Another well-supported and enjoyable evening at The Magpie. It was good to see David's up and about after his long illness - he must be feeling better, he has changed his BMW for another BMW, an M3 this time. Enjoy it!

This seems to be the year to take your Triumph across The Channel. Not only do we have several cars going to Le Mans but also Ian is taking his Herald 1360 down into France as far as the Dorlodoge and will be doing around 1600 miles on his trip. Can't keep a good Triumph down.

Julie and David completed the 13 miles of the Bungay half marathon on April 4th. As I suggested in last month's notes it is more than the couple of miles they reckoned they would do. Well done - although Julie did mention it was hard going in the

Isle of Wight

Area

15th Camping

Weekend



30th April to 3rd May 2004

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Holiday Park**

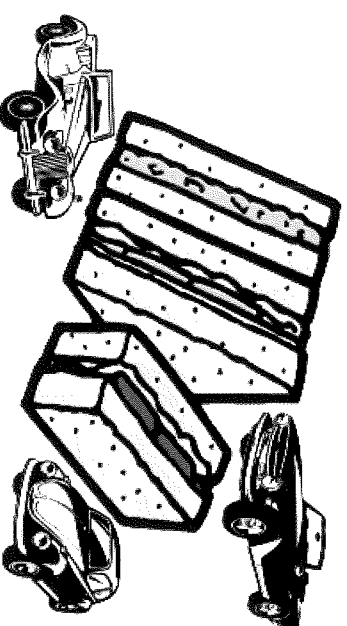
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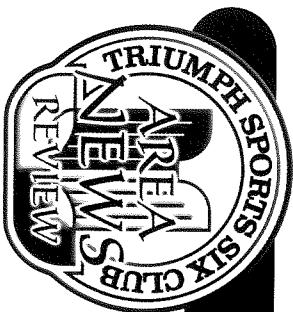
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SUFFOLK . . . SURREY . . . SUSSEX SWINDON

Herald 1200 Estate as a workhorse. However, in February he had to get his car rescued, by a tractor, from a very muddy patch in a field. Apparently the car was stuck in the mud all the way up to the chassis and they had to dig a hole to find somewhere to attach the tow rope. Hopefully, Con gave the underside of the car a good wash afterwards otherwise the tin worm will take hold.

SUFFOLK Cont

later stages until the last half mile when they realised they were going to finish. Walters were opened, there was a sudden invasion of moths in the pub and the Norfolk air ambulance was a few pounds richer. All told Julie reckons they have collected £750 so far in sponsorship money. Dave has produced a 2004 events list that he has printed out in a professional-style pamphlet with the TSSC logo on the front. This contains a lot of England-wide events and some local (East Anglia) events, so if you know of more local events then let Dave know. By the time you read this the list of events should also be on the Suffolk TSSC website. Dave is going to arrange some trips to events where people can go in convoy (if they want) so let him know which of the events listed you might be interested in going on.

Dave can be contacted via email at davecox@compuserver.freemove.co.uk or on 07790 745865. Incidentally, his car is not on the road yet being in the middle of a rebuild, but should be ready for the TSSC International weekend, which is his trial run before Le Mans!

At the next meeting, (4th May) David of Anglian Triumphs will be holding a diagnostic clinic at the club meeting. Bring along your cars, spare parts or just questions and David will try to solve your query, diagnose your problem, and resolve your troubles (Triumph ones that is). David will be rattling his collecting tin after distributing any advice at the Car Clinic.

As many of you know I have just returned from a month in India. I did not see one Herald, not even a discarded shell. I did see lots of Ambassadors (Morris taxis/Oxford) Indian build Dats (I think), 3-wheelers of all shapes and sizes, ancient trucks, ancient buses and of course cycle rickshaws. All but the last one belching smoke and fumes and the last one belching methane! Even the oldest Herald seems environmentally friendly in comparison.

The next meeting dates are:
Tuesday 4th May Tuesday 1st June
Tuesday 6th July See you at the Magpie,
8.00 p.m. on **Tuesday 4th May**

Pete

SURREY

Sorry for the lack of area news last month but it doesn't seem to have prevented people coming to the meetings as they have been very well attended over the last 2 months. Con has been very busy with his hedge laying work for which he uses his

SUSSEX

When you get to read this the South of England meeting will be looming. We'll most likely have members from Sussex going up to Leatherhead on both days with a convoy leaving from Pease Pottage services on Sunday morning when most will be going. Details will no doubt be sorted at the next meeting on **May 5th** which will be the Wednesday before the SEF weekend.

Martin is organising a Sunday lunch drive out again. This will be the first in Falmer. I'll be in France, on holiday but I'm sure this is no reason for the rest of you not to enjoy yourselves.

I've had contact with David Lyons who works for The Argus. This has been primarily about recommendations for a reprint for his Herald so if anyone has anything good to say about local painters I will pass details on. David also told me about The Argus Summer Motor Show for classic cars, bikes and military and vintage vehicles. It's a free event held at Brighton Racecourse on **25th July**. It looks interesting and if enough people with their cars are keen to attend I will endeavour to organise some sort of club display.

As mentioned last month interest has been shown in going to the Midsummer Madness weekend again. This is organised by Southern Area and will be held on **16th to 20th June** at The Flowerpots pub in Chertton. Once again my French holiday will probably rule me out but I shall get application forms for anyone who may be interested.

As far as our own Area news goes Pete's progress with Vic's Spit 6 sounds like it is going very well. All panel repairs are completed and repainting is underway. I am still waiting for my replacement bonnet but sincerely hope this situation is about to change. Rob brought some pictures showing progress with his Mk11 restoration which looks good. He was hoping to have got the engine running by now. From the pictures of his engine (I refer here to the size of the alternator) he is planning on hooking the thing up to the mains to supplement the national grid.

I'll be referring to a calendar soon to try and identify suitable gaps in events to plan the proposed early evening, family meeting and still hope to organise a treasure hunt culminating with a BBQ at my place to end the day. As things are looking at the moment this may be best for sometime in **August** when it's looking to be quiet.

Cranleigh Show - **15th August**
Working Classic Car Show (Working Town Centre) - **30th August**
Also we are having a small display of cars at the local village (Chilstead, near Banstead) late on the **17th July** from 12pm. If anyone would like a relaxing day out at a really good village show with your car please let me know as well.

Next meeting: **Wednesday 26th May**

Karen

IMPORTANT NOTE
Reports can be e-mailed before the 10th to: courier@tssc.org.uk

TEST VALLEY . . . SOUTH WEST WALES WEST MIDLANDS . . . WIRRAL

March, which meant that it was 3.30 GMT when we got up to go to the Spring Restoration Show. Still it was worth it. Everyone we met had managed to find some treasure. The show seems to be getting bigger each year.

More congratulations, this time to Rob and Derek for getting Member of the Year. Sorry we didn't make it to the celebrations at the Avon Meet, Tom picked that night to be rather ill and he will always come first. I hope that there was a suitably large delegation from Swindon Area there to join in the party. As usual the best men won't; it would be hard to find better ambassadors for the Club and really nice people too. I'm not sure what the next adventure will be, but I did hear something about a Mini ... I am in the initial stages of planning a Swindon Area camping weekend, probably in **September**, in Pembrokeshire. It would mean arriving on Friday evening and staying until Sunday afternoon. I've yet to finalise a campsite, we'll sound some out next time we're down in South Wales visiting the family.

I hope to have at least one monthly meeting at an alternative venue during the summer, details will be posted in plenty of time, so keep reading the Area News otherwise you might get caught out! That's about it for news, just the dates for your diary now, **May** is a very busy month:-
Sunday 2nd and Monday 3rd May - The National Kit Car Motor Show at Stoneleigh
Thursday 6th May - Monthly meeting at the Black Horse at Warborough
Saturday 8th and Sunday 9th May - South of England Meet at Leatherhead Leisure Centre

Saturday 15th and Sunday 16th May - Spring Autolumbe at the National Motor Museum, Beaulieu
Sunday 30th May - Standard Triumph Marque Day at British Motor Industry Heritage Trust, Gaydon
Thursday 3rd June - Monthly meeting at the Black Horse at Warborough Hope to see you there.

Karen

TEST VALLEY
e-mail: quy.singleton@virgin.net

Well, this is one of those rare months when the Area News will cover two meetings. When we got to the March meet it seems that our comments on the 'romantic' lighting in the pub were well off the mark as the landlord had walked out on his wife a few days before - leaving her with the pub and the children and the dog (who is very sweet!!)

The meeting was a bit thin on the ground as it was snowing that night. Burridge Bob was prepared for this as he had sold (transferred to Chris) his Spitfire and had bought a 4WD Bongo van! At the April meeting we discovered that Anthony and Rachel had left home to come to the March meeting but had turned back afraid that they would not get home again that night. Now that the landlady has become more settled in her role and appointed more staff she's reinstated Fish night on Thursdays so Suzie and I set down to enormous plates of fish, chips and peas - making Anthony and Rachel wish they hadn't eaten before they came out. Graham brought a folder of photos of his Mk11 Spitfire which is being rebuilt. The chassis is now all gleaming and the mechanics are being rebuilt. He's noted how quickly this stage seems to be going but is prepared for progress to appear to be a bit slower for the important bit - the body!

quy

Suzie and I took the 2+2 to the April meeting. It was nice to get it out for a change - despite being covered in muddy cat paw prints. It is now running better but more turning is still required. We'd been very well organised in taking with us my sand blasting kit for Bob McWay to borrow - and less efficient in forgetting to transfer into his car during the evening!

STH WEST WALES

southwestwales@tssc.org.uk

Unfortunately, the March Sunday meet had to be cancelled at the last minute due to unforeseen circumstances. The April club night at the Conservative Club saw Keith and Joy, Jeff and Celia, Bryan and Barbara, Ken and Marry, Mark and Alison, Christine and Steve, Jim and Elizabeth and new members Wynn and Neil Hughes.

Ken asked who was going on the Sunday meet run to St Fegans and how many would be going in their Triumph. Fifteen members confirmed they would be attending which gives us a run of seven cars. It was agreed that we meet at Penleiger MM Services to leave at 9.00 am. Ken also gave a resume of a number of changed dates for the Events Calendar, which will be circulated in due course to the active members.

Joy reported that Tony, who is still in hospital, is now making good progress after his stroke and is looking forward to getting home hopefully in the very near future.

The monthly raffle was donated Jeff and won by Joy.

EVENTS DIARY 2004

MAY

Mon 3rd SHVR Singleton Show - Club Stand
Tues 4th Club Night - Pontardulaia Conservative Club, 8 pm
Thurs 6-9th SHVR - Visit to Kinsale, Ireland

Sun 9th Show - Pencoed
Sat 15th Show - Bridgend
Sun 23rd SHVR - Castles Run

JUNE

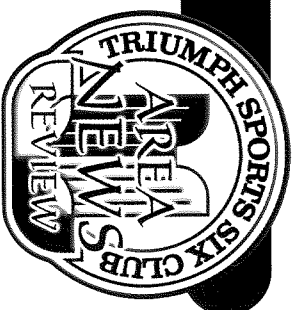
Tues 1st Club Night - Pontardulaia Conservative Club, 8 pm
Sun 6th Show - Seaton Manor - Penbroskewere CCC
Sat 19th Show - Tyceus - Club Stand
Sun 20th Show - Swansea Festival of Transport - County Hall

JULY

Tues 6th Club Night - The Conservative Club, 8 pm
Sat 17th Show - Ammanford Carnival - Club Stand
Contact Ken for further information and details 01269 594578

Ken

IMPORTANT NOTE
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WEST MIDLANDS

The Green Man in Middleton was somewhat quieter (and cooler!) this month compared to the last time that we met there and we were able to have the back room pretty much to ourselves. With a couple of Dolomites (good to see you, hope to see you next month) there were around 10 Club cars in the car park. This bodes well for next month and beyond as the evenings get lighter.

I've spoken to the folks at Moxhall Hall and the good news is that next month the Moxhall Hall should be open, the backup meeting place will be the Green Man in Middleton again, but try Moxhall Hall first. I had a chat with the IR Reg last month and we have suggested a range of joint activities, the first probably will be the cars in the park in Litchfield - date TBC. I hope to make the Peak District Run as well, anyone else fancy it? See you all on **4 May**

John

WIRRAL

Hello again from the Wirral, yes its my turn again for the monthly epistle and not a great deal to add to what Andy wrote in the April "Courier". I will make the excuse right away and say that this is partly due to the fact that I am having to write this prior to our monthly meeting taking place on the 6th April as my despatcher of news by hi-tech electronics is away on the 6th April and not back until the 12th April, too late for the "Courier" deadline for copy to be in the hands of the printers.

OK so that's got the "Excuse me" over so what has happened. On Sunday March 28th we had a very enjoyable convoy run through the highways and by-ways of North Wales. We set off from our usual starting point, the "Tudor Rose" pub at 10.30 am and completed a round trip of approximately 120 miles. The turn out was five "Triumphs", an excellent mix, one T14, one 1200 Herald Convertible, one Triumph Roadster 2000, a real beauty in pale green metallic paint belonging to Tom Flanagan, one Spitfire 1500, myself and Bettine, and one Spitfire, plus George in his Riley 1300 Cooper "S". His Herald wasn't mobile, and bringing up the rear was Martin in his trade van complete with ladders on top, handy if anyone took a header over the edge in some of the dilly lanes to be found in the deepest interior of North Wales. We fetched up for lunch at the "Aber Falls Hotel" at 1pm. After lunch we took what Dave described as a gentle stroll to view the Aber Falls Waterfalls. Actually about two miles uphill which took the puff out of me, the oldest member of the party, still it was, very nice coming down. The only incident en route was Dave's T14 coming to an abrupt halt on a very steep hill, he was

W.D.A.C. WORCESTER AREA CONCOURS

18 & 19 Sept 2004

AT HANBURY STEAM RALLY
HEAD OF THE NAVIGATION INN
HANBURY ROAD - B4091
STOKE PRIOR - WOPCS

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 Displays. 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:

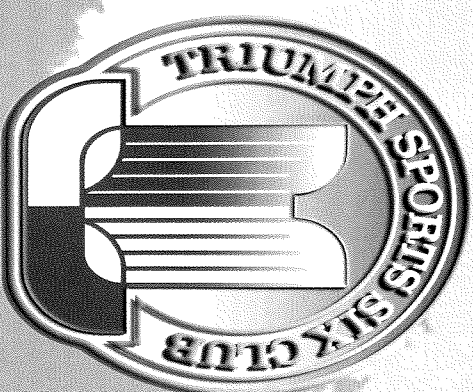
Sunshine

Organised by Leics & Rutland Area
Triumph Sports Six Club

Rally 2004

at Stanford Hall

August 8th 2004



Trade Stands/Autojumble

Concours

Games

Guest Triumph Clubs

Members Boot Sale (Free)

Barbecue

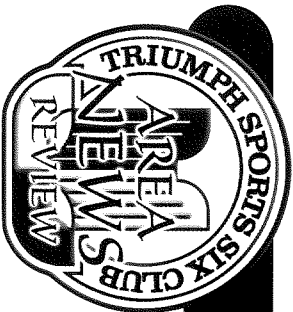
If you've got a Triumph, are interested in Triumphs or just fancy a day out in the country then come and join us for a day of fun at Stanford Hall, Swinford, Leics. (just a few miles from J20 of the M1)

Go on Treat Yourself to an Ice Cream!

For Trade Stands/Autojumble Space

and more details call Dave on

07774 276564



WIRRAL Cont

The leader so we all stopped behind him! It restarted after a five minute wait (problem not diagnosed but the take off on a steep hill caused my Spitfire to change quite a smelly clutch so me thinks a change is indicated in the near future. Anyway a good day was had by all and the weather stayed fine.

On the 11th/12th April we have the "Midlands Festival of Transport" to attend at Western Park and on **May 9th** its Cholmondeley Castle which is a good show and in a very pleasant venue.

I hear on the grapevine there is an unfinished project available for any keen restoration type to get his hands on. It's a Spitfire 1500 "T" Reg. Some new panels, new clutch, reconditioned gear box and running engine. The owner is looking for about £400 and can be contacted on 0151 6780742.

Various members have on going construction work taking place but as I am writing this prior to our meeting I am unable to give the latest up date on progress. Let us hope they will be ready for Stafford. With the 40th anniversary of the "Spitfires at Le Mans being commemorated at Stafford my car will again be in Binley, hail to collect yet another rosette to hang in our caravan.

That's all for now folks. Andy's turn next month, I'll be back in print in July, meanwhile keep your throats and trunnions suitably lubricated.

Cheers

WORCESTER

The run to the Cosford Air Museum saw 9 cars and 14 people enjoying the countryside and a good look at the exhibits. Many thanks to Eddy Crowley for organising it.

There was a good turnout as usual for the April meeting with an increasing number of Triumphs in the car park. Bob gave us some more insights into antipodean life with his accounts of fishing and sailing around the east coast of Australia from Sydney Harbour to Port Macquarie, given some of his exploits it is remarkable he survived to return to Blighty.

We welcomed one new face, Alan, a fellow 1600 Vitesse Convertible owner, his being a rather unusual Black and white colour with some interesting history (why not put some details on the web site so we can have a 1600 exclusive site, unless some more of you get in first - hint, hint). Last month we had three new faces that I forgot to include in the rush to get the news out, anyway my apologies and a belated welcome to Richard from

WIRRAL . . . WORCESTER NORTH YORKS . . . SOUTH YORKS

Stourbridge who has a Vitesse and Sylvia and Stefan who are looking for a car. Don't forget the blossom run on the 24th. Friday July 16th will be the Birmingham car rally. This is always a pleasant evening with a wide variety of cars to see. Do go along, entry is £1 but arrive early (5:30 to 6:00) because it gets busy. Official start is 7:00pm.

Don't forget the group web site, (www.tssc.org.uk/worcester). Eddy needs more members cars so send him some details and a picture (might even shame him into putting his own car there).

24th April - Blossom run, 1:00pm at the Berkeley Arms, Spetchley.

3rd May - Monthly meeting, 7:30pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham).

15th May - Black & White Run arranged by Debbie & Eddie Crowley.

7th June - Monthly meeting, Redmond. Tba.

5th July - Monthly meeting, 10th/11th July. TSSC International.

10th/11th July - TSSC International, Stafford.

16th July - Wings & Wheels show at Upton-on-Severn.

17th July - Birmingham car show. Extravaganza 2pm. Bromsgrove.

2nd August - Monthly meeting, 6th & 19th September. WAC at the Hanbury Steam Rally.

This will be at held at Stoke Prior **4th October**. Monthly meeting, **1st November**. Monthly meeting, **6th December**. Monthly meeting.

Yvonne

NORTH YORKS

People keep asking me if what I write in these reports is strictly accurate and true. Well the only way you can verify it, all you sceptics out there, is to come along and see for yourself.

We had two new members turning up: Paul originally from Hobart in Tassie (Tasmania) with a red Herald 1200 and Richard from Thornaby with a red 1969 Spitfire MkII. Apparently in the 6 weeks that he's had the car he's found it to be a real balle magnet - but he's had to turn it all away as he's already got a girlfriend. In addition to our new members we had 4 visitors from West Yorkshire, in the form of Dermot and Caroline and Mark and Dulcie. Dermot is trying to sell a very nice (Vauxhall) yellow late model GT6 MkII (more rolfatex). If you are interested it is for sale at a bargain price of £1700. (01924 863199).

I keep mentioning that my wife thinks we only talk about cars, but at the last meeting we covered a variety of topics from how many petrol/lawn mowers we all had to how many handbags - keeping light Sussex hens and other such useful things. I can't remember everyone's facts as we did a round of introductions in Alcoholics Anonymous fashion, but I do remember Dermot saying on his Quilcast 79 he had a take attachment- don't ask me why! By the end of the evening we had a very large group and managed to invite the four

naturists, on the next table to us along to our next meeting. Yes, this bit is true. If you were at the meeting and didn't realise this was going on you must have been talking cars or handbags too much. Anyway the four women who came out on a girls night out promised to give us a demonstration of how to wash and buff your paint work in the nude next month.

By the time you read this we should have had our first run out of the season. A number of our members are frantically trying to finish their cars in time, including Gary and his GT6, Gosh, Lyn, his wife, must love him, not only is he living in the car, to make sure he spends all his spare time on it, but she keeps paying his credit card bills too! Only one white van this month from the white van club, but we did have a Citroen DS visit us all the way from Bournemouth. Okay, it was Tim in the DS but it was still quite a journey.

Chris Macey brought his 1360 out for a trip to the meeting to make it three club cars in the car park - you watch, next month it will be packed. On the subject of convertibles Gary Woolf, a colleague of mine who also lives in Google, has almost finished the rebuild of his wife's Vitesse Convertible. It sounds very nice, Triumph 19 white paint with black interior. Hopefully, this mention will spur him on to get it finished soon and bring it along to the meetings. Just remember any members out there, you don't need to come in your car to the meetings (or even to have a car - just come along).

Now to the fashion & handbag section: Lynne, by special request, came along in her biker boots and bondage/Basque handbag. Zoe fell in love with the bag and held onto it so tight it looked like she was wearing it. Paul was so excited he took a photo of Zoe 'wearing' the Basque to pin on his Harley. Gary and Lyn were competing for snazziest footwear. What did you all think? And finally, guess what? Dulcie, who I was sitting next to for most of the night, turned out to be my sister's best friend (from school). Can you believe it? Good job I was on my best behaviour! I See you at the next meeting.

Migel

SOUTH YORKS

Well, what an excellent turnout for our first meeting at Barnburgh. We had more than 20 people which is the most we've had for quite some time. Hopefully, this might keep up and the number of people at meetings will continue to grow, we just hope it doesn't put off any longstanding attendees. We will give this venue a try for 5 or 6 months and see what happens, but if you are not keen please tell us.

Welcome to those who were at their first meeting! Neil Herdwick, Chris Cairns and Dermot Stanley. It was nice to see some new faces and we hope to see you again soon.

The quiz, which was provided by Michael and Janet, had our grey matter working hard and was won by Dermot Stanley well done! Thanks to Michael and Janet for the quiz and for providing the prize and two raffle prizes. The raffle prizes were won by Dave Briscoe, Patrick Beaumont and Anne.

Dermot has a GT6 MkII, which he is selling. The body is fair and it is mechanical-

ly sound. Contact Victor for further details. Safe Triumphant.

Victor

WEST YORKS

Sunday 28th March saw a turnout of 2 Vitesse, 1 Herald 1 Spit Mk 4 and a GT6 at the Cross Keys. East Merton. For a change I was not last to arrive, having realised it was quite a run from Batley (even further from Pontefract, George). After a massive lunch the copeders were well and truly blown off the GT6 as Jill and I went on to race one of the Dales runs.

We finally beat the 2CVs in the inter-club. Quiz on April 1st - but they won a rather nice wooden spoon on a burr walnut base. We came 4th in a tight contest won jointly by the Morris Minor club & Wetherby. After an inconclusive tie-break and sudden death questions, the former decided they would rather get to the pie and peas, so conceded the trophy (which they had donated anyway).

The highlight of April's meeting, attended by 33 people was a talk given by Paul Gowland of the Yorkshire Air Ambulance Service which is our chosen charity for the Dales Run weekend. The talk brought home just how vital this service is - they have done almost 4000 missions in under 4 years and aim to get critically injured patients to the most relevant hospital (not just the nearest one) in just 6 minutes. Ex-AD Gies related how he saw it arrive for his benefit last year after rolling his T6 - Fortunately he had escaped the wreck unharmed so it was not needed in the event.

The raffle proceeds were also donated and there was a brisk trade afterwards in cute teddy bears dressed as aviators. When we get the 20 names for the West Yorks TSSC grille badge I'll ask for deposits and put in the order.

We only need one more request to set this in motion, so it would be nice to wrap this up at the **May** meeting.

Price is £10.30 per badge

I was tempted recently by a pre-73 Stag bare shell in much better nick than mine which will save me months of welding and the down side is that the GT6 is now homeless and consequently on the market. As my first four-wheeled rebuild, I shall be sorry to see the old girl go, especially as she is starting and running well following 24hou Tim's tuning session.

Tony Spiv, who sources all the cars for Heartbeat and the Royal rang me recently asking if I knew anyone with a decent Vitesse or Herald Saloon and a banger which could be pushed into a ditch (only the banger). I gave him the 3 names I could think of who owned Saloons but have since found out one of these was written off the car, not the owner! The deadline for this shoot will be past by now but if your current car details are not in the green Branch Members file, please see me to get it updated. Your car could be famous, albeit briefly!

Next Quiz at the Fleets is on **May 6th** and clubnight is on the **11th**. Other events in the near future are: **Sunday May 2nd** Ripon Motorshow & Autolumbe. **Sunday May 9th** White Rose Spring

WEST YORKS

Rally at Dewsbury town centre (tel. Keith Ramsden 07984 200437 for further info on this). **Tuesday 25th May** Brig in N. Lincs are running another of their classic nights on (ing Dr. Cliff Wood on 01724 734406 or

07887 952225).

At the May meeting I'll need entries (£4 per car) for Harewood (**June 20th**) and an indication of who wants a pub lunch on each of the Dales runs please.

Rob

**TSSC Sussex Area's
Summer Meeting??
at The Swan,
Palmer, Nr. Brighton
on the A27.**

Sunday lunch time on the 6th June.

It will be an informal lunch time meeting between 12 noon and 3pm.

Roast dinners available.

Contact Martin Marrison on

01444 450 941

if you need further information.

Cornwall Area

CAMPING WEEKEND

JUNE 25TH TO 27TH

At Trerethen Touring Park Padstow, Cornwall. PL28 8LE

Come and join the Fun!

PRICE: £7.00 PER NIGHT

PER UNIT =

ONE CAR + TENT WITH A MAXIMUM COMBINATION OF 2 ADULTS

AND DOG.

CONTACT Carol & Les Coventry
01726 824523



CARS FOR SALE

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

1360 SALOON 1968. Conifer Green. T&T April 2005. Gargled six years. New interior. Good bodywork. Full length Webasto sunroof. 1995. Richard Longhurst (Kent) 01732 750867 - 92/40870.

948 SALOON 1960. Powder Blue. Featured in Courier magazine 259 Jan 2002. Renovated. Original number plates and history. Offers over £2,000. Matthews (Cornwall) 07968 161949 - 88/22303.

1200 Saloon 1967. Tax exempt. Full MOT. Solid, reliable car. Unmodified. Call for details. Duncan (Cromer) 01692 405526 - 66638.

1200 SALOON. MOT. 30,000 miles from new. 1962. Exceptional. Recent four figure respray. Mint interior. Period extras. Absolute one-off. Bargain £1,600 o.n.o. Mike (Leics) 01664 561410 eves.

SPLITFIRE

1500 1979. 61,000 miles. 3 owners. Solid with full MOT. Recon. engine. H/S tops. Good original trim and chrome. £1,400 GBP o.n.o. 02476 644499 or 07768 775170 e-mail Mike.papworth@btopenworld.com

MIK4 1973. Agreed Value £4,800. 65K. Mohair hood. Full Bells s/s steel exhaust. Complete body overhaul. New clutch. Family owned since new. £3,500. Mark (Chichester) 01342 30905 - 98/59800.

MIKIV 1971. Tax exempt. Renovated 2002. In super condition. Hard and soft tops. Many new bits. Tahiti Blue with TSSC cover. £3,000. John (Kendal) 01539 824407 - 67434.

MIK4 1974. Red. Ideal restoration project. Engine requires rebuild, bodywork good condition. Many spares. Receipts for work done. £1,000 o.n.o. Derek Foster (Glasgow) 01357 522738.

1500 1977. Overdrive. One owner. Meticulously maintained and driven. Roll bar. Lumentation. Gargled. Waxoyled. Partial body rebuild. Resprayed. Valuation £4,500, accept £3,850. Tony (Southampton) 01489 584615 - 86/15097.

1500 Yellow. 1975. Soft and hard tops. Same caring ownership last 18 years. Full history. TSSC valuation £3,500, accept £2,300 o.n.o. Tony (W. Sussex) 01730 814515 - 91/36229.

1500 1979. Vermillion. Tax and Test. Overdrive. Stage 3 Triumph engine. Hotflex. Sports exhaust. Spax G16 GPH bonnet. Tonneau. New hood. Extras. £1,995 o.n.o. Dave (Purtonmouth) 02392 345782 - 91/34500.

MIK4 1975. 68,000 miles. Years MOT. All

STAG

Cars for Sale
Cars for Sale
Cars for Sale

1500 PROJECT CAR. Complete but interior removed. Overdrive. S/S exhaust, tubular manifold. Unlabeled. New classic tyres. Will require trailer. £250. Graham (Southampton) 07977 441012 - 01/66195.

STAG 1973 Manual. Very quick. Stag fitted with bluepinned and balanced fast road 3.5 V8. All the right bits including Offenhauser. Holley. Extractors. Kenworthy. Not a prairie car but buckets of fast fun. Huge history. File complete with factory hardtop. Long MOT. Tax exempt. £3,900. Quiller. Triumph. SE London 02088544777. View photos and other sale cars on <http://www.quillertriumph.co.uk>

1500 O/D. Professionally restored to high standard. Ring for full details. Reconditioned engine, gearbox, receipts. Photographic record. £15,000 spent. Full MOT. £4,250. Steve (Suffolk) 01986 893117 - 90/32028.

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GT16

Cars for Sale
Cars for Sale
Cars for Sale

MIK1 CONVERTIBLE. Fibreglass bonnet. White. S/S steel twin pipe exhaust. Recon gearbox. 4.5J wheels. Minibilliser. £2,250. P Cogrove (A12) 0207 3322200 - 00/62833.

MIKII 1969. Overdrive. White. Very good condition. S/S exhaust. Plenty of history. Used regularly. Very reliable. Black interior. Pictures available. £3,000 o.n.o. Matt (London E5) 07899 261999 - 00/63169.

MIKIII 1972. Tax free. Owned since 1975. New carpets. S/S exhaust. MOT March 05. French Blue. Drives well. Good condition. £2,600. D G Tiley (Hastings) 01424 812371 - 99/60675.

MIKIII British Racing Green. Superb condition. History. Wolfrae alloy, electronic ignition, S/S exhaust, garaged. Other extras. Must see. £5,995. Chris (Surrey) 077 48 964070.

MIK1 1967. BRG. A1 condition. 9,000 miles since body-off restoration. Swing spring and Minataur alloys. Otherwise standard.

MIKII 1971. Valencia Blue. Convertible. Very good condition. Minilites. Spax rear conversion. Large history file. MOT. £4,500 o.n.o. Mike (Northants) 01327 871566 - 01/64697.

MIK1 CONVERTIBLE 1968. Signal Red. 11 months MOT. A1 Cond. S/S Exhaust. Electronic ignition. Alternator conversion. Rebuilt carbs. Swing spring. K&N filters. Kenlowe fan. Immaculate in and out. Overdrive. Agreed value £6,000. £5,000 o.n.o. Garaged. Tony (Biggin Hill) 0207521 2080 or 07965 950233 Mobile - 95/50328.

MIK1 CONVERTIBLE 1969. Full restoration mid-90s (photos). A1 condition. Dry use only. Ziebarted. Just serviced. Minilights. White. Black hood. 12 months MOT. £4,350 o.n.o. Andy (Telford) 01952 412287 or mobile 07947 32454.

MIK1 SALOON 1967. HFL. 699E. Conifer

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MIKII CONVERTIBLE 1969. B. R. G. Overdrive. Stainless steel exhaust. MOT August. Owned 18 years. Lovely car. Needs work. Ideal for restoration. £1,250 o.n.o. Dave (NE London) 0208 5042460.

MIKII CONVERTIBLE 1969. White. Overdrive. Body-off restoration 99/00. 2-pack paint. Stainless exhaust. Copper pipes. Braided hoses. Poly bushes. EBC pads. Cross drilled discs. Electronic ignition. Newton carpet set. Good all round condition. New MOT. £3,950. (Carlisle) 01228 576879 e-mail: shamg@LineOne.net for photos - 88/23144.

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PARTS WANTED

WANTED

GT6 1971. Inter manifold any condition even with broken bonnet. Cheap. Any excess MKI 211 + MKI ignition distributor any condition. Mike (Coventry) 0247 6644499. e-mail: mike.papworth1@btopenworld.com

BOND EQUIPE GT6S bucket seats wanted in good condition. Good price paid. E-mail DROWNFIELD@BLUEYONDER.CO.UK Steve Cookings (Sheffield) 0114 2346134.

TRISTANHOOD wanted. Good condition for Herald 1250. Showell (Redditch) 01527 850342.

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PARTS

VITESSE SALOON complete bodyshell for repair. Also good condition roof with FFSR. Also the lot. Willing to split. Make and offer. Jon (Oxon) 01969 346621 - 70739.

SPIT 1/2 new door shell L/H £160. S/H RH door £40. Full width rad. vgc £55. hood/frame £35. wheels x 4 £30. Spit III bare eng. £125. Spit III bonnet £100. some small bits. Mike (Coventry) 0247 6644499, mobile 07 7 6 8 7 7 5 1 7 0 e m a i l mike.papworth1@btopenworld.com

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HERALD/VITESSE Convertible bulkhead. Bare metal welding done plus rear deck for Saloon to Convertible conversion. Mitch (St Albans) 01727 825046 - 5632820.

VIT 21 Old gearbox and prop mount etc., etc. Works perfect £400. Front valance, steel vgc £75. Rear steel center valance R/H door shell perfect £110. std. wheel rims x 4 £66 - no trims, pr. seats blue, fair condition £50. pr. rear lights mk1 £60 pr. 3.89 diff good £125. V/H/R R/H door glass vgc £10. hood/mint £30. Mike (Coventry) 0247 6644499, mobile 07 7 6 8 7 7 5 1 7 0 e m a i l mike.papworth1@btopenworld.com

SPITFIRE MKIII fibreglass bonnet £70. Spitfire MKIV wheels with good tyres £15 each. £55 for four. Kitching (York) 01904 488155 - 70801.

TR4 PANELS All A1 condition and newly painted in Signal Red. Ready to fit. Two front wings. Two rear wings. Two doors (without furniture). One bonnet. One bootlid. Includes one boot frame, one screen door, window screen and bumper. Prefer to sell as one lot. £1,500. Tony Noble (Leics) 0116 286 3616.

HERALD MK1 chassis, never been on road £90. Vitesse MK1 engine and gearbox £100. Full beige Herald interior £40. Call for other spares. Bob Crutchfield (Winchester, Hants) 01962 884966.

SPITFIRE 1500 set of 4.5 wheels and good tyres £88. Racing mirrors (F15) Heatshield (brand new) £15. M/Cars Carrier (Portsmouth) 02392 570928 - 70538.

MK1 STAG bodyshell. Shot blasted. Many other spares. Offer to Richard 01242 620206 - 9960506.

SPITFIRE 4/1500 Old gearbox S/H perfect working £400. GBP 1.5 engine bare £100. engine parts head, crank, cam etc., etc., carburettor £60. diff vgc £20. rear drive shaft £30. petrol tank £30. petrol tank £25. hood frame £65. Lots of bits. Mike (Coventry) 0247 6644499, mobile 07 7 6 8 7 7 5 1 7 0 e m a i l mike.papworth1@btopenworld.com

HERALD SPARES loads of spares including differential, gearbox, bootlid, petrol tanks, steering rack, space needed. Buyer takes the lot for £50. Kevin (Portsmouth) 02392 377388 - 86/14832.

QUILLER TRIUMPH Spitfire/GT6 5.5J wheels with good tyres, set 4 £200. Weller chrome wheels with legal tyres, set 4 £150. Large selection alloys from £100 set 4. Spit IV/1500 factory hardtop white, super condition £250. GT6 III seats pair, super condition £250. Spit IV/1500 seats pair from £80. Spit IV/1500 seats pair from £120. Convert your Spit to GT6 doors. GT6 door glass regala for £30. Herald/Vitesse Convertible body/bonnet/chassis choice of 2 £200. Herald/Vitesse body/bonnet/chassis choice of 2 £100. Spitfire/GT6 chassis choice of 2 £100. Spitfire bonnets choice 3 £80. Herald/Vitesse bonnets choice 3 £40 - £180. Spit and Herald/Vitesse doors from £25 - take your pick. Door hinges £6 each. Spit III/V/1500 hood frames £45. Spit III hood frame £150. Spit IV/V/1500 hood frames £150. Herald/V/1500 seats from £25. Inertia or static seat belt and anchor £20.

Herald/Vitesse qtr. light assembly complete £15. Complete engines guaranteed and tested (good runners from insurance write off) 4-cylinder £235, 6-cylinder £265. Engines unknown condition all at £60. Gearbox guaranteed (non-O/D) £65. Gearbox requiring attention £20. Carbs from £20. Inter/exhaust manifolds from £15. Airbox £10. Lucas 4-cyl. distributor £25. Spitfire/Herald radiator £45. Front windscreen Her/Vit £15. Front suspension corner hub, spindle, vertical link, traction wishbones etc., complete Herald/Spitfire at £35. Diff at £50. Early Spit/Herald differential (guaranteed) £70. Spit IV/1500/GT6/Vitesse diff (guaranteed) £120. Halfshaft and hub assembly complete (short £25. Rootreks suspension parts - ask. Brake/clutch master or slave cylinder £15. GT6/algaite choice £30. Windscreen/windshield and knob £4. Chrome bonnet catch £5. Spitfire and Herald wheels £15. Hub cap £5. Disks from £5. We are continually breaking all Triumphs. Dashboard, lamps, switching gear, 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 854 4777 (Greenwich).

SPITFIRE BODY panels cost £850, accept £5000 n.o. Unfinished project Spit MK4, 60% complete. £500. Brendan (Harrow) 0208 864 315 - 9654401.

GT6 CHASSIS £100. Manifold with HSE carbs £60. Gearbox £30. Genuine MK1 and MKII engines, steel wheels. Spitfire/Portsmouth other spares. Mick (Surrey) 01293 785182 - 84/09262.

SPIT-BITZ Spit-bitz breaking all models of Spitfires. All parts available. S/H frames, chassis, diffs, f/suspension, driveshafts, new hoods and carpet sets, petrol tanks, props, windcreens, grilles etc. Plus loads more. Can deliver. (Wokingham) 0118 9732 648.

GT6 Old gearbox kit complete £400. diff/S/H 3.89 £125. recon 32T to 1 unused £250. front brakeassy, complete £120 pr. rear drive shafts MK1 £60 pr. 4 x std. wheel rims £65. MK1 (Coventry) 0247 6644499, mobile 07 7 6 8 7 7 5 1 7 0 e m a i l mike.papworth1@btopenworld.com

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- ☐ **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.**

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.....)
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Credit Card Number

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NAME

ADDRESS

DAY TEL NO. (STD)

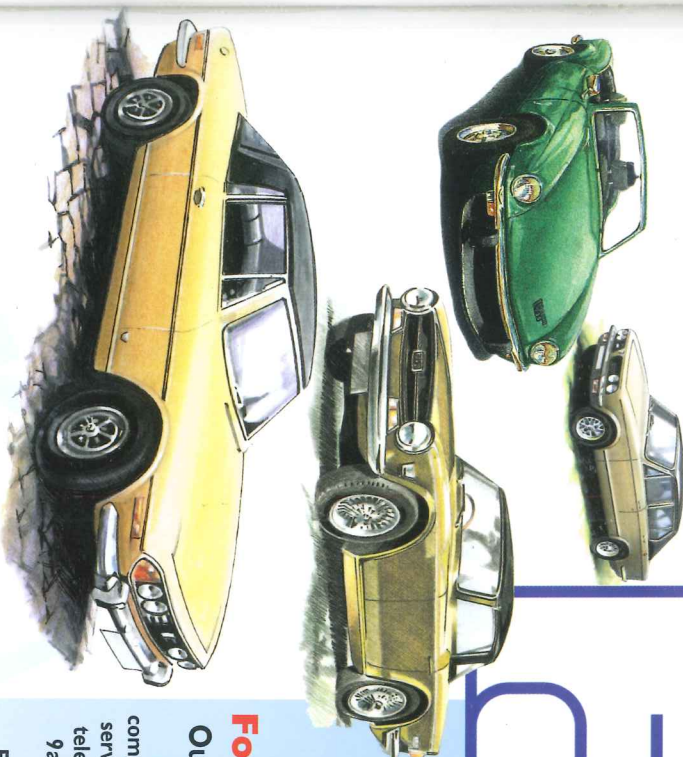
Membership No. (if applicable)

MODEL + Mk			
	Contact Name	Location	Tel: (STD)

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 its 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.

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