

TSSC INTERNATIONAL 2004

www.tssc.org.uk

Courier

July 10-11 2004

Stafford Showground

WEEKEND PRICE
£17.50pp

INCLUDING

Saturday night Party

The top TSSC Concours Event

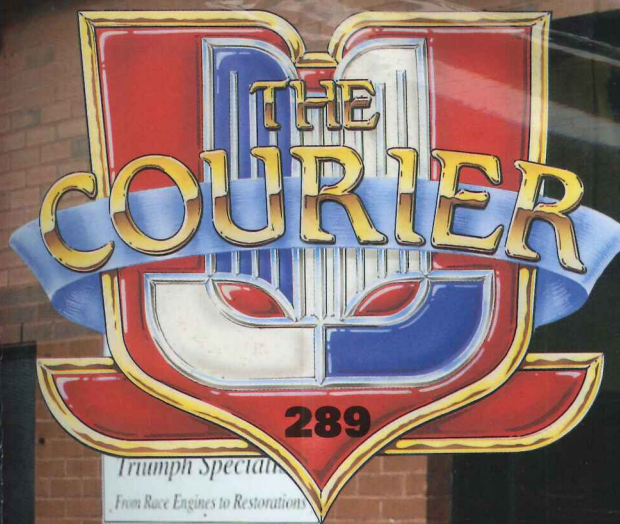
Triumph trade stands and autojumble

Children's creche

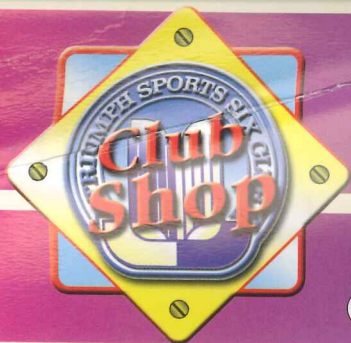
ADU 2B

LeMans

40th Anniversary Spitfire Display



JULY 2004



www.tssc.org.uk

Welcome to the
Club Shop Online

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

NEW FEATURES TO THE SITE ARE:

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



ACCESSORIES AND REGALIA

- ▲ Catalogue Home
- ▲ Catalogue Site Map
- ▲ Catalogue Search
- ▲ Your Basket
- ▲ Postal Rates
- ▲ Terms & Conditions
- ▲ Return to Main Site

YOU ARE
HERE

TSSC Accessories and Regalia > Semi Sport System

These Systems are
of creating

Orders Now being
taken for collection at
Stafford
International Weekend

name	Part Number	Non- Member's Price	Member's Price
Herald 1200 Semi Sport			

▲ add to

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

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.289 Vol 24. JULY 2004
Price £2.50 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

CLUB MANAGER

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

FINANCE ADMINISTRATOR

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

MEMBERSHIP SECRETARY

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

CLUB SHOP MANAGER

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

Courier Copy By 10th of Each Month

Articles/Area News Enquiries

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

Courier / Area News

e-mail: courier@tssc.org.uk

We will only accept TXT files NO Attachments

COURIER EDITOR

Bernard Robinson

COURIER SETTING

Jo Sunderland

Courier Copy to:

Triumph Sports Six Club,

Main Street, Lubenham,

Leics. LE16 7TF.

PRESIDENT

Bill Sunderland

GENERAL SECRETARY

Peter Williams

5, Frosty Hollow, East Hunsbury,

Northampton. NN4 0SY.

TEL: 01604 705319.

COUNCIL MEMBERS 2004

David Aspinall, Chris Gunby,

Derek Holman, Chris Mills,

John Muggleton, Trudi Prettyjohns,

Simon Roberts, Tim Scrivens,

Barry Minett-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:
Mark & Jo Field
with their Le Mans Spitfire
Congratulations and
See you at Stafford
Pic Bernard Robinson

Contents july 2004

Events Calendar	4
Comment	5
News Review	6
Cop Shop	10
Herald 13/60 Register	14
Specials Register	16
Race News	20
Vitesse Register	26
Acclaim Register	30
Concours Register	34
GT6 Register	38
Vitesse IVRs	42
Herald 948/1200/1250 Register	48
Bond Register	54
Spitfire IV/1500 Register	60
Spitfire I, II, III Register	64
International Weekend 2004	68
Banjul or Bust!	72
Building a Winning TR5 p6	76
TSSC Officers	82
Area News Review/ Classified Adverts.	83

T.S.S.C. Events Calendar

www.tssc.org.uk/events

PLEASE SEND ALL EVENT INFORMATION TO
TRUDI PRETTYJOHNS AT THE CLUB H.Q.

HQ ATTENDED EVENTS
CONTACT TSSC HQ FOR MORE INFORMATION
July 2004

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

September 2004

SUNDAY 19 SEPTEMBER 2004
10TH DUXFORD ALL TRIUMPH DAY
IMPERIAL WAR MUSEUM
DUXFORD
CONTACT MATT&MANDIE 01462 814051

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

TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

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 8 AUGUST 2004
NEWBURY AREA STAND
NEWBURY CLASSIC CAR SHOW
CONTACT DAVE OR MARY 01635 868640

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

September 2004

FRIDAY/SUNDAY 3/5 SEPTEMBER 2004
LINCOLNSHIRE CAMPING WEEKEND
WOODLAND WATERS, ANCASTER, Lincs
CONTACT GARTH 01529 307302

SATURDAY/SUNDAY 18/19 SEPTEMBER 2004
WORCESTER AREA CONCOURS
AT HANBURY STEAM RALLY
STOKE PRIOR, WORCS
CONTACT MIKE 01386 7510758
OR 07970 207123

September 2004

FRIDAY/SUNDAY 3/5 SEPTEMBER 2004
LINCOLNSHIRE CAMPING WEEKEND
WOODLAND WATERS, ANCASTER, Lincs
CONTACT GARTH 01529 307302

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)

September 2004

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

OVERSEAS EVENTS

(CLUB INVITED)

May/June 2004

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

FRIDAY/SUNDAY 11/13 JUNE 2004
3RD INTERNATIONAL HERALD & VITESSE
MEETING
VLOTHO, NR MINDEN, GERMANY
www.triumph-herald.de
CONTACT BOB 05221 56887

July 2004

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

2004 Race Calendar

Date	Circuit	Organisers
July 31/Aug 1st	Donington	BRSCC Rnd. 6
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
Agust 29th	Mallory Park	MSCC/BRSCC Rnd. 9
September 12th	Cadwell Park	MGCC Rnd. 10
Sept 25/26th	Brands Hatch	MGCC Rnd. Final

66 Comment

By John Muggleton

Spitfires across the Channel 'Tally Ho'!

Only 3 weeks left until Classic LeMans, this is the trip that I have been looking forward to most this year. I have been promising myself a trip to the 24hr LeMans in June for a number years but it has always seemed to clash with something else. So with the 40th Anniversary of Spitfire's at Lemans

have spoken to numerous members over the past few months and many are getting cars finished specially for the event. Not only is Phil organising the event, he is also trying to complete the full restoration of his TR6 at the same time. Now there's dedication for you!

I was originally intending to take my car on the trip, but it has been suffering with a number of niggling problems the last few weeks, so I have decided to enter into the spirit of things and take my father-in-laws Spitfire 1500 instead. OK, so its got less space to stow all the camping gear e.t.c. but it will certainly be more economical than the Stag and a lot nicer to throw around the French lanes. Also worth a mention at this point is Mark Field at Jigsaw Racing, whom as most of you will have read or seen has been creating a near perfect replica of one of the 'Works Spitfires' the dream has now become a reality after many years and a 'few quid' (he wouldn't tell me how much!!) being spent, the car looks absolutely stunning, congratulations Mark, I can't wait to see it tearing round the circuit at LeMans. Other 'work in progress' includes something a 'little bit special' that our Editor Bernard Robinson is frantically trying to complete in time for the event. I am not going to say too much about it at the moment, apart from you're both mad!! The little men in white coats WILL catch up with you soon. Both cars will be attending the International Weekend at Stafford, and will be part of a display of cars to celebrate the 40th anniversary of LeMans.

Continuing on the motorsport theme, there will also be a display of Triumphs from our own race championship, go and have a look, and have a chat with the drivers who continue to keep the name of Triumph on the track.

Changing tack now.

One of the many features that has been added to the Club website over the past few months is the 'Members Profile', this allows you to share pictures of you and your Triumph with other visitors to the site, and also gives me the chance to put some faces to names of some of the more regular contributors to the Club Messageboard. Not always a pretty sight but it can make very interesting reading.

Finally if you do have your details registered with the website could you please make sure that your details, especially your e-mail address, are up to date.



this year I have made sure that everything else has been put to the bottom of the list for that particular weekend. It seems like only a few weeks ago that I was chatting to Event Organiser Philip Willcocks about the possibility of organising an 'official' TSSC trip and whether it would be well attended. Phil agreed to take the organisation of the event on, and perhaps now wishes he hadn't!! 8 months on and over 200 members attending in over 100 Triumphs of all descriptions he has certainly had his work cut out. I



Mobile Rolling Road at Stafford

Owned by Andy Winterton, TSSC racer and member since 1989. Andy is a chartered engineer with past experience of Power-train Design at Jaguar Cars Ltd

The unit is a Fully braked mobile rolling road, giving Power and Torque Print-outs.

Andy is offering a discounted price of £35 to club members over the International Weekend of 10th & 11th July 2004.

Triumph Club Sweden Invitation

Dear Triumph friends around the continent, here's an English language version of the invitation to the 2004 International Triumph Day in Sweden. July 23-25 in a little village called Hällekis [actually it's Hällekis if you've got the correct code page active in your computer...] on the shore of the vast lake of Vanern [Vänern].

You're all cordially welcome to share this weekend with us as we celebrate our Silver Jubilee. International participants to this meet should contact our Int. Secretary with their inquiries:

E-mail: odd@triumphclub.se
Phone: Int+ 46-17317131
Fax: Int+ 46-17318131

TSSC NEWS

Review

Your Monthly round up of all News of a Triumph Nature

Moss Sale

Moss has greatly reduced the price on their Cyclops GPS Driver Safety System from £419.88 to £349.00 - a saving of £70.00. (prices include vat) - while stocks last. The kit also includes the wiring kit and GPS antenna. This is something to SHOUT about..... For contact Details See their Main advert on page 24 this issue



'Oil Leak' Events 2004

THE 'TEST HILLS' RUN in October.

We did this for the first time last year, more as a 'pilot' than anything else - and called it The Wool Church Run, in aid of Guide Dogs for the Blind. It was great. We had 12 cars navigated by 6 seriously visually impaired or registered blind navigators (one of whom was also profoundly deaf). Yes, 6 people navigated 12 cars and it brought a new meaning to 'hanging on to the bumper of the car in front' 'cos none of the drivers knew where they were going anyway! Everyone had a ball and I've had several letters from the navigators over the winter saying "PLEASE do it again, we had such fun."

Well, we ARE going to do it again - and I'm going to take us down the route I used last year for the first time on the Standard Motor Co Centenary Run. This makes extensive use of many of the old test hills in the north Cotswolds and around Cheltenham that all the manufacturers used pre WW1 and in the 20's and 30's. There's one 'stinker' called Bushcombe that's guaranteed to warm up your clutch and precipitate some 'grunt.' I've done the route several times myself and it always makes me smile when I remember that manufacturers promulgated the view that if their cars could climb these hills, there wasn't a hill anywhere in the world they couldn't climb without boiling!!! I'm not too sure about descent aspects and brakes - especially in those far off days but you'll certainly exercise your left leg and get to know the gearchange for this event.

Details will be found at <http://www.toolbox.ndirect.co.uk/oilleak>

John Macartney



HQ OPENING TIMES

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 3RD JULY - 9.00 AM TO 1.00 PM

SATURDAY 31ST JULY - 9.00 AM TO 1.00 PM

TSSC HQ WILL BE CLOSED ON FRIDAY 9TH JULY

DUE TO INTERNATIONAL WEEKEND

AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 7TH AUG - 9.00 AM TO 1.00 PM

SATURDAY 21ST AUG - 9.00 AM TO 1.00 PM

TSSC HQ WILL BE CLOSED ON MONDAY 30TH AUGUST

FOR THE BANK HOLIDAY



www.tssc.org.uk



5%
Discount



www.tssc.org.uk

The Club Shop will be attending the following show

TSSC INTERNATIONAL WEEKEND

Sat/Sun 10th/11th JULY

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 Website
www.tssc.org.uk

ARE YOU REGISTERED ON THE CLUB WEBSITE?

IF SO, ARE YOUR DETAILS ALL CORRECT??

ESPECIALLY YOUR E-MAIL ADDRESS.

CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE

SIX SPARES

THE TRIUMPH CAR SPARES SPECIALIST

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

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

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

TELEPHONE NO. 020 8977 6587

SEALS - HERALD/VITESSE

Front windscreen seal	£22.91
Bonnet scuttle/bulkhead seal	£5.29
P seal on windscreen frame	£4.11
Saloon roof to header w/screen frame seal	£14.10
Hood header rail seal, front	£8.81
Hood front outer finisher/ seal (white only) original	£19.98
Front quarter light rubbers per pair	£37.60
Door skin to door glass outer weatherstrip	£6.46
Door skin to door glass inner weatherstrip	£3.99
Door glass glazing seal	£3.53
Hood side seal (top of door)	£5.29
Wheel arch to dash seal (small mud flap)	£3.29
Door aperture seal, convertible	£12.93
Chrome door aperture seal cappings Convertible pair	£14.69
Door aperture seal, saloon	£15.28
Front valance seal	£1.65
Door check link seal	£2.64
Gear lever gaiter	£12.93
Handbrake gaiter	£11.75
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boot	£3.82
Boot seal	£12.93
Estate rear tailgate glass seal original	£44.65
Rear quarter window seal, saloon	£23.50
Rear windscreen rubber, saloon	£24.97
Window runner channel, front	£7.99
Window runner channel, rear	£5.88
Rear roof to deck seal, saloon	£13.51
Petrol tank filler neck seal	£6.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£6.99
Petrol tank drain neck seal, sponge	£6.99

ALL OTHER SEALS AVAILABLE - PLEASE RING

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£19.98
P seal on windscreen frame	£4.99
Roof to windscreen top seal, GT6 I, II	£26.50
Hood header rail/hard top seal, front, SPITFIRE	£8.23
Door skin to door glass, outer weatherstrip	£6.46
Door skin to door glass, inner weatherstrip	£3.99
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£5.29
Wheel arch to dash seal (small mud flap)	£3.29
Door check link seal	£2.64
Door aperture seal (Furflex) SPITFIRE	£14.69
Door aperture seal (Furflex) GT6	£18.80
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.65
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.59
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£9.99
Handbrake gaiter, SPIT I, II, III, IV	£11.75
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boot	£3.82
Boot seal Spitfire	£12.93
Tailgate aperture seal, GT6	£12.93
Tailgate glass seal, GT6	£27.03
Petrol tank filler neck seal	£6.58
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.99
Tailgate rubber insert GT6 I, II, III	£6.99
Cover clip for inserts	£2.00
Door handle I/h HERALD, VITESSE	£39.95
Door Barrell and push button r/h HERALD/VITESSE	£29.38
Door cam lock r/h HERALD/VITESSE	£39.95
Outer door handle ass. SPIT II, III, GT6 I, II	£20.56
Outer door handles (matched pair) black or chrome,	
SPIT IV/1500, GT6 III (includes lock barrels)	£109.86
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£24.90
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£29.96
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£21.74
Window winder handles and inner door opening handles,	
all models - please state model	£8.99
'B' post striker catch SPITFIRE, GT6	£15.86
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£27.03
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£19.39
Boot lock assembly SPITFIRE IV/1500	£19.51
Tailgate handle and lock assembly GT6 I, II	£23.50
Tailgate handle and lock assembly GT6 III	£19.98
Boot latch/striker 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 Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£21.15
Bonnet lock kit (pairs) all models	£17.92
Bonnet catch assy. all models	£26.73
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£43.48
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£8.23
Ignition barrel and keys as above HIGHER SECURITY	£14.10
Matched lock set GT6 I, II, door, tailgate & ignition locks	£33.25
Full lock set as above with paired bonnet locks	£44.65
Matched lock set SPITFIRE I, 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,	£58.75
Rear override HERALD, VITESSE, fully pressed (each)	£37.60
Chrome w/screen washer jet, complete ass., SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£125.73
Bumper end cap, aluminium HER	£11.75
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£141.00
Front valance, quality fibreglass	£42.30
Bonnet D plate, HERALD, VITESSE	£12.10
Front wing, HERALD 13/60 ORIGINAL PRESSING	£59.88
Front wing VITESSE	£123.38
Front wing, HERALD 1200	£127.49
Front wing arch repair	£22.33
Sill, HERALD, VITESSE	£23.50
Door skin, ORIGINAL PRESSING	£76.38
Door under section repair panel, HERALD, VITESSE	£29.96
Door step/read panel (not aluminium finisher) as original	£11.75
Rear wing, HERALD, VITESSE	£86.95
Rear wing arch repair	£22.33
Rear quarter valance steel (with or without bumper strip)	£32.90
Rear centre valance, VITESSE, original pressing	£70.50
Rear centre valance, HERALD, original pressing	£73.44
Complete Windscreen Frame Panel, Original Stanpart	£293.75

PANELS - SPITFIRE/GT6

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

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

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

BRAKES ETC.

CALIPERS ALL FULLY RECONDITIONED AS NEW EXCHANGE	
Type 12 HERALD, SPITFIRE to '67, VITESSE 1600	£58.75
Type 14 HERALD, SPITFIRE '67 onwards, for only!!	£49.94
Type 16/16PB VITESSE, GT6 State model	£59.93
Type 16PB Metric GT6 III Late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£17.63
Brake drum, late GT6 MkIII ORIGINAL	£25.85
Wheel cylinders, Rear - state model	£8.99
Brake hoses front/rear - state model	£8.81

FUEL SYSTEMS & CARBS

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

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

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

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

MOUNTS & BUSHES

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

SEE US AT THE

TSSC

INTERNATIONAL WEEKEND

STAFFORD COUNTY SHOWGROUND

SATURDAY 10TH SUNDAY 11TH JULY

ORDERS NOW BEING TAKEN

FOR COLLECTION AT SHOW

SAVE POSTAGE!

HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£118.68
Hoods, SPIT MkIII - original quality	£118.68
Hoods, SPIT IV/1500 zip rear window original quality	£123.38
Hoodwell Cover HER/VIT including fixings	£50.53
Headlining, HER/VIT, saloon, coupe	£64.63
Pair of front seat recovering kits HERALD/VITESSE	£164.50
Rear seat covering kit HER/VIT	£164.50
Pair of door trim panels, HERALD	£59.93
Pair of door trim panels, VITESSE	£64.63
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£69.92
Front scuttle side panel, HER/VIT	£12.93
As above, left hand for VITESSE, with pocket	£24.68
Under dash mill board panel HERALD/VITESSE	£24.97
Seat base diaphragm, HERALD/VITESSE	£23.50
Moulded carpet set, HERALD/VITESSE	£142.18
Carpet set, SPITFIRE, tufted and bound	£94.00
Moulded carpet set, SPITFIRE	£188.00
Moulded carpet set, GT6 (state model)	£239.70
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£157.45
Door trim panel, SPIT IV/1500	£30.55
NEW SPITFIRE, GT6 dash top cover (state model)	£43.38
Door trim panel GT6 state model	£30.55
Glove box, SPITFIRE, GT6, each	£17.92
Pair of sun visors SPIT IV/1500, GT6 III	£34.96
Radiator cowl, GT6	£15.28
Radiator cowl, SPITFIRE	£12.93

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£24.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£39.66
Halogen headlight conversion set, VITESSE	£52.88
Dash interior light unit, Original, HERALD/VITESSE	£16.45
Wood rim steering wheel, all models	£56.40
Leather rim steering wheel, all models	£38.78
Fibreglass tunnel covers, state model	£42.30
Overdrive column switch cowl	£19.98
Alloy rocker cover, 6 cylinder	£59.93
Alloy rocker cover, 4 cylinder	£47.59

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

PRICES EXCLUSIVE TO TSSC MEMBERS

PLEASE TELEPHONE FOR POST AND
PACKING CHARGES

PRICES INCLUDE VAT

Cop Shop

by Mike Crewes

Radio & Tyre Regulations

This month a couple of items that you might find useful. Firstly the regulation that makes it an offence to play your radio, or stereo too loud in your car (if you have the roof down, beware). This is now actively being enforced across the country after lots of complaints. Then secondly the regulations regarding tyre wear and damage. Put simply if your car tyres are worn out, or damaged; it's time to change them.

Regulation 97 of the Road Vehicles (Construction and Use) Regulations 1986 provides for the avoidance of excessive noise from motor vehicles. No motor vehicle shall be used on a road in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

Regulation 27 of the Road Vehicles (Construction and Use) Regulations 1986 provides for the condition and maintenance of tyres with regard to motor vehicles and trailers.

27(1) Unless provided for in paragraphs **(2)**, **(3)** and **(4)** below, a wheeled motor vehicle or trailer a wheel of which is fitted with a pneumatic tyre

(a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;

(b) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;

(c) the tyre has a cut in excess of 25 mm or 10 percent of the section width of the tyre,

whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the ply or cord, **(d)** the tyre has any lump, bulge or tear caused by separation or partial failure of its structure; **(e)** the tyre has any of the ply or cord exposed; **(f)** the base of any groove which showed in the original tread pattern of the tyre is not clearly visible; **(g)** either

(i) the grooves of the tread pattern of the tyre do not have a depth of at least 1 mm throughout a continuous band measuring at least three-quarters of the breadth of the tread and round the entire outer circumference of the tyre; or **(ii)** if the grooves of the original tread pattern of the tyre did not extend beyond three-quarters of the breadth of the tread, any groove which showed in the original tread pattern does not have a depth of at least 1 mm

(BUT 1.6mm IN MANY INSTANCES - SEE PARAGRAPHS (4)(c), (d), (e) AND (f) BELOW); or

(h) the tyre is not maintained in such condition as to be fit for the use to which the vehicle or trailer is being put or has a defect which might in any way cause damage to the surface of the road or damage to persons on or in the vehicle or to other persons using the road.

27(2) Paragraph **(1)** above does not prohibit the use on a road of a motor vehicle or trailer by reason only of the fact that a wheel of the vehicle or trailer is fitted with a tyre which is deflated and which has any of the defects described in sub-paragraph **(c)**, **(d)** or **(e)** of that paragraph, if the tyre and the wheel to which it is fitted are so constructed as to make the tyre in that condition fit for the use to which the motor vehicle or trailer is being put and the outer sides of the wall of the tyre are marked enabling the tyre to be identified as having been constructed to comply with the requirements of this paragraph.

27(3) Paragraph **(1)(a)** does not prohibit the use on a road of a passenger vehicle (not being a bus) by reason only of the fact that a wheel of the vehicle is fitted with a temporary use spare tyre, unless the vehicle is driven at a speed exceeding 50 mph.

27(4)(a) Paragraph **(1)(a)** to **(g)** does not apply to:

(i) an agricultural motor vehicle that is not driven at more than 20

mph; **(ii)** an agricultural trailer; **(iii)** an agricultural trailed appliance; or **(iv)** a broken down vehicle or a vehicle proceeding to a place where it is to be broken up, being drawn, in either case, by a motor vehicle at a speed not exceeding 20 mph.

(b) Paragraph **(1)(f)** and **(g)** does not apply to:

(i) a three-wheeled motor cycle the unladen weight of which does not exceed 102 kg and which has a maximum speed of 12 mph; or **(ii)** a pedestrian-controlled works truck.

(c) Paragraph **(1)(g)** does not apply to a motorcycle with an engine capacity which does not exceed 50 cc. **(d)** Paragraph **1(f)** and **(g)** does not apply to the vehicles specified in sub-paragraph **(e)** below, but such vehicles shall comply with the requirements specified in sub-paragraph **(f)** below. **(e)** The vehicles referred to in sub-paragraph **(d)** above are:

(i) passenger vehicles other than motor cycles constructed or adapted to carry no more than 8 seated passengers in addition to the driver; **(ii)** goods vehicles

(iii) light trailers not falling within **(ii)** above; first used on or after 3 January 1993.

(f) The requirements referred to in sub-paragraph **(d)** above are that the grooves of the tread pattern of every tyre fitted to the wheels of a vehicle mentioned in sub-paragraph **(e)** above shall be of a depth of at least 1.6 mm throughout the continuous band comprising the central three-quarters of the breadth of tread and round the entire outer circumference of the tyre.

27(5) A recut pneumatic tyre shall not be fitted to any wheel of a motor vehicle or trailer if

(a) its ply or cord has been cut or exposed by the re-cutting process; or **(b)** it has been wholly or partially re-cut in a pattern other than the manufacturer's re-cut tread pattern.

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

VALUATION CERTIFICATE

The Triumph Sports Six Club

Tel. 01858 434424 Fax. 01858 431936



www.tssc.org.uk

Please find enclosed with this months magazine a copy of the new TSSC Agreed Valuation Certificate.

The form has been completely re-vamped, to make it easier to complete, and some of the processes have been changed to help speed up the valuation process.

It has been mentioned in the magazine over the last few months about the importance of making sure your Triumph is covered on agreed value. Make sure **YOUR** car is covered.

Valuations are current for two years, and can be updated as regularly as you require, this is very important if you are doing a rolling restoration to make sure that the value of your car is increased accordingly.

It is essential that **GOOD** quality photographs are supplied when returning your form, these will be returned to you once the valuation has been processed.

Over 90% of all the valuations that we do are done via the post, but we also inspect vehicles at **TSSC HQ** and at a variety of shows throughout the year.

We are currently unable to accept photos supplied on floppy disc or CD Rom but **GOOD** quality prints of digital pictures are acceptable.

We are currently working on an on-line solution via the Clubs Website for Valuations which will make it even easier to complete your valuation.

If you have any questions regarding Agreed Value cover on your car or require any additional certificates, please contact the Club Office **01858 434424**



International Weekend 2004

STAFFORD County Showground

40th Anniversary Display
July 10th/11th
Le Mans Spitfire 1964 - 2004



TEAM TRIUMPH

DIRECTIONS
 Junction 14, M6.
 A518 Stafford to
 Uttoxeter Road.

Pic Courtesy Theo
 British Sports Car Spares

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

TRADERS Ring
 01858 434424 To Book
 Stand Space

WEEKEND PRICE £17.50
INCLUDES ENTERTAINMENT AND CAMPING

OR 1 DAY TICKET £9.00

PRICES SHOWN ARE PER PERSON

NO PRIOR BOOKING NEEDED

**SPONSORED BY
 FOOTMAN JAMES**



Try our Website www.trgb.co.uk

You can download our price disc of over 7,000 part No's. and our additional search facility helps you find the part you want. If you do not have access to the Web then give us a call for a Free Price Disc



0870 7572441
 or Fax: 7572442



**British Motor
 Heritage
 Approved**

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

CHEAPER QUALITY RELIABLE SPARES IN EAST ANGLIA

SPECIAL OFFERS

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

CARRIAGE FROM ONLY £6.99
 FOR A 30KG PARCEL

ALL PRICES INCLUDE VAT

Full workshop facilities at only
 £27.50 an hour PLUS VAT

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



JY CLASSICS
 Service, Restoration & Sale of Triumph Sports Cars

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

Spitfire, GT6, TR6 & Stag Specialists

Pre-Purchase Inspections Nationwide

Spitfires Bought and Sold


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

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

Anglian TRIUMPH SERVICES

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

CROSSWAYS GARAGE
 LODDON ROAD DITCHINGHAM
 NR BUNGAY NORFOLK

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

**SERVICES : ENGINE RECONDITIONING
 SERVICING - TUNING - RESPRAYS
 CAR SALES - TRANSPORTATION
 CAR FINDING SERVICE - TRIMMING
 ELECTRICS - CLUTCH FITTING
 IN FACT YOU NAME IT WE DO IT!**

**ANGLIAN TRIUMPH SERVICES
 KEEPING YOUR TRIUMPH ON THE ROAD**



'Needles & Carbs'

By Derek Giles

First off my photo last month should have identified the fixed and biased (spring loaded) needles used in SU carbs for our cars!

The next thing I should indeed have mentioned was the ID tag on the carbs.

SU identified all carbs with a tag fitted under a float chamber screw.

For the Toledo it will read AUD392 for a 1970/71 car, AUD577 for a 1972/74 car and AUD707 for a 1975 car. Avoid like the plague anything with an FZX number, as these carbs are fitted with the Waxstat jet and ball bearing dashpot!

Twin carbs carry 2 tags one for front (F) and one for rear (R), so the ideal 1296cc Spitfire pair will read AUD441 F/R or AUD517 F/R or AUD580 F/R.

All these will have the later biased needles, which is what you are aiming for. All are fitted with the standard AAN needles, as

mentioned last month.

Should you have fitted or wish to fit a 4 branch manifold but keep the standard filters then a change of needle is called for. At this stage I have found the AAT works best.

Even adding a Mk3 camshaft I would keep them as they still give a good fuel supply across the rev range.

If you want nicer looking air filters then at this stage DON'T go for K&N's, try some chrome filters from one of our suppliers. These are usually fitted with foam elements that flow about the same air as the paper type! Just make sure you fit the gaskets provided.



Carb set up showing throttle cable etc

Something like 68bhp can be achieved at this stage if you also advance the timing by a couple of degrees!

I used these filters but with wire elements; a 4 branch and Mk 3 cam in my original 11/4" set up and opted for a slightly richer needle the AAQ as the filters flowed more air and gave

me 70bhp. To my mind this is as far as you can easily go with the 1 1/4"



Reversed heater connections.

set up as they are not capable of flowing much more air without drastic physical modification.

The logical step now is the 1500cc twin 11/2" set up. The manifold is a straight fit to our engines and the ID should read AUD665 F/R. No matter which car they come from change the needles to AAN's if all else is standard!

With a 4 branch, filter and cam changes go for the equivalent 11/4" needles, either AAT or AAQ. At any stage keep the red springs that come as standard!

My own set up now consists of Mk3 cam, wire element chrome filters, 4 branch and twin 1 1/2" carbs fitted with AAK needles and red springs, which I have stretched by 1" to give a 6oz load. This and an unleaded Toledo (bigger inlet

valve) head plus electronic ignition set at 6deg BTDC, gives around 80bhp!

I think I have voiced my opinion on K&N's before; I don't like them mainly because they usually flow TOO MUCH air for a given rev range unless many other modifications are also carried out. On the other hand if you like them then try the following needles AAR with the above engine set or AAU if using a longer duration cam. In both cases the yellow springs AUC1167 may well be required.

The final two items to consider are the throttle cable and the heater connections.

Use a L/H drive Vitesse cable part No 147389 with associated fitments. The heater connections can be reversed (i.e. manifold to top pipe and valve to return pipe) to avoid any kinking of the top hose, without any downturn in the efficiency/safety of the system.

THE NORTH WEST MG & TRIUMPH PICNIC

BRING YOUR MG & TRIUMPH TO...

CAPESTHORNE HALL nr MACCLESFIELD
(on the A34, 3 miles west of Macclesfield)

SUNDAY 25th JULY 2004 from 10am - 5pm

• Displays from Regional MG and Triumph Car Clubs

• MG & Triumph Concours

• MG, Triumph Car Mart

• MG & Triumph Jumble

• Childrens Entertainments

• MGs, Triumphs & specials based on those marques welcome, plus special 'guest classic' section

• Live Commentary & Arena Parades

• Reduced Entry to House & Gardens

• Trade Stands

MG, Triumph & Classic Vehicle pre-booked secure car parking

Admission £5 Adults (£3 in advance before July 16), children under 16 free, parking free!

APPLICANTS WANTED IN ALL AREAS - CLUB STANDS, PRIVATE ENTRIES, CONCOURS, TRADE STANDS & AUTOJUMBLE - CONTACT US FOR BOOKING FORMS TODAY!!!

Andrew Greenwood, PO Box 1254, Huddersfield, West Yorks., HD4 6WY
Tel: 01484 452002, Fax: 01484 452006, Mobile: 07831 281284

E-MAIL MGTRI@CLASSICBIKES-CAR.DEMON.CO.UK

WEB PAGE: HTTP://CLASSICMOTOR.CO.UK/GREENWOOD/ANDREW.HTM

TRIUMPH Herald 13/60 Register
www.tssc.org.uk/herald13/60



A Silver Lining

By Trevor Collett

Shame just doesn't cut it, bloody shame is getting there but our real feeling about the forced cancellation of SEM Sunday cannot be printed in a respectable magazine.

TRIUMPH Specials Register

I was there with my Moss Malvern on the Saturday, I saw the trouble some cars had getting across the mud bath that was the entrance to the field.

It didn't actually rain during the day and I reckoned that if it held off the field would improve in time for the Sunday rush. Mid afternoon I decided to return home and put a bit of elbow

Jackie would bring down the next day, so I set off across the sea of mud. I'd got across the worst of it without major drama and was just about to exit the gate when a bright yellow Hurricane came through.

I knew I had to go and talk to this car, but I didn't fancy another two trips through the mud pit so I abandoned my car just to the side and walked back onto the show field.

The car was on foreign plates and had the steering wheel on the continental side. I introduced myself to the car and its two occupants. I learned that the car had come all the way from Belgium, piloted by Claude Buntix, with his friend and neighbour Luc Noville in the co-pilot's seat. Some of you may know Claude, he is a regular at Triumph gatherings in the UK, but this was the first time I had the pleasure of meeting him. He is also the man who runs the Triumph Sports Six Club Belgium, not an overseas area of TSSC but a fully fledged club in its own right, with our permission to make use of our name, and emblem. As I will reveal these two guys are two of the saddest sufferers from the Triumph bug I have ever met - no, seriously, genuine enthusiasts.

Claude and Luc assured me they would be back the next day so I set off home, planning to get the full story then. As I was putting the cover on the Moss it started to rain, a bad portent.

It did rain some more during the night but Sunday

grease into my Herald, which morning wasn't looking too bad. Arriving at the Leatherhead

Leisure Centre I suppose I wasn't totally surprised to see the gate to the show field closed and some of the guys standing mournfully outside.

Gloomily I went on to main car park round the corner but cheered up a bit when I saw that Not The SEM was in full swing. There was a good number of cars there, including the Belgian Hurricane. I wasted no time in getting the full low-down on

1965 Spitfire Mk2, and it sported the four cylinder engine.

When the car hit the roads of Voroux lez Liers it remained in this spec while Claude planned its renovation. Claude has shown me a very impressive photo record of the work he carried out on this car over the next almost four years - enough material for a whole edition of The Courier (Claude - have you thought about publishing the full story? I'd buy the book).

Just room here though for a very brief outline of the work carried out. Completely stripped down, body and chassis separated. All the paint was stripped from the fibreglass body and a very serious crack, almost



what is, probably, the best Hurricane in the world.

Claude's relationship with this car started in 1998 when he travelled up to Manchester to buy it. The car was complete and had been running on the roads of Britain. It was then blue and registered FFA 583D. The donor car was a

right across the middle, repaired. Alterations made to accept the steering wheel on the left hand side and repainted in glorious sportscar yellow (most people associate the colour red with sportscars, but for me yellow really does it, don't know why).

The running gear was beefed up with GT6 front suspension, Vitesse/GT6 size rear brakes and Spitfire 1500 suspension to hold up the back end. The chosen power plant is a six cylinder unit from a Mk3 GT6. Claude obviously has a lot to teach us about alternative, more



modern, ancillary bits for our cars. For example he has a very neat looking alternator and a very efficient looking starter motor, both, I think he said, from a Metro.

Claude's choice of carburettors is interesting too; he has opted for twin SU HIF6/44 carbs. I'm not an expert in SU carburettor history but I think these are one of the last incarnations that worked on the constant-vacuum principle. "HIF" stands for Horizontal Integral Float chamber and the "6" indicates an inch and three-quarter bore size. The "44"? That is 44mm, 1.75 inches in new money. I don't know what car Claude's carbs were originally intended for but I think Mini/Metro is possible.

The result of all this impressive work is a very impressive car. Congratulations Claude, a masterpiece. Just for the record the photo of Claude under the bonnet of his car does not indicate an engine problem, I just got him to pose. I took the photo with its hood down at the Gaydon Triumph Day, where Claude again brought his car over from Belgium to display for us. You will note that this meant two trips across the channel for Claude, and Luc, in the space of three weeks. Keen, or what?

One reason, no doubt, for this dedication to British



Triumph events is a result of the restrictions imposed on

Claude's Hurricane by the Belgian authorities. Because it has no proper type approval he can only drive it on the public roads to a garage for repair or to an organised classic car event. Can you believe that?

One footnote to this story, I got Claude to tell me what other Triumphs he has: 1964 Herald 1200 Estate, 1961 Herald 1200 Coupe and 1969 Vitesse Mk2 Convertible. Then I asked Luc about his collection: Herald 1200 Convertible, Toledo 1500, 2.5PI Saloon, Dolomite Sprint and Vitesse Estate. And if that wasn't enough Luc also has a model from my own other favourite car maker, a Ginetta G20. It was a struggle, but I succeeded in not turning green.

The other car pictured this month is a Burlington Berretta, also in attendance at the Gaydon show at the end of May. This lovely car has appeared in this column before and I include it again in tribute to its owner and builder Ray Peet. This was his first outing after repairing the car after it had been subjected to some serious vandalism several months before.

Well done Ray, the car is a credit to you.





Sunday 23rd May
Rockingham (Rock and Roll)

An impressive turn out of four Class A cars and nine (9) class C cars had everyone a little excited about the prospects of some good racing. And with no scrutineering problems to talk of all seemed perfectly fine for the days racing.

Practice was at an almost tardy 10.30am for us and as we assembled everyone was rearing to get out and put in some lappery. As the previous session ended and we were ushered on to the track I had a problem starting the car and

required a bump start from the marshal and made my way onto the circuit. Unfortunately for me this was the beginning of a misfire that was to set in and prevent me from putting in any serious track time.

John Thomason was back in the Silver Bullet MkII, which incorporated most of the mechanicals of the previous car and one body panel (apparently) which had been saved. I finished my session early to find and fix the reason for the misfire but was held in parc ferme for some reason and when they let me out the car was completely dead!

For the others, Andy Vowell had plonked himself firmly on pole, and a returning John Thomason in the Silver Bullet Mk2 was in second, Karl Dandridge was third with Richard King closely behind him and on Class A pole himself, with Barry some seconds down the road.

After three hours of trying to trace the misfire and after pulling the ignition system and carbs apart I eventually solve the problem, but with scant few minutes to the race there was no hope of fine tuning the engine. John Thomason, although putting in some good lap times, had discovered his pistons were disintegrating inside the engine and retired to prevent an engine blow up.



Andy & Karl in midfield

Rockingham Rock & Roll

Round 3

By Nigel Gibbins

We scooted off to our race and duly lined up and circulated for our rolling start. Of course I was at the very back of the grid right behind Mik Davis and Mark Hadfield, and the problem with that is that you absolutely **MUST** stay right on the back bumper of the car in front of you. But if he isn't on the bumper of the car in front of him then you end up

immediately brought out the red flags and we all spent the next 15 minutes waiting in the pit lane for our restart.

The restart went without a hitch and all were away safely. Unfortunately, due to the time needed to clear the accident, our race was truncated to 8 minutes (instead of 15) and this didn't allow much time to make up places.

In Class A, Richard King was ahead of Barry Blakely for most of the race until he got barked by a TR and Barry snuck through for



Andy Winterton's Damaged Spitfire

dropping back. The more cars in front of you the further back you drop.

This resulted in me being halfway round turn four when the leaders were already crossing the line. But I was watching the lights, and as soon as they went green I floored it past Mik and set about catching Mark.

Into turn one (Banked Oval) there was a huge cloud of oil smoke, which was blocking my sight through the corner. It was Andy Winterton's spitfire, which had thrown a con rod through the block and was spinning off into the concrete wall. This



Lapping Mik

the last minute win, Mark brought it home in third after an spin on an Ex-V8s oil on the penultimate lap.

For Class C Andy Vowell took the win, and overall 5th



TSSC Midfield

place, even after a slight coming together with a TR5. Karl Dandridge was in second and it was Rej Jane in third and Dave Thompson in fourth. Kev Hadfield would have been fifth but for a spin at the final chicane on the last lap, when he couldn't restart, and so I somehow managed to take fifth merely because I finished.

Steve Adams retired before the start and of course Andy Winterton who was unhurt, unlike his car, didn't make the re-start.

At the front it was Graham Miller who took the win from

Jon Wolfe by a mere 0.19 seconds in what was by all accounts a close run thing in the battle of the V8s!

Our next race is at Oulton Park (Cheshire) on the 3rd July - why not come along and see it all for yourself. I'm told it's a good day out. After that we are at Donington on the 31st.

If you want to see some of these race cars up close, then we are displaying some of them at the International weekend at Stafford and Jon Wolfe and I will be attending the Retro Cars action day on the 4th July at Santa Pod.

Championship Table 2004

Class A		POINTS
83	Barry Blakeley Spitfire	29
65	Richard King Spitfire	25
62	Mark Hadfield Spitfire	15
76	Kevan Hadfield Herald	10
43	'Mik' Davies Spitfire	5
Class C		
50	Andy Vowell Spitfire	22
70	Dave Thompson GT6	16
70	Karl dandridge GT6	16
58	Andy Winterton Spitfire	5
21	Nigel Gibbins Spitfire	6
54	'Rej' Jane Spitfire	6
//	Steve Adams Spitfire	0
77	John Thomason Spitfire	0

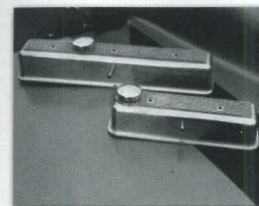
2004 Championship Race Calendar

Date	Circuit	Organisers
July 3rd	Oulton Park	MGCC Rnd. 5
July 11th-13th	Virginia Intl	(USA) Invitation
July 31/Aug 1st	Donington Park	BRSCC Rnd. 6
August 8th	Snetterton	MGCC Rnd. 7
August 22nd	Pembrey	AMOC Rnd. 8
August 29th	Mallory Park	MSCC/BRSCC Rnd 9
Sept 12th	Cadwell Park	MGCC Rnd. 10
Sept 25/26th	Brands Hatch	MGCC Rnd. Final



Canley Classics

The Triumph Spares Specialists



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



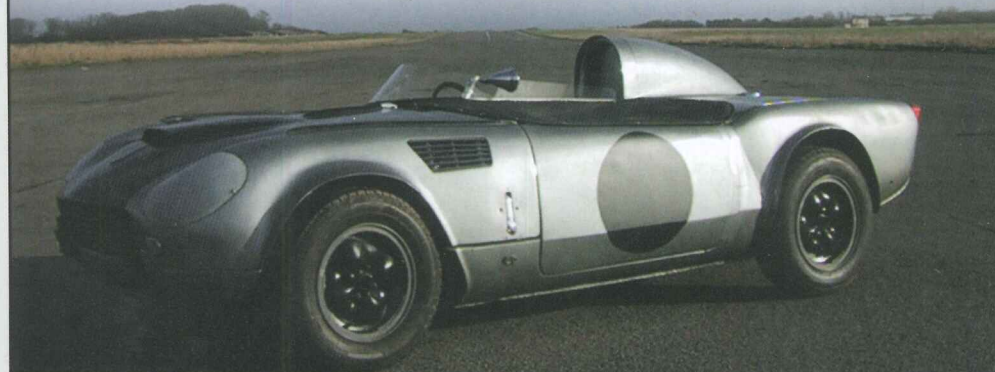
Recent developments include a wide range of lightweight components, including aluminium engine plates, water pump housings, front hubs and lightweight flywheels.



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



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



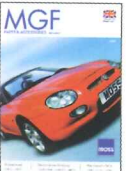
visit our website at : www.canleyclassics.com

or call us on telephone : 01676 541360

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



keeping the great marques alive...



ENGINE

TR2-4A .ROCKER SHAFT - TUFTRIDED	£27.95
TR2-4A .NEW CAMSHAFT SPRINT88	£159.95
TR2-4 .CLUTCH KIT (3 PIECE)	£159.45
VARIOUS OIL RADIATOR, 13 ROW (1/2" BSP)	£36.66
TR4-7 .KENLOWE FAN KIT	£96.14
6CYL .ROLLER ROCKER KIT 1.55:1	£519.95
TR5-6 .CON ROD FORGED STEEL - 1 BEAM (1500cc)	£249.95
TR2-4A .FLYWHEEL L/WIGHT STEEL (7 1/4" CLUTCH)	£224.95
TR5-6 .DUPLEX TIMING CHAIN KIT (1500cc)	£68.74
TR5-6 .RING GEAR ASSEMBLY	£24.68
SPIT .ROLLER ROCKER KIT 1.65:1	£399.95
LATE TR6 .ALLOY FLYWHEEL + RING GEAR 8.5" CLUTCH	£424.95
TR7 .NEW CAMSHAFT	£166.85
SPIT 1500 .OIL PUMP	£58.69
TR5-6 .OIL COOLER INSTALLATION KIT	£57.45
SPIT 1500 .WATER PUMP ASSEMBLY	£30.95

EXHAUSTS

TR4A .TWIN EXHAUST SYSTEM S/S	£191.95
SPIT 1500 .EXHAUST SYSTEM S/S (3 PIECE)	£150.95
SPIT 1500 .EXHAUST SYS. (TWIN PIPES) S/S	£189.95
TR2-4 .EXHAUST SYSTEM S/S	£127.95
TR2-4 .PERFORMANCE EXHAUST SYSTEM S/S	£114.95
SPIT .EXHAUST MANIFOLD S/S (3 PIECE)	£158.95
TR5-6 .PERFORMANCE EXHAUST SYSTEM S/S	£195.95
SPIT 1500 .INLET MANIFOLD TWIN HS4	£114.95

BUMPERS & GRILLES

TR3 .GRILLE ASSEMBLY	£104.95
TR4A .GRILLE ASSEMBLY	£229.13
TR5-250 .GRILLE	£242.95
SPIT 1500 .REAR BUMPER - TWO SEP. NO. PLATE LAMPS	£332.95
TR6 .REAR BUMPER CENTRE (LAMP HOLES)	£104.95
TR4 .FRONT BUMPER ASSEMBLY	£79.95
TR6 .FRONT BUMPER	£209.95
TR4-5 .OVERRIDE REAR LH	£33.55

STEERING

SPIT .STEERING RACK ASSEMBLY RHD	£109.94
TR6 .STEERING RACK GAITER KIT	£8.30
TR4A-6 .STEERING RACK ASSEMBLY RHD	£149.95
TR4A-6 .DRIVE SHAFT & NEW HUB (ROLLER IMPROVED)	£546.38
7/STAG .STEERING RACK GAITERS	£5.43
TR4-6 .STEERING RACK SOLID MOUNTING KIT	£29.75
TR7 .TRACK ROD END	£13.45

WINDSCREENS

TR4-5 .FRONT WINDSCREEN	£358.38
SPITIV .FRONT WING ASSEMBLY RH	£43.64
TR2-3A .REAR WING RH	£305.50
TR2-3A .FRONT WING LH	£399.95
TR5-6 .DOORSKIN	£71.93
TR3 .FRONT APRON ASSEMBLY	£672.95
TR250-5 .FRONT UPPER VALANCE	£111.63
SPIT 1500 .BONNET ASSEMBLY	£667.58
TR6 .BONNET ASSEMBLY	£317.76
SPITIV .REAR WING	£87.26
TR5-6 .FLOOR PANEL RH	£90.56
SPIT 1500 .BOOTLID ASSEMBLY	£315.68
TR4-5 .REAR DECK REPAIR PANEL	£88.13
TR2-3A .WINDSCREEN GLASS	£78.45

LIGHTING

SPIT .HEADLAMP ASSY. RHD (SEAL BEAM)	£36.50
VARIOUS .HALOGEN HEADLAMP KIT RHD + PILOT	£35.95
TR6-7 .NUMBER PLATE LAMP	£5.76
TR3-3A .FRONT SIDE & FLASHER LAMP ASSEMBLY	£13.25
TR2 .REAR LAMP ASSEMBLY (TO TS1306)	£59.22
TR7 .CHROME DRIVING LAMP 5.5" (PAIR)	£29.38
SPIT .REAR NO. PLATE LAMP & BADGE ASSY.	£110.95
VARIOUS .HEADLAMPS STONEGUARDS (PAIR)	£10.40
VARIOUS .HEADLAMP SET LHD (WITHOUT PILOT)	£38.95
TR4-5 .REAR LAMP ASSEMBLY	£85.95
SPIT .REAR NUMBER PLATE LAMP	£14.25
VARIOUS .TRIPOD HEADLAMP RHD	£80.95

ELECTRICAL

VARIOUS .WINDSCREEN WASHER PUMP (ELECTRIC)	£13.44
TR7 .CENTRAL DOOR LOCKING KIT	£88.13
TR7 .BOOT RELEASE KIT	£55.23
TR5 .FULL WIRING LOOM	£201.95
TR5-6 .BOSCH FUEL PUMP CONVERSION	£254.95
TR2-6 .CLASSIC BATTERY (NEG EARTH)	£66.00
VARIOUS .FUEL PUMP KIT (EARTH)	£74.95
VARIOUS .SPORTS COIL IGNITION (PUSH IN HT LEAD)	£18.95
TR5-6 .NEW GEARED STARTER MOTOR	£184.95
TR2-6 .LUCAS OVERDRIVE RELAY	£13.95
TR7 .ELECTRONIC IGNITION KIT - AC DELCO	£77.84
TR2-4A .HT LEAD & CAP SET	£21.95
TR2-3A .HIGH TORQUE 'BOMB' STARTER MOTOR	£184.95
TR2-4A .ELECTRIC SCREEN WASHER ASSEMBLY	£174.95
TR5-6 .NEW ALTERNATOR 18ACR	£58.75

EXTERIOR

TR4 .VINYL HOOD - BLACK	£164.50
SPIT .ROLL OVER BAR (WIDE) MKI-II, IV-1500CC	£139.95
SPIT 1500 .BONNET ASSEMBLY	£667.58
TR4-5 .STAINLESS STEEL BOOT RACK	£74.95
TR5-6 .DOUBLE DUCK HOOD BLK FIXED WINDOW	£222.94
TR4A-6 .TONNEAU COVER - BLACK	£108.69
VARIOUS .LOCKING PETROL CAP - LOZENGE	£45.95
TR4A .HOOD - VINYL BLACK FIXED WINDOW	£164.50
VARIOUS .CHROME BULLET - RACING MIRROR	£16.75
TR5-6 .DOOR GLASS (CLEAR)	£39.36
TR2-6 .HEAVY DUTY OUTDOOR CAR COVER	£144.95

INTERIOR

TR4 .PLATE - SWITCH MOUNTING	£9.95
SPIT .FOOTWELL MAT	£19.98
SPIT .CARPET SET BLK (MOULDED) MKIV-1500	£205.26
SPIT .CARPET SET - BLACK	£85.90
VARIOUS .SEAT BELT - INERTIA	£40.54
TR4A .DASHBOARD - BURR GLOSS RHD	£194.95
TR3-3A .CARPET SET - WOOL BLACK	£116.33
VARIOUS .GEAR KNOB - WOODEN TRIUMPH LOGO	£4.58
VARIOUS .GEAR KNOB - LEATHER TRIUMPH LOGO	£4.58
TR6 .DASH SUPPORT COVER	£84.60
VARIOUS .MOTO-LITA S/WHEEL 14" LEATHER DISH	£99.95
TR6 .SEAT FOAM SET (4 PIECE) (1973 ON)	£94.95
TR6 .STEERING LOCK ASSEMBLY	£50.03
TR2-3A .STEERING WHEEL - NON ADJUSTABLE	£186.95

BRAKES

SPIT .BRAKE DISC	£17.75
SPIT .BRAKE SHOE (SET OF 4)	£14.95
ALL .BRAKE BOOSTER KIT (SINGLELINE SYS.)	£164.95
TR7 .BRAKE DRUM - 5 SPEED	£53.95
SPITIV .BRAKE MASTER CYLINDER (TANDEM)	£194.94
SPIT .GREEN STUFF BRAKE PAD SET	£24.21
TR4-6 .GIRLING REAR WHEEL CYLINDER - O.E.	£18.21
TR4A-6 .S/S FRONT BRAIDED BRAKE HOSES (PAIR)	£24.45
SPIT 1500 .BRAKE MASTER CYLINDER (78 ON)	£185.96
TR7 .BRAKE PAD SET	£7.95
TR6 .CALIPER PISTON	£12.95
TR7 .BRAKE DRUM - 4 SPEED	£37.01
TR4-6 .BRAKE PAD SET - KEVLAR	£17.33
TR3A-6 .GIRLING BRAKE DRUM 9"	£56.95
TR3A .BRAKE/CLUTCH MASTER CYLINDER	£91.65

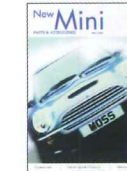
All prices include VAT @ 17.5% and are subject to change without prior notice. All prices per single component unless otherwise stated. Carriage not included. E. & O.E.

WHEELS

VARIOUS .MUD FLAPS - TRIUMPH LAUREL LOGO (PAIR)	£7.95
VARIOUS .TRILOCK WHEEL NUTS (ALLOY WHEEL)	£15.55
TR3-6 .WIRE WHEEL CONVERSION KIT	£246.75
VARIOUS .15"X 4" 48 SPOKE CHROME WIRE WHEEL	£146.88
SPIT .13"X 5" MINATOR ALLOY (BOLT ON)	£69.91
TR3-6 .WIRE WHEEL HUB RH	£39.95
VARIOUS .15"X 6" 'REVOLUTION' ALLOY BLK/SILVER	£105.95
VARIOUS .15"X 5.5" MINATOR ALLOY (BOLT ON)	£81.55
TR5-6 .LOCKING WHL NUTS - REVOLUTION WHLS (EA)	£5.70
VARIOUS .TITANIUM REVOLUTION WHEEL NUTS (20)	£246.75

SUSPENSION

TR2-6 .STUB AXLE	£29.38
TR4A-6 .REAR KONI SHOCK ABSORBER	£70.95
TR5-6 .REAR SPAX CONVERSION KIT	£144.95
SPIT .STEERING 'QUICK' RACK RHD	£189.95
TR4A-6 .REAR TELESCOPIC CONV BRKTS (PAIR)	£72.96
TR4A-6 .NEW SHOCK ABSORBER - REAR RH	£70.50
TR2-4 .GAZ FRONT ADJUSTABLE SHOCKS (PAIR)	£95.90
SPIT-GT6 .GAZ ADJ. SOCKS REAR - NOT ROTOFLEX	£105.90
TR4-6 .STEERING RACK SOLID MOUNTING KIT	£29.75
TR7-8 .REAR SHOCK ABSORBER - STANDARD	£25.79
TR4A-6 .REAR COIL SPRING - STD (GREEN/WHITE)	£19.45
TR7 .ROAD SPRING - FRONT	£19.95
TR2-4 .NEW S/ABSORBER (25% UPRATED) LH	£70.50
SPIT 1500 .REAR ANTI-ROLL BAR KIT 5/8	£122.79
TR4A-6 .POLY MAJOR SUSPENSION OVERHAUL KIT	£52.88
TR7 .ANTI DIVE SPACER KIT	£24.95



THE MOSS SUMMER SALE...!

Offer starts 5th July to 31st August.



SAVE UP TO 35%

Save up to 35% on selected Triumph Parts and Accessories. Call for details...

KITS

TR2-3A .CLUTCH KIT	£34.95
TR4A .UPRATED, LOWERED SPRING SET	£116.61
TR5-6 .S/S MANIFOLD + SPORTS EXHAUST SYSTEM	£394.89

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

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

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

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

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

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

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

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

www.moss-europe.co.uk





Smiths Radiomobile Radios

By Dave Rumens

THE ORIGINAL SMITHS RADIOMOBILE RADIO
AS FITTED TO THE VITESSE

PART 2.

Hi everybody, Last month I covered the Smiths Radiomobile 970/980 five button car radio fitted to the Vitesse in the 1960's.

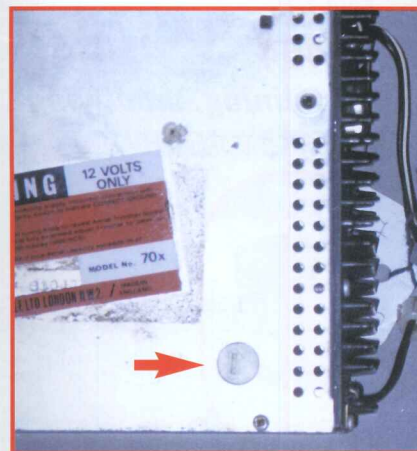
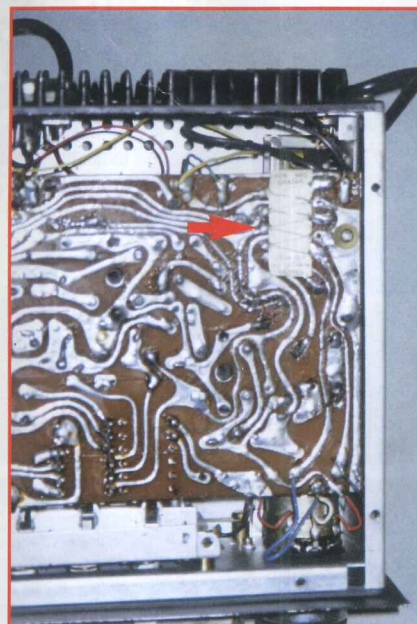
This month's article forms part 2 and covers checking and changing the polarity. Plus the Smith Radiomobile 70 series three button

model which was available as a cheaper option to the 970/980 models.

The first and very important action you must take before connecting any radio to the battery supply of your car is to check its polarity and ensure it matches your cars. To check and, if required, change the polarity of the 970/980 and early 70 series radios, involves opening up the set and carrying out some delicate soldering with a small soldering iron. If you doubt your ability to carry this out process then enlist the help of a competent radio or electronics technician. Most areas seem to have at least one - must be something about

Triumphs! To open the set, turn it over with the base cover pointing upward. Then remove the six screws holding the base cover to the main chassis and the two additional screws holding the base cover to the rear heat-sink. In the case of the 970/980 the instructions on how to check and change the polarity are given on the inside of the base cover. ^ See picture 1. On the early 70 series the instructions are given on the circuit board. ^ See picture 2.

The later 70 series, the 70X, has been engineered to facilitate the checking and if required changing of the polarity. Turn the set over with the base plate pointing upwards. On the right hand side on the base cover, See picture 3, there is a white control with an arrow pointing to a + or - sign. Where the arrow is pointing indicates the polarity. To change the polarity simply turn this



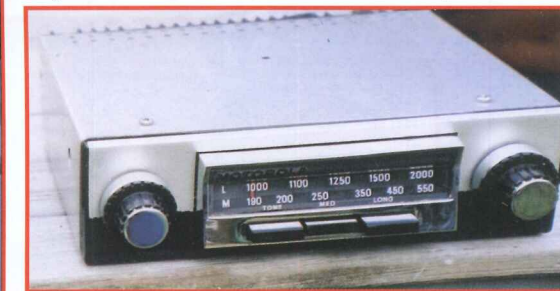
control with a screwdriver to the required earth polarity i.e. Positive or Negative.

Now let's look at the difference between the five and three button models. The five button models of the

Smiths Radiomobile car radio featured five pre-set station selection buttons and a variable tone control. The three button models did not feature these facilities. The three buttons were used to change the waveband (MW/LW) and change the audio tone. For the technically minded the three button radio still featured an RF stage, permeability tuning and an effective AGC. For their day these radio gave good performance but unlike the five button model there was no higher output version available. To standardise things the same fitting kit was used to install both the 970/980 and 70 series of car radios into the Vitesse.



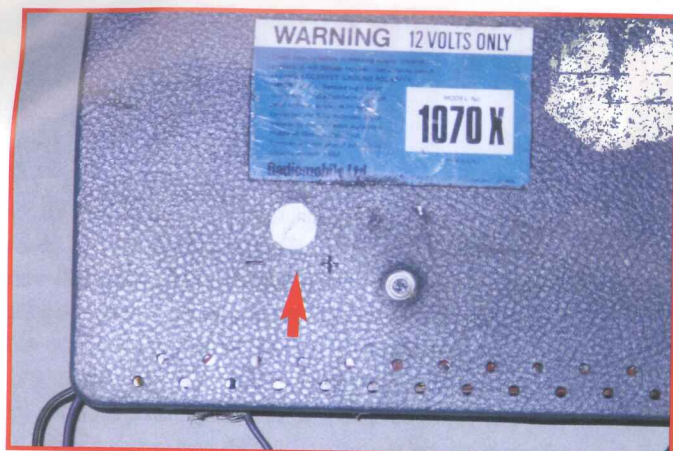
Picture 4 shows the Smiths Radiomobile three button radio model 70 series. Like the five button model the three button was also produced under the Motorola brand name. The 70 series was badged as the Motorola 125, which can be seen in picture 5. Other



than the knobs and front trim being slightly different the performance and size of these radios were identical. As a result the Motorola models used the same fitting kit as the Smiths Radiomobile radios. Yes badge engineering was going on even in the car radio world!

If you are unable to find a five button model in good condition the three button model makes a good alternative. What's more they look right and in

TRIUMPH Vitesse Register
www.tssc.org.uk/vitesse



The 1070X models carried on the easy approach to the checking and changing of the polarity. This can be carried out as followed. Turn the set over with the base plate pointing upwards. On the right hand side of the base cover, see picture 6, there is a white control with an arrow pointing to a + or - sign. Where the arrow is pointing indicates the polarity. To change the polarity simply turn this control with a screwdriver to the required earth polarity i.e. Positive or Negative.

good condition work well.

Like the 970/980 models the 70X and 125X series lasted until being replaced by the 1070X in 1969. The 1070X then carried on into the 1970's and various versions of this model were fitted to Triumphs of the decade.

Again a word of warning before connecting one of these radios to the battery supply you must ensure that the polarity is set correctly to match that of the car you are installing the radio in. Failure to observe the correct polarity may seriously damage your radio beyond repair.

Safe Driving & Keep Running On All Six - *David.*

PICTON SPORTSCARS

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

Telephone: 01992 634464

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



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

www.picton-sportscars.co.uk

ABINGDON

PARTS 4 MG • MX5 • TRIUMPH



UPDATED PLUG LEAD SETS

5 times less resistance than standard O.E. wire
TR2-3 (top entry) £23.50
4 Cylinder Models £20.00
6 Cylinder Models £25.00

NEW FOR THE TR2-7

The Abingdon Emergency Kit
(details below)



Coming soon...

...to a computer screen near you

www.davidmanners.co.uk

HUGE DATABASE OF PARTS, SECURE ONLINE BUYING, ORDER TRACKING



STANDARD FRONT COIL SPRINGS

TR2 - 4 (312lb)	£13.95
TR4A - 6 (312lb)	£11.75
TR7 (94lb)	£14.95
SPITFIRE MK1-1500 (180lb)	£11.95
GT6 MK1-III	£12.95
DOLOMITE SPRINT	£17.75

UPDATED FRONT COIL SPRINGS

TR2 - 6 (390lb) SL LOWERED	£12.95
TR2 - 6 (390lb) HIGHER	£16.95
TR2 - 6 (420lb) VERY LOW (COMP USE)	£15.25
TR2 - 6 (450lb) LOWERED (COMP USE)	£15.95
TR4A-6 (420lb) MODEL DEPENDENT	£24.18
TR7 (160/210lb) LOWERED	£13.95
SPIT MK1-1500 (330lb) SL LOWERED	£13.95
SPIT MK1-1500 (330lb) LOWERED	£14.95
SPIT, GT6, VIT (480lb)	£14.95

STANDARD REAR SPRINGS

TR2 - 4 LEAF SPRING	£35.25
TR4 DEEPDISH	£49.94
TR4A (SOLID AXLE)	£56.40
TR4A - 6 (354lb)	£11.75
TR7 - 8 (165lb)	£14.50
SPITFIRE MK1-III	£64.63
SPITFIRE MK1V-1500 (NO BOX)	£64.63
GT6 ROTOFLEX MK2-3	£69.91
DOLOMITE SPRINT	£17.04

UPDATED REAR SPRINGS

TR4A-6 (420lb) STD HEIGHT	£14.50
TR4A - 6 (390lb) RAISED	£14.50
TR4A-6 (420lb) LOWERED	£14.50
TR4A-6 (510lb) STD HEIGHT	£15.86
TR4A-6 (520lb) COMP LOWERED	£25.26
TR7 (206lb) STD HEIGHT	£17.63
TR7 (170/210lb) LOWERED	£18.80

SHOW YOUR CLASSIC (OWNER) YOU CARE WITH THE ABINGDON EMERGENCY KIT.

A HOST OF LITTLE LIFE SAVERS IN A NEAT PRESENTATION BOX:

CONTAINS: PLUGS, LEADS, COIL, POINTS, CONDENSER, FAN-BELT, ROTOR ARM, BULBS FUSES, THERMOSTAT & TOP/BOTTOM HOSES ALL FOR THE BARGAIN PRICE OF

TR2-7 £40.00
SPITFIRE, VITESSE, GT6 HERALD (INCL. FUEL PUMP) £45.00

TRUNNIONS

TR2-4	£35.25
TR4	£37.60
TR4A-6 (O.E. QUALITY)	£19.95
TR4A-6 (REPRO)	£14.95
SPITFIRE-GT6-VIT-HER (STANPART)	£15.00
SPITFIRE ETC (REPRO INC. BUSHES)	£11.75

BALL JOINTS

TR2-4	£17.50
TR4-6	£9.00
SWIVEL JOINT LWR TR7	£11.00
SPITFIRE, GT6	£7.50

TRACK ROD ENDS

TR2-3	£14.10
TR4-6	£7.50
TR7	£7.50
GT6 SPIT VIT & HER	£5.95

VERTICAL LINKS

TR2-4	£81.00
TR5-6	£57.50
SPITFIRE & HERALD	£57.50
HERALD (FR DRUM)	£61.75
GT6 & VITESSE	£57.50

SUSPENSION LINKS

REAR SHOCK LINK TR2-4	£14.10
REAR SHOCK LINK TR4A - 6	£13.51
ARB LINK SPIT, GT6, HER, VIT	£9.99

STEERING RACKS

TR4 EARLY (OWN UNIT REQ)	£49.49
TR4 LATE (OWN UNIT REQ)	£87.54
TR4A - 6 (OWN UNIT REQ)	£37.49
TR7	£37.60
SPITFIRE MK1-1500	£37.51

WHEEL BEARING KIT

TR2-4 FRONT	£11.75
TR4-6 & SPIT MK1-1500 FRONT	£11.95
TR4A-6 REAR	£12.95
TR7 FRT	£8.50
TR7 5 SPEED REAR	£19.95
TR7 4 SPEED REAR	£11.00
SPITFIRE, GT6 (NON ROTO) REAR	£13.75
GT6 DOLLY VITESSE FRONT	£9.50
DOLLY TOLEDO REAR	£10.50

WHEELS

BOLT ON 15IN 4 STUD SILVER TR3-6	£72.50
KNOCK ON WHEEL 15IN SILVER	£140.00
KNOCK ON WHEEL 15IN FLINT	£145.00
48 SPOKE 4 * 15 PAINTED TR2-3A	£74.99
48 SPOKE 4 * 15 CHROME TR2-3A	£116.50
60 SPOKE 4.5 * 15 PAINTED TR3-6	£75.95
60 SPOKE 4.5 * 15 CHROME TR3-6	£116.50
72 SPOKE 5.5 * 15 PAINTED TR3-6	£88.50
72 SPOKE 5.5 * 15 CHROME TR3-6	£134.95
70 SPOKE 5.5 * 15 PAINTED TR3-6	£112.50
70 SPOKE 5.5 * 15 CHROME TR3-6	£197.50
ALL ROAD WHEEL TR7	£107.75

TEL: 0121 544 4444 • FAX: 0121 544 4340

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

ABINGDON PARTS 4
IS A MEMBER OF....

THE DAVID MANNERS
PARTS 4 GROUP

991 WOLVERHAMPTON ROAD • OLDBURY • WEST MIDLANDS • B69 4RJ
 JUST 50 YARDS FROM JUNCTION 2 OF THE M5
 Opening Times Monday to Friday 9.00am to 5.30pm Saturday 9.00am to 1.00pm

WE WILL EVEN HELP WITH DELIVERY

We export the world over and have some great delivery rates. Spend £100 EX VAT and receive £5.00 towards shipping





Acclaim

By Michael Hancock

12.5 facts YOU should Know about the Triumph Acclaim

TRIUMPH Acclaim
 Register
 www.tssc.org.uk/Acclaim

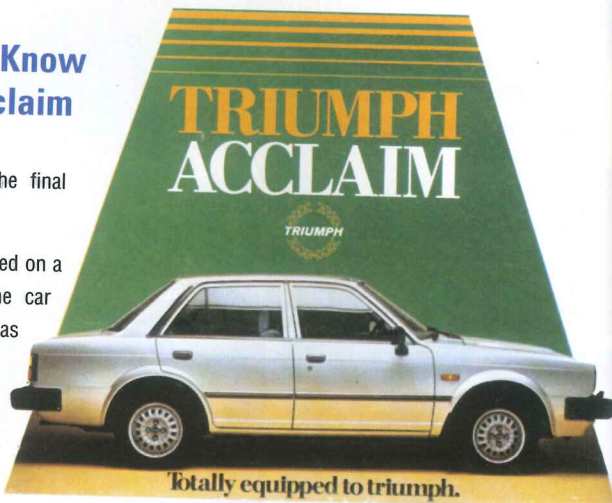
1. The Acclaim was the final Triumph model.

2. The Acclaim was based on a Honda design. The same car was sold outside the UK as the Honda Ballade.

3. The Acclaim was to have been built at the traditional home of Triumph at Canley, Coventry. Unfortunately, by the time the car was due to be made, the Canley factory had been demolished. So it was made at Cowley, Oxford.

4. Alphabet Soup. Models were available in various levels of trim and equipment: L, HL, HLS, CD. AM had high levels of equipment for their time and even air-con was an option - a first and last for Triumph!

5. The Acclaim was made from 1981 to 19M - a short production run which was curtailed by policies within BL. The company was sold to BMW which brought to an end the production agreement with Honda.



6. The Acclaim has a Honda designed engine of 1335cc - 70 bhp. Maximum speed is about 90 mph. The engine is flexible and like the remainder of the car, has a good reputation for reliability.

7. Acclaims were fitted with Triumph branded radios - now real collectors' items - which were high grade models, possibly made by Phillips.

8. Transmissions were either manual 5-speed box or an interesting Honda designed 3-speed semi-automatic called the Triomatic.

9. Contrary, perhaps, to appearance, the Acclaim is front wheel drive.

10. There are more Acclaims around than you see on the road! Many are leading a gentle, pampered life at seaside bungalows on the South Coast.

11. Good Acclaims can be bought for a song - provided your name isn't Pavarotti. About £600 seems to be top price.

ACCLAIM CD

The magnificent Triumph Acclaim CD has the looks, the refinement, the carrying capacity and the performance of a much larger-engined car. Like the other Acclaim models, it is totally equipped with advanced technical features; front and rear suspension springs offset for efficient low friction action. dual-circuit servo-assisted brakes (self adjusting at the rear), twin carburettor engine with transistorised ignition and a thermostatically controlled engine cooling fan. During manufacture, extensive anti-rust treatments are applied, plus advanced paint technology, ensuring long term protection from the elements and promising low depreciation.



The very best of everything

Distinctively styled as a four-door 5 seater saloon, the beautiful Acclaim CD has a wealth of executive-car luxuries, including tinted electric windows, twin remotely controlled door mirrors, halogen headlamps with power wash, digital clock, pushbutton radio/stereo cassette combination unit and rev counter.

The interior is attractively colour-keyed, with ribbed and plain velour seat and door trim and rich carpeting. Both front seats recline and there is a handy hatch into the boot through the rear seat squab. Air conditioning is optionally available at extra cost.

12. The wiper spindles, especially nearside, have a reputation for seizing up, with possible consequential damage to the bodywork.

Lubricate these spindles annually.

12.5. Change the cambelt every 3 years or 30,000 miles if sooner. No different from any other 1980's car then!

Parts Counter - latest update

Andy Ellis - 020 8662 1124 (Croydon)
 Trevor - 07751 355704 (Chatham)

Trevor has bought some Acclaims for their engines, and therefore wishes to sell the rest of the cars.

Also, Rimmer Brothers, the Lincoln based Triumph parts dealer, have some new body panels and gearboxes, including Triomatic, at clearance prices. See their advert elsewhere in The Courier for contact details. These are a job lot and will not be replaced when sold.

Please note that a mention in this column does not constitute a recommendation by the Club or myself.

I am always glad to hear from Acclaim parts suppliers and will mention them in this column.

Coming Shortly:

Can you fit a sunroof to the Acclaim?

Appeal to Acclaimers:

Please send your Acclaim advice and experiences to me at the Acclaim register email address.

Mobile Triumph Repairs

Triumphs and other British Classics

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

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

Phone: Adam Chignell

07768 793946

**7.30 pm - 8.30 pm 0208 8733022 (Epsom)
 Copsale, Near Horsham, West Sussex**

T.D. FITCHETT

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Herald/Vitesse FRONT FLOOR PANS (NEW)	£58.75
Delaney-Galley heater valve 560612	£47.50
Petrol tank	£120.00
Front lower valance 1200 O.E.	£115.00
Front lower valance 13/60 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/60 front lamp panel 812140	£60.00
Herald 1200 front wings	£97.50
Herald 13/60 front wings	£90.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£8.75
Windscreen drip channel	£11.50 pair
Herald/Vitesse door skins 901338/9	£60.00
Complete door shell 902256/7	£205.00
Sills 803070/1	£19.00
Tread plate repair panel	£6.75
Front floor mounting bracket for 607548	£4.75
Front floor mounting bracket rear 607549/50	£4.75
Rear floor mounting bracket 607655	£5.75
B post mounting bracket 703625/6	£14.00
Stainless steel tread plate finisher	£18.00 pair
Boot side panel 804611/2	£29.50
Herald 948/Vitesse rear centre valance	£52.50
Herald 1200/13.60 rear centre valance	£55.00
Rear quarter valances	£21.50
Inner front wheel arch 903075/6	£41.00
Rear outer wheel arch 802845/6	£38.50
Front/Rear wing arch repair panel	£12.50
Rear wing front repair panel	£12.00
All chassis outriggers/side rails/boot extn	£14.50 each
White rubber bumpers (full set)	£105.00
Rear overriders 703708/9	£32.00
Bonnet corner mouldings 706161/2	£23.00 pair
Wheel arch/bulkhead seal 704033	£2.75
Chrome bonnet catch 607663	£21.00
Door hinges 607824	£15.50 each
Boot hinges	£23.50 pair
Door to glass outer weather strip	£5.75
Hoods vinyl inc zip out window	£95.00
Hoods original I.C.I. material	£140.00
Accelerator pedal bracket 147655	£8.25
Set of 8 front suspension bushes 119451	£10.00 set
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Recon steering racks RHD exchange	£40.00
Track rod ends	£7.00 each
Rear shock absorber GSA385	£17.50
Front shock absorber	£20.00
Herald 3 Synco exchange gearbox	£135.00
Herald 4 Synco exchange gearbox	£160.00
Vitesse exchange gearbox	£170.00
Herald rear leaf spring 305945	£77.50
Herald recon exchange drive shaft assembly	£147.50
Herald/Vitesse non rotolux drive shaft	£157.50
Universal joint grease nipple type	£8.50
Herald new alternative distributor (exchange)	£57.50
Vitesse Delco distributor cap	£7.00
Vitesse HT lead set	£8.00
13/60 HT lead set	£7.00
Herald oil filter GFE 119/150	£4.50

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

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

TR7

Early type bonnet (single bulge) WKC170	£147.00
Late type bonnet (double bulge) XKC3822	£294.00
Front lower valance WKC86	£65.00
Sills L/H and R/H XKC 112/3	£76.00
Doors FHC WKC5286/7	£260.00
Door skins YKC74/75	£47.50
Body shell FHC with sunroof	£2,950.00
Body shell convertible	£4,450.00
Late type boot lid XKC3854	£175.00
Rear deck assembly convertible WKC4255	£87.50
Window regulators XKC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£120.00
Radiator grille R/H convertible WKC3674	£25.00
Petrol tank retaining strap	£8.00
Petrol tank	£110.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£75.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set (early) GHT 167	£9.00
TR8 electronic distributor	£260.00
Gearbox 4 speed exchange	£160.00
Gearbox 5 speed exchange	£380.00
Recon steering rack exchange	£40.00
Front strut assembly recon/exchange	£65.00
Front lower ball joint GSJ154	£14.00
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£29.00
Lower steering shaft TKC1084	£32.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon exchange	£75.00
Up-rated brake master cyl/servo assy (exch.)	£200.00
Brake pressure valve TKC 3667	£40.00
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
Wheel cylinders 4-5 speed	£15.00
New 4 speed differential TKC2619 (exch.)	£195.00
Jackshaft 215207	£130.00
Recon starter motor	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor exchange	£40.00
Clutch kit Q/H	£65.00
Clutch kit O.E. Unipart	£105.00
Clutch kit TR8 Q/H	£105.00

STAG

Inertia seat belts non sensor original	£115.00
Seatbelts, non sensor	£85.00
Front suspension leg insert	£32.50
Recon steering rack exchange	£117.50
Steering column shaft 151032	£57.50
Track rod end GSJ157	£12.50
Steering lock 160337	£75.00
Gearbox exchange	£250.00
Rear shock absorbers	£19.50
Rear sub frame mounting 150382	£21.00
Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£117.50
Recon rear hub assy exchange	£92.50
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
Recon brake master-cylinder exchange	£120.00
Recon Servo exchange	£145.00
Rear wheel cylinder GWC1211	£17.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£67.50
Window regulator and motor assy 309024/5	£76.00

TR6

Front and rear wings	£187.50 each
Front L/H flich panel 907097/576477	£105.00
Late type rear centre bumper	£82.50
Rear quarter bumper	£57.50
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon exchange	£65.00
Recon exchange water pump GWP201	£29.50
Recon steering rack exchange	£55.00
Front trunnion 142377/8	£17.50
Top ball joint GSJ131	£19.50
New Brake servo exchange	£19.50
Recon exchange caliper type 16P/16PB	£55.00
Brake pads early/late type	£10.00
Gearbox exchange	£250.00
Recon drive shaft assy exchange	£127.50
Recon rear hub assy exchange	£92.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£8.00
Spare wheel cover 812236	£60.00

SPIRITFIRE MK I & II & III

Spiritfire Mk III bonnet	£560.00
Nearside/offside front wings	£67.50 each
Front wing 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£39.50
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£32.50 each
Side light mounting panel 907157/8	£45.00
Door skins	£35.00
Battery box 806707	£13.50
Rear valance lamp panel 569900	£47.50
Boot lid 575787	£225.00
Dash top cover 714482	£32.50
Vinyl hood Mk III inc zip window	£95.00
Hood Mk III original material/zip window	£140.00
Chrome bonnet catch 607663	£21.00
Rear lamp assembly 208532/217025	£38.50
Track rod ends	£7.00
Gearbox 3 Synco exchange	£135.00
Gearbox 4 Synco exchange	£160.00
Rear leaf spring 305894	£69.50
Recon exchange brake caliper type 12	£45.00
Recon exchange brake caliper type 14	£40.00

Original head gasket GEG 314	£6.50
Distributor cap	£12.50
Front valance support bracket 71437/8	£12.50
SPIRITFIRE MK IV & 1500	
Bonnet set 613045	£12.50
Front wings 909663/4	£12.50
Front wheel arch outer 909351/2	£12.50
Front wheel arch inner 909797/6	£34.00
Headlamp support panel assembly 816671/2	£22.00
Front quarter valance 815391/2	£55.00
Door skins	£35.00
Sills non O.E. 903097/8	£26.00
Sills O.E. 903097/8	£42.00
Sill reinforcement panel 806634/5	£6.50
Inner sill 806638/9	£15.50
Front sill end plate 706422/3	£5.75
Half floor (deep pressing)	£69.50
'A' post lower filler panel 706288/9	£12.50
Bonnet hinge pivot box RKC362/3	£35.00
Chassis front gusset 218526/7	£17.00
Bonnet hinge tube L/H-R/H 911107/8	£45.00
Rear wing non O.E.	£87.50
Rear wing front repair panel	£14.50
Rear wing rear repair panel	£18.50
Rear lamp panel 716182	£112.00
Rear valance 909970	£35.00
Boot floor	£75.00
Boot lid 911327	£250.00
Rear inner wheel arch 725563/4	£85.00
Rear outer wheel arch 909661/2	£49.50
Windscreen aperture drip channels	£12.00 pair
Stainless steel oversill kit	£70.00 kit
Hard top rear screen seal 911040	£35.00
H/ top seal roof/ door glass 716183/4	£8.00
Front windscreen chrome insert kit	£32.00
Door hinges 607824	£15.50
Exterior door handle (black) YKC2837/8	£47.50
Window regulator 911271/2	£45.00
Window regulator glazing channel	£52.50
Front outriggers 209398/9	£22.50
S/steeled tread plate finishers	£19.50 pair
Oil pump TKC 1974 (exchange)	£29.50
Water pump 216939/GWP128 (exchange)	£29.50
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£4.50
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£14.00
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/trunnion assy	£67.50
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£20.00
Recon steering rack exchange	£40.00
Track rod end GSJ158	£7.00
Steering joint 142140/FAM1718	£17.50
Steering lock 216449/UKC2719	£40.00
Gearbox exchange	£150.00
Rear wheel bearing kit GHK1029	£14.00
Early/late rear drive shaft	£57.50
Recon exchange drive shaft assembly	£147.50
Rear shock absorber GSA385	£17.50
Rear leaf spring 159640	£69.50
Recon exchange brake caliper type 14	£40.00
Brake disc 208715	£14.00
Caliper repair kit inc pistons type 14	£20.00
Girling brake master cylinder	£57.50
Handbrake front cable 121766	£3.50
Handbrake cable end fork 104749	£1.75
Rear wheel brake cylinder -7 dia.	£8.00
Rear brake lever 123135	£5.50

Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160 (original)	£77.50
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£4.00
HT lead set	£7.00
Recon starter motor exchange	£25.00
Recon w/wiper motor exchange	£40.00
Universal joint with grease nipple	£8.50
Dash top cover 815281	£29.50
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.20
Wheel arch to bulkhead seal 613666	£2.75
Hoods original I.C.I. material inc zip window	£140.00
Hoods vinyl inc zip window	£95.00
Inertia seat belts less warning light wire	£45.00 pair
Inertia seat belts less sensor OE	£55.00 pair

GT6

Bonnet assembly Mk II	£595.00
Bonnet assembly Mk III 913766	£600.00
Front wings Mk II 908113/4	£87.50
Front wings Mk I 907154/5	£67.50
R/H front overrider Mk I 710717	£30.00
Petrol tank cover board Mk I/II 710703	£22.50
Boot floor carpet Mk I/II 810841	£32.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£97.50
Steering lock 216449/UKC2719	£40.00
Seat belts	£45.00 pair
New crankshaft 308034 (exchange)	£95.00
Recon exchange water pump GWP201	£29.50
Gearbox exchange	£170.00
Clutch kit Q/H	£75.00
Front suspension vertical link	£65.00
Front shock absorbers	£20.00
Track rod ends	£7.00
Rotolux coupling 152273	£21.50
Rotolux bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£13.50
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£7.50
HT lead set	£8.00
Manifold Banjo Bolt 145155	£9.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£125.00
Mk I front panel (nose cone) 903258	£65.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£125.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.00
Rear centre bumper (estate) plain 576530	£85.00
Rear centre bumper (estate) for insert 917813	£85.00
Rear quarter bumper (saloon) plain 910518/9	£60.00
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£20.00
Interior door knob 615888	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - 730397	£57.50
Dash veneer set 2500S 726421	£57.50
Interior gear handle ZKC 701/711	£17.50
Draught excluder grey 614628	£6.00
Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307493	£20.00

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

DOLOMITE RANGE

Dolomite h/lamp mount panel 724263/4	£27.50
Front underdrier XKC 83/84	£20.00 pair
Rear lamp assembly 1300 F.W.D. 218174	£25.00
Dolomite Rear lamp assembly R/H TKC938	£44.00
Head lamp assembly 1300/1500 Dolo	£50.00
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£32.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor exchange	£40.00
Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£35.00
Sprint Lucas distributor cap GDC134	£22.50
Set of HT leads 18.50	£8.00
Distributor cap 1300/1500 GDC136	£4.00
Oil filter 1300/1500 GFE119/150	£4.50
Service exch oil pump 18/50 - Sprint 215573	£22.50
Sprint gearbox exchange	£175.00
Sprint clutch kit Q/H	£75.00
Gearbox exchange 1300/1500/18/50	£150.00
Gearbox exchange 18/50 3 rail	£170.00
18/50 original clutch kit Borg/Beck	£115.00
Input shaft 1300 F.W.D. 137617	£23.50
C/V joint 1500 F.W.D. 518093/UKC 1160	£30.00
Front subframe mounting cup washer 138628	£6.50
Recon steering rack exchange	£40.00
Track rod end	£7.00
Upper steering column joint 157659	£30.00
Lower steering column joint FAM1718	£17.50
Front/Rear shock absorber (Dolo)	£18.00
Toledo front shock/spring assembly	£45.00
Front lower ball joint GSJ135/6	£42.50each
Dolo top ball joint GSJ133	£42.50each
Anti-roll bar mount bracket 154868	£6.50
Anti-roll bar mount bracket 153669	£10.00
Dolo recon exchange caliper	£40.00
Brake pads Dolo/Toledo	£9.50
Brake pads Sprint	£12.00
New Sprint brake servo exchange	£135.00
Sprint brake shoes O.E. GB5780	£14.50 set
Dolo 1500H/18-50 brake shoes GB5746	£14.00
Dolo 1500/18-50 wheel cylinder GWC1502	£12.50
Sprint wheel cylinder GWC1121	£12.50
Tank sender 1500H/1850H/Sprint 215652	£22.50



Concours

By Graham Nobbs

So the panic is now on for the countdown to Stafford! This is the last time you will hear from me prior to the event, so I have included a few useful tips.

You are probably thinking to yourselves that you have a few weeks to get those last few little jobs sorted out, or the odd stone chip to paint in, or the odd component or nut and bolt to change. "Plenty of time" I hear you all say. But I will lay my last pound on you all panicking the week/day/hour/minute before, I know as I have done it before myself!! So what do we do about it and what should we all be aware of? Here goes:-

1. Be aware that at this time of year, suppliers have the highest demand for parts and accessories, as every one is doing exactly the same thing as you, even if not for a concours event, just to make those little improvements to their cars whilst they can enjoy them in the good weather. As a result items get scarce as stocks run low.

2. Don't rely on the post!! If you want something to be sent, build in to your schedule an extra day or two, just in case!

3. Remember that when you do a job in a hurry, things always take longer than it would normally, and everything that can go wrong will go wrong. So do the job at a time you can walk away from it and come back to it after a cup of coffee. It is amazing how many times something doesn't fit or line up for hours of fiddling, but it fits first time after a break!

4. When changing a part, plan for the fixing method (nut Bolt etc) to be useless and order them with your part anyway. By doing this you will ensure that the job you want to do will be possible whatever happens, even if you don't use the new fixings, they are useful for spares.

5. Make yourself a list of jobs you aim to achieve, the parts you need, and the time/date allocation to each task, then whatever time you have allocated to each job, **DOUBLE IT!** When you have done this, and hopefully your schedule will fit into the time prior to the event, if a task takes less time than double your estimate, at least you will be ahead with your other jobs, but **STICK TO YOUR SCHEDULE** don't be complacent as what you have saved on one job will be sure to be spent on another.

6. When replacing parts, trim, etc, it is always tempting to rip out the old and throw it away. **DON'T!** keep all the parts and fixings until the task is complete and satisfactory. I say this because it is amazing how many little clips, grommets, connectors, nuts, bolts etc either do not come with the item, or you mislay them during construction. Also, the old part is always useful as a comparison to the new one should there be a problem with fit etc. It also amazing how our memory fades us, how many time have we all said to ourselves "I will remember how that goes" and then we can't eh?

7. Remember that the judges will look where others don't! but they are human beings as well!!!!!!

So there we have it, your plans will be hastily jotted down on paper with all the best intentions, but I bet you by half way through half of you will have thrown the paperwork in the bin and carried on as usual. Still you will know next time!

The next time we shall converse will be at Bingley Hall, and I can put some faces to the names of those who have pre-booked. To those of you who still have not returned your trophies, please do so ASAP or call me to confirm their return at the show.

Good luck to each and every one of you, there has to be winners, there has to be runners up, but there are never losers. Your efforts and enthusiasm will be appreciated by all the visitors and judges alike, and you should be pleased with the achievement of entering the most prestigious of Triumph Concours Events.

See you there

Graham

INTERNATIONAL CONCOURS ENTRY FORM 2004

ABOUT YOU

Name

Address

.....

.....

County

Postcode

Country

Telephone no

CONCOURS CATEGORIES

Please circle **ONLY ONE** of the appropriate categories.

Modified Herald	Original Herald
Modified Vitesse	Original Vitesse
Modified GT6	Original GT6
Modified Spitfire	Original Spitfire
Bonds & Specials	Masters Class
Cruised & Used	Interior
Paintwork	Engine bay
Unrestored	Mixed Triumph Marque

All entries will be considered for Paintwork, Engine Bay and Interior

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used entrants only)

MEMBERSHIP NO.

THE FIRST THIRTY ENTRIES

**WILL RECEIVE A FREE
BOTTLE OF AUTOGLYM POLISH**

Advance Entries to:

**Graham Nobbs
The Old Bakehouse
Main Road
Lower Harlestone
Northants
NN7 4EP**

Telephone: 01604 846908

**DEADLINE
(for postal entries)
4 July 2004**



**International
Weekend 2004**

Photocopies of this form are acceptable

TSSC Concours
Register
www.tssc.org.uk/concours

TSSC CONCOURS RULES 2004

1. All cars entering must be road legal, taxed, MOT'd, insured and must be driven to the event. Cars that are not driven to the event will be for display only. All entrants (for exception see Mixed Triumph Marque Class) must be current members of the Triumph Sports Six Club.

2. The Concours Organisers' decision shall be final and no discussions on the marks awarded will be entered into. Any correspondence should be addressed to the Organisers after the event. Details in The Courier.

3. For the purposes of this competition, the following definitions will apply: Original - cars whose specification is as the cars were originally constructed. This does not mean that the original components are required, but any replacements should be of the same materials and construction as was originally used. Modified - Any car which is deemed not original by virtue of modifications not specifically excluded in Rule 4.

4. Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply: radial tyres, stainless steel exhaust in the standard pattern, laminated windscreen, seat belts where these were not originally fitted. Any factory available option, correct for that model/year, copper cupro-nickel brake/clutch pipes, rear fog lamps, uprated standard configuration lighting, non-original paint materials, alarm systems. In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.

5. The Mixed Triumph Marque Class is open to TSSC members who wish to enter a Triumph in the international concours and a specific marque class does not exist. Non members may also enter but will not be eligible for consideration for Car of Show, Paintwork, Interior or Engine Bay awards.

6. For the purposes of these rules, the following will be referred to as the major classes: Original and Modified Herald, Vitesse, Spitfire, GT6, Cruised & Used, Bonds and Specials and Mixed Triumph Marque.

7. Cars entered in the Cruised and Used Class can be in original or modified specification. Cars must cover a minimum of 2,500 miles a year to be proven by MOT certificates. The winner will be excluded from entering the Cruised and Used class the following year. However,

the competitor may enter the relevant Original or Modified major class or Paintwork, Interior, Engine Bay or Unrestored class during that period.

8. The judging of the Master Class will take place on the afternoon of the first day of the International Weekend and entries may be made up until judging commences. Late entries may be accepted at the discretion of the concours organisers. Eligibility for the Master Class will comprise Car of Show and the winners of the major classes* from the previous three years' competitions. These cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win.*Except Cruised and Used and Mixed Triumph Marque if the winner is a non TSSC member.

9. The Car of Show award will be selected from all classes. No car shall win more than one award. The hierarchy for the distribution of the awards will be as follows: Car of Show, Master Class, Major and Unrestored Classes, Paintwork, Interior and Engine Bay.

10. Paintwork, Interior and Engine Bay awards will be selected from all cars except non members competing in the Mixed Triumph Marque Class. A car may be entered in any one of these classes specifically, allowing the entrant to concentrate their efforts on that area. Cars so entered will not be marked on any other areas.

11. Entrants shall display the class indicator, as issued by the Concours Organisers, on the windscreen of their car. Failure to do so may result in the car being incorrectly judged. The Concours Organisers cannot accept any responsibility for this occurrence.

12. The Unrestored Class will not be formally marked, but will be the selection of the award sponsor or their representative. An Unrestored car is one which has not received the benefit of restorative work. The difference between restoration and maintenance shall be the decision of the class sponsor.

13. Entry in the concours may be made in advance. Entries will close at 10.00 am on the second day of the International Weekend. Late entries may be accepted at the discretion of the Concours Organisers. For entries in the Master Class see rule 7. The order in which cars are judged will be decided by the Concours Organisers.

14. Judging will commence at 10.00 am. Cars must be available in the concours arena by 9.30 am. Once in the arena, cars may not be removed until the end of the event without the permission of the Concours Organisers.

15. Unattended cars will score nil for any element of the marking sheet to which the judge cannot gain access to mark. The completed mark sheets will remain the property of the TSSC. Copies will be available on request by post after the event from the Concours Organisers.

(April 2004)

NEED HELP FIXING YOUR TRIUMPH?

We can replace rusty panels,

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

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

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

MW RESTORATIONS 01799 584994

Saffron Walden, Essex.

E-mail: mwrestore@aol.com



Putting the Brakes on!

By Colin Lindsay

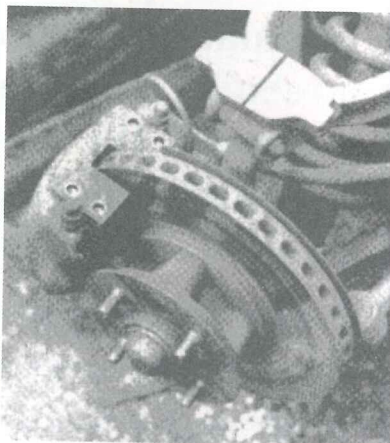
Hi all, and Summer greetings from Northern Ireland !!

TRIUMPH
 I-II-III Register
 www.tssc.org.uk/gt6

Stafford is calling and a few days from now I'll be on the ferry, down the M6 and into the tent for a wild weekend of fun, frolics and flippin' heck, the gas cooker's blown up again ... I hope not, I can't afford another eyebrow! I don't want to be wandering around the autojumble with a perpetually surprised expression. This year's shopping list of heavy bits includes shocks, springs and shiny things, but near the top of the list is a new set of brake discs - not only does it save on carriage but I can inspect all the configurations at first hand and decide on the best for SAL. It must be two years ago at least during an exchange of e-mails with Clark Priestly that he mentioned a surprisingly low factory-recommended service interval for replacing brake discs - was it every two years? - so by my reckoning I'm due a change three times over by now. I've always found the standard brakes perfectly adequate for road use provided they're kept well serviced; like the rear suspension, drive with manners and all's just fine and dandy. If you have good discs, good pads and plenty of pedal pressure to grip the disc, you'll be fine. For those of you with a penchant for the loud pedal and a desire not to get to the next world before the guy behind, you might need a little extra help! Incidentally - have you seen the recent furore over the braking distances in the Highway Code so beloved of Driving Test examiners all over the country? Motoring pundits

are claiming they're slightly unrealistic these days; after all, they were measured in 1960 using a Ford Anglia Saloon - if it was anything like my drum brake Herald Coupe, you have to make an appointment to brake, and the answer to the stopping distance at 70 mph would be: next Tuesday.

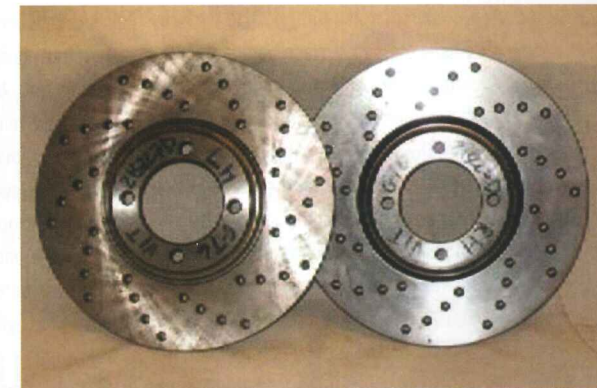
There are all sorts of discs currently on the market at present and of course all sorts of opinions as to which to fit. The rather grainy black and white pic is taken from G. Thomas' excellent Tuning Manual and shows AP Racing's Formula 2 vented discs and four pot



caliper setup; if like me you read the paragraph with trepidation: bias valves ... aeroquip hoses ... AP Racing 200 fluid ... master cylinder size ... once you emerge from behind the sofa and come back to earth it's easy to see that unless you have a huge bank account, access to specialist equipment suppliers or at least an old Austin Princess to



steal four-pot calipers from, the next best thing is straight-fit discs and pads. As I've said, I've always found standard steel discs perfectly adequate, and at around £30 a pair they can be hard to



beat. Sadly they do blind drilled have dimples which don't fade under faster conditions so those of blind drilled have dimples which don't penetrate to the other face and grooved have grooves. Simple. I've heard scare stories

you with a hunger for penalty points must look farther afield. I see the Regalia catalogue advertising EBC Turbo Groove' discs; at four times the price of standard discs, is there really any benefit?

It is generally agreed by manufacturers that all things considered, the benefits of drilled or grooved discs are only apparent in fast road usage. On a tour of manufacturer's websites' I recently read an article by Tim Bishop, a motoring engineer, who claimed: 'these kind of things tend to offer benefits, alterations and



degradations to racing that are difficult to quantify in the real world'. AP themselves claim that a grooved disc will give longer service than a comparable drilled disc, and Tar-Ox claim that a car with grooved discs will brake as well as a car with vented discs. There are three main types of disc brake available (four if you count plain steel, and I'm not going to include vented discs as they're not a straight fit to the caliper) - drilled, blind-drilled or grooved. Drilled have holes right through,



Ceramic Disc

about the through drilled discs - some are liable to fracture during braking as the holes have weakened the general structure, and although I've never seen this first hand it's enough to make me wary. Why are the holes/grooves there in the first place? If the disc is wet, water will lubricate the disc until burned away by heat. As the heat rises the pad surface begins to boil - at around 450 degrees the pad's grip begins to break and it will skid. I remember an old footnote to a motoring book: 'in slowing a car from 60 mph the brakes create enough heat to boil two pints of water' and unless this heat escapes it's going to be detrimental to the stopping power. Thus the primary function of grooves is to channel the water or gas, and then the heat, away. Some manufacturers claim that grooves actually create sectors on the disc which as such are harder to overheat than one big disc - I don't know how accurate this is since it would only be relevant if the brakes are applied in short bursts i.e. before a complete revolution has occurred. Grooved discs should actually be 'banded' - I see the club advert shows a matching pair but manufacturers claim the grooves should spin outwards to throw dust debris and heat away from the hub. Make sure any you buy are left and right, and fit them on the correct side! Poorly designed cheaper discs can actually be detrimental - some brands don't even match, have unequal groove spacing, and can unbalance the brakes. I'm personally in favour of grooves alone without dimples or blind holes - after all, if gas or water builds up in the dimple all it can do is hold the pad off the disc as it sweeps over there's nowhere for it to escape to,

whereas it can follow a groove outwards and be thrown off the disc surface. Grooves also act as a scraper on the pads removing glaze and brake dust which can sometimes become welded to the disc thereby causing judder. This does result in increased pad wear which is why many manufacturers recommend harder pads. Sadly it also results in more braking noise which can be aggravated by some brands of harder pad so a compromise of brake noise versus pad wear must be achieved. Softer quieter pads wear more quickly, harder pads are noisier but longer lasting. There is one more drawback to grooving or

drilling a disc - if you cut into the brake face, you remove the friction surface which the pads grip. Thus while the disc dissipates gases and heat better, the pads have to grip harder because of the reduced area. Cooler discs may mean better grip however reduced pad area means less grip, so balance it out between pads and discs. The simplest groove pattern therefore can be the safest and strongest with more pad area to grip. Make sure your discs are from a good, recognised and reliable manufacturer; poorly designed or badly spaced grooves are worse than none at all. Never do your own - I've seen discs grooved at home which I wouldn't use as a door stop - and drivers are staking their lives on them!! As for the pads, some counterfeit items recently found on sale over here were made from compressed grass ... you gets what you pays for. If you're on the Net, try the following:

www.tarox.com, www.ebcbrakes.com,
www.ferodo.co.uk,
www.3gbrakes.co.uk,
www.apracing.com, www.braketech.com.

Just allow a lot of time and a big cloth to wipe up the drool ... high friction pads ... sintered pads ... ceramic discs ... eight pot calipers ... here comes the Homer Simpson impression ... mmmm... brake! In the meantime, I'll stick with plain steel. On a final note: hello to Andy Smith in Coventry and congratulations on getting NOJ 3 F on the road again after only 18 months; photos to follow - going to Stafford?? Plus - a mention to Antonio Bartosch in Portugal, currently searching for a Mk1 ... with such good taste we should be able to find him something in the classifieds!! Let me know of any for a good home. See you at Stafford!!

Colin

NEW Regalia

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



New Club Polo Shirts



Made from high quality cotton.
 This New Club polo Shirt will help to keep you cool this summer.
 Available in White with Club Logo

NPS Poloshirt S, M, L, XL £19.95 inc P+P.

New Cub Pen



Top Quality Ball point Pen. This pen feels quite weighty and writes smoothly

NCP Club Pen £3.95 inc P+P.

Union Jacks



R113A Union Jack Stickers

£4.95 inc P+P.

TD101 TR Shield Tax Disc

Holder ... £2.95 inc P+P.



TR Tax Disk Holder

New Spitfire Models



35625 Red Spit MKIV

£17.99

P+P. £4.95

These Spitfire MKIV Models maybe 1:43 Scale but are detailed and superbly built. The Blue Spitfire has been limited to only 2400 and the

Red Spitfire to 3456.

We have only been able to purchase 10 of each so hurry and place your order now.



35602 Blue Spit MKIV

£17.99

P+P. £4.95



Vitesse IVRs

By Dick Plumridge

Lots and lots going on with IVR work since my last report in January - despite being "up to me elbows" in plasterboard and wood-treatment and fireplace hearths and Builders and drawings and windows and ...

Vitesse IVR Report
www.tssc.org.uk/ivr

I call it IVR work but most progress is through alternative sources, for lack of IVRs! But let's do the telling-off in a bit. Lot to squeeze in here! **To start, let's have a car the Owner HAS just IVR'd!**

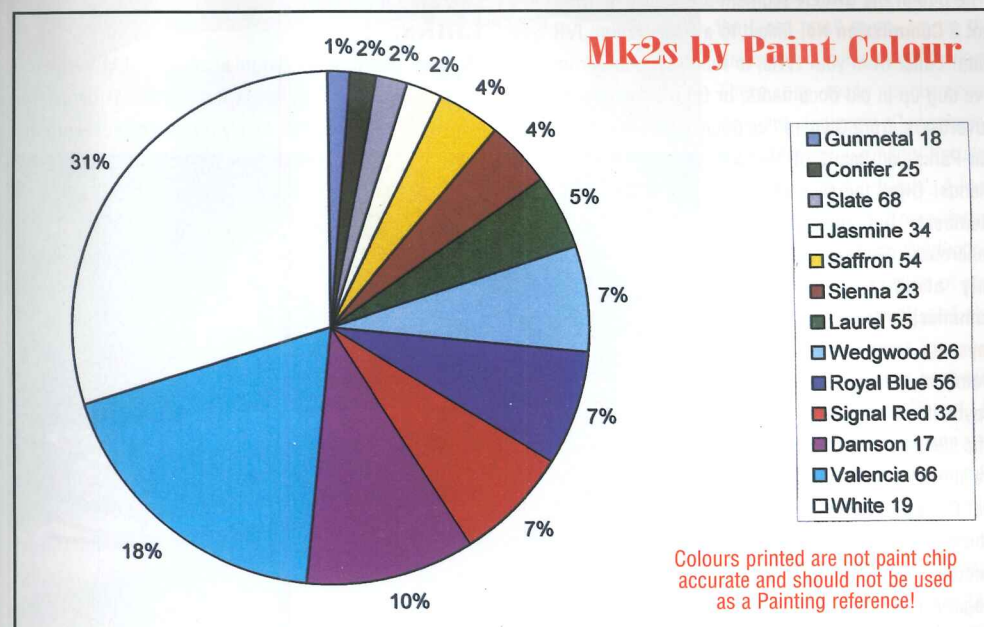


Roger Vines has owned this lovely Valencia/Tan example for 17 years. I noticed the Commission No is very close to my Mk2 Saloon, and I'd be pretty sure it was built the same day or the day after! This was late October 1968 - a special time it seems to me, because XGY was being built at Canley precisely while down in London, the new Mk2 was getting launched at the Earl's Court Motor Show. Thanks for your IVR Roger - I really enjoyed it.

Vitesse Mk2 Colours

5 yrs since I "did" Colours, high time for an update. Previous times, I've done a breakdown by Paint, Trim, Body-Type and Overdrive/Non-OD details. This time, for clarity: this is Mk2s of all types, based on Paint-colour when new: Note, the figure on the right - eg, Jasmine 34 - is the Colour Code, not the total of Jasmine cars. To give an idea, that 2% Jasmine segment still represents a significant 18 cars. The total sample with reliable Codes is currently 822 cars.

At this point I know, many of you will be banging the table



and shouting, "What about Sapphire Blue!" No, you're right, it's not there - because there's still not one known Sapphire Blue Vitesse! Though I'm now pretty certain this dark blue genuinely was used on the Vitesse, on a few J or K-Reg cars. Someone out there could prove the point! I should know for sure from the Colour

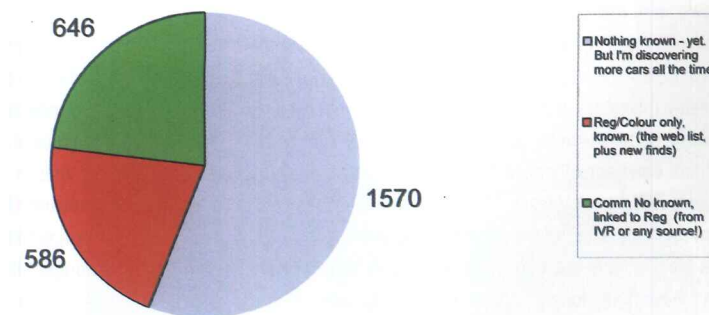
Codes you give me on your IVR. (Anyone from N. Ireland buy an immaculate dark blue J-Reg Convertible in Chester-le-Street, Co. Durham, back in 1993/4???)

So how're the IVRs going?

What I'm after with IVRs or my other digging, is **not just** the Registration of a car, its colour, and who owns it at the time.

It's frustrating, but often that's about all I do know of a car! True, every little helps, but most of the real "identity" of a car is tied to the Commission No, not the Registration - in principle a Registration could change next

Conv Mk2s known, of total 2802 built



week, as could the Colour, or Owner. Comm No. is all important and that's why I need IVR-type information. This next pie-chart (based on the Mk2 Conv only - the Model I've got the best data on) illustrates the progress, and the problem!

The 646 in the **GREEN** segment are, crucially, where I've got a **Commission No.**, linked to a Registration: IVR-type data! Either from your IVRs, or hundreds more from data I've dug up in old documents, or from asking the help of advertisers, from Owners I've pounced on in supermarket Car-Parks, or heard of through friends! Often the Owners aren't Members, but they've helped generously. (Hint !!) The result is, **only about 1 in 10 of the Commission Nos I learn of these days are from IVRs sent in by Members.** I need more help - maybe this time from you?

The 586 cars in the **RED** segment are those cars - and this is just the Conv. Mk2s, remember! - which I've only seen "at a distance": on the road, in magazines, etc, but which I've got no IVR for, nor anything to give me that crucial link between the Registration seen, and Commission No. This was exactly the basis for the 320 Mk2s I listed on the web at www.tssc.org.uk/ivrwanted in the hope Owners, or other Vitesse fans, would help me get **IVRs** in on them. I know for sure most of these cars are still out there, but response to the web list has been dead quiet. Anyway, with work I've been doing in other directions lately, that 320 "wanted" figure as you see has now doubled (it won't! continue at that rate) and these part-known cars are ones I should be able to get IVRs on. Everyone can help with this if you will, by spreading the word or perhaps helping an Owner do their IVR. The Form is self-explanatory but a nudge from someone used to looking under-bonnets, just helps it actually get done! Owners don't actually need to visit any websites! - if you haven't IVR'd your Vitesse, then it's one I need! It's clear from the "Red slice" of the pie, if these Owners IVR'd their cars we'd double our knowledge on Convertibles. Please don't leave it any longer - these IVRs will do most good if I get them right now!

I've got a lesser number of Saloon Mk2 IVRs and I need many more, because almost twice as many Saloon Mk2s were built, as Convertibles. Besides, I like Saloons a lot! SEM-Sunday brought two new Saloon finds: thank you Ruth, and Scott, for showing me two very nice cars. Do send me some pictures!

Links:

A great pleasure on Saturday of our SEM event was meeting Richard Teasdale, whose wife Margareta has owned from new, the lovely Convertible seen here:



BPG953H.

Richard and Margareta were one of the first to contribute when I launched this IVR scheme for Vitesse in 1996, and they've helped with many bolt-on queries I've published since! So when Triumph World did an article on the TR6 shown here, it caught my eye: it's BPG951H! I've no doubt it left Tourist Trophy Garage in Farnham within a day or so of Margareta's Mk2, in February 70. In fact you probably leaned back on it, while gazing at the lovely lines of the Vitesse you were soon to take home! Thanks to Tony Beadle at Triumph World magazine we were able to put the two Owners in touch again. Thanks also to Tony for permission not only to use the photo, but for digging the colour original out of the files for us!

Driving a good Vitesse is just a delight. And it's more pleasure still, knowing the cars are all such individuals and closely-related, with so few produced. With the good survival-rate amongst Mk2s all sorts of links exist, some just "nice to know" - like the next car down the Production-Line to your own; but other links are even



photo courtesy of Triumph World

starting to demonstrate how certain bits of Production were organised!

An example - a picture that's only now starting to become clear. Lynne Haynes, Julian Kennell, Kevin Moore, and Peter Boast have all IVR'd their Mk2s, which were all built as Saffron Convertibles. They're spread a bit in terms of Commission No., but their Body Nos are all very close. Now, the point's been made a number of times that the string of cars coming down the Production-Line at any given moment weren't all the same colour. Think about that and it's reasonable - on the output side, the Factory would want to be generating a calculated, balanced mix of colours and types to keep Sales flowing at their best. **BUT**, on the input side they'd also be wanting to paint a large number of Bodies (of whatever Model) the same Colour at the same time, in one paint-run. And that's what this is starting to evidence. The fact that they're Saffron

was important: a sequence of White or Valencia Bodies is common but I couldn't read too much into that, as those Colours are so predominant anyway. A bunching of Body Nos all in a "rare" Colour, was so helpful! If I can put other colour-patterns together I may start to be able to guess what lies in certain gaps!

Links: Start anywhere. One of those Saffron cars above is VRW655J. Well, VRW654J is also a Mk2 Vitesse, alive and well in the Peak District (Hi Sara!) - one Registered on a

Thursday, and one on the Friday, no doubt out of the same (Coventry) Dealership. This happens a lot.

Links: I myself have three Mk2s, and the "next cars down the Line" to all three, are on the Register - nice for all us Owners. There are many occurrences now, of "adjacent Commission No." Vitesse surviving, but also numerous "3-in-a-block", 4-in-a-block, and even 5! There appear to be hot spots in Production, where a high proportion of cars

have survived (something was working well), and also the opposite!

Links: A query from Owner David Bowers prompted me recently to check "popular Registration Dates". As expected, the "winner" (19 Vitesse Registered) was a 1st August (1969, H, a good year!) For some reason mid-April 69 was busy but I can't see why? A favourite of mine (1st May 71) was a little way down the list with only 11, but softies everywhere will be pleased to hear one Date other than a 1st of the month, did very well: **Fri 14th Feb, 1969!** Some couples obviously had the right priorities even then, buying each other a Vitesse!

Even Closer Links: I recently appealed for any old photos of Vitesse at Shows, etc. Julian Crinall, Vitesse-Estate-Fan extraordinaire, sent me this one from just a quarter of a century ago, just on the off-chance something might help:



This was at an early TSSC event which Julian dated as either 1978 or 79. 3873D rang a bell at once, but the car is better-known today as Peter Brodt's German-Registered car, still Damson and still immaculate, with a complicated Registration history I explained in Nov 2001 Courier. Peter was delighted to get a copy of the picture.



(Wouldn't you be, to get a picture of your own Vitesse back in the 70s!) And here it is German-Registered, 25 years on, on a hillclimb event:

I dug a bit deeper, and in an early Club magazine I found a promotion for the 1979 Club National Event near Cambridge. This dated Julian's picture precisely: 28th July 1979, just two days after the car got the 3873D Registration! Great bit of history anyway, thanks to Julian (and to Michael Hancock for those early Club magazines - knew they'd be handy for stuff like this!)

IVR F.A.Q.

Also on that IVR section of the website, I've written-up some Frequently Asked Questions. "Stafford-month" Courier gets tight for space, but later I can include one or two per IVR Report, as I know not everyone gets easily to the website. It might help though, if I at least give the 12 topics I've covered:

What's an "IVR" exactly? What's the benefit to me, the Owner, of doing an IVR? Why can't the IVR Register just order-up the entire information from Swansea? My car is from outside the UK - should it be on the Register? Why's an IVR on my car of any help, if it's off the road, awaiting work? Will my Vitesse's data become accessible publicly, or put on-line?

Is there any reason we shouldn't publish our car's full details, perhaps on-line? Wouldn't you prefer IVR details emailed in, rather than the paper Form? Why does the IVR ask for Engine and VIN Nos from my V5 as well as off my car? I IVR'd my car in the past - do you want any more information? You IVR'd my car at

Show, but you wanted something else - I forget what? I know the IVR scheme sometimes asks for other documents - what's that about? That's all I can fit in, but I'll look forward to a BIG assembly of Vitessees at Stafford. If you've not done that IVR, the Form's in your Courier packing, so let me borrow a quote from Churchill:

ACTION THIS DAY

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

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

WINS INTERNATIONAL LTD
TRIUMPH SPARES
ESTABLISHED 1987

Price Lists, New parts for all Models

PROBABLY THE LARGEST BREAKER OF ALL TRIUMPH MODELS.
WE ARE CONSTANTLY BREAKING. ALL PARTS SHELVED.
WITH OVER 400 CARS BROKEN, WE WILL HAVE THAT ELUSIVE PART.
ALL PARTS CARRY A MONEY BACK GUARANTEE. FAST NEXT DAY DELIVERY, OR VISIT THE SHOP COUNTER. WORLDWIDE DELIVERY.
ALL NEW PARTS AVAILABLE FROM OUR EVER INCREASING STOCK.

(CALL THE ALADDINS CAVE OF THE TRIUMPH WORLD)

Mail Order Specialist

Delivering UK and Worldwide

TEL: 01342 836060 FAX: 01342 833878

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

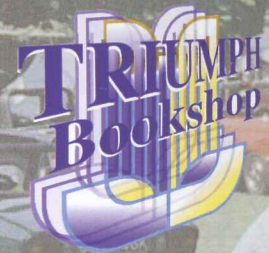
VISA - SWITCH - MASTERCARD

THE CLUB SHOP WILL BE AT THE

TSSC International Weekend

Stafford County Showground

Saturday 10th and Sunday 11th July



Club services include:
INSTANT MEMBERSHIP
VALUATIONS
TECHNICAL HELP
CLUB SHOP* **5% DISCOUNT ON ADVANCE ORDERS**

5%

Discoun

Advance Orders for collection at the 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



60 NPH

By Bill Davies

I know it's traditional to begin a register report with a picture of a nice shiny car, but I've never been one to be held to convention!

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

Built in early 1960, this Herald 948 Saloon has been owned by Len Giddings since 1972.

The car has served as family transport and unsurprisingly, holds a great deal of sentimental value to Len and his family. His daughters Karen and Rachel learned to drive in 60 NPH, and the car turns up in many old family photographs.

When Karen and her partner Jeremy decided to get married, having 60 NPH as a wedding car seemed obvious, so Karen asked her father,

who of course agreed. This wasn't quite as straightforward as it sounds, 60 NPH having been off the road for some years. The decision was taken to have the car restored, though I don't know if Len realised at this stage just how much work would be involved. The car was placed in the hands of a local workshop who initially made good progress.

The pace of the rebuild soon slowed as is so often the case with restoration work. With Karen's wedding getting closer, in February 2004 the car was moved to a more Triumph orientated workshop.

Work soon began to gather pace. The first workshop had replaced the passenger side footwell with a good quality repair panel, this was now joined by one for the drivers side, the front corner appropriately modified to the correct shape for a car on the Mk1 chassis. Treadplates and A-post repairs were carried out on both sides, while repairs to the chassis outriggers and siderails were completed.

The boot floor and valances were next. The difficult fully welded construction of the earliest Heralds was complicated by the typical garage repairs which had been carried out over the years. As you can see in the pictures, large sections were cut out to be replaced by new metal. New valances of the later bolt-on type completed the repairs to the rear shell.



Len at the wheel as 60 NPH is delivered



14/02/2004

Now where to begin?

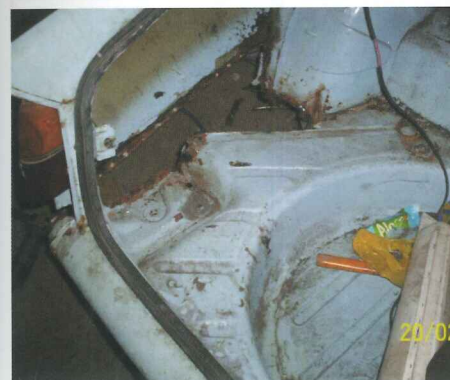
The original bonnet was deemed too badly dented and rusty to be restorable, so I agreed to part with an imported "rust free" bonnet from an American Herald 1200. I had purchased



24/03/2004

Rot cut out from the boot floor

this some years ago to use on one of my own cars, but it had sat unused ever since. Even this bonnet turned out to have its fair share



21/02

more fresh air....

of problems, the rear corner of one wheelarch being heavily filled. Nevertheless, this was repaired and the bonnet slam panels altered to the early 948 pattern.

Though originally Powder Blue, the decision was taken to apply the factory 2-tone scheme of Powder Blue and Sebring White, a very pretty colour scheme.

At the time of writing, the paint has been freshly applied to the bulkhead and rear bodyshell, the roof and other panels to follow closely.

With Karen's and Jeremy's wedding in August approaching rapidly, the pressure is on to complete the job. This is where I've become involved in the nuts and bolts (literally) of the operation. Once the paintwork is complete, I will be getting seriously involved in detail work on the car, fitting



22/02/2004

....replaced by new metal

up the interior and external trim and so forth. I will report on progress next month, hopefully with more photographs as the car approaches completion.

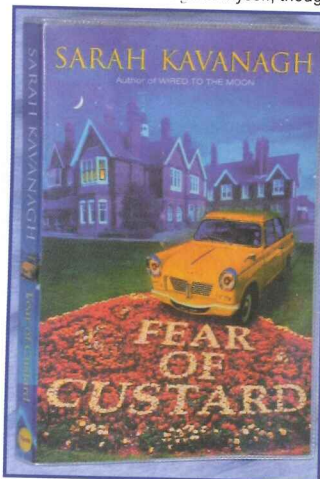


Replacement bonnet in primer



Fear of Custard

The custard in question is the bright yellow Triumph Herald which features in Sarah Kavanagh's book. It's not identified by exact model in the text, but the cover picture is based on a 1200. I've not read the book myself, though I suppose I ought



to just to be certain I've read every last word which has been written on "our" cars! I am assured that the book doesn't have a happy ending, at least not as far as Triumph owners are concerned.

Check out your local library!

Hoods & Tonneaus from only **£51.95**

PRESTIGE AUTOTRIM PRODUCTS

Guaranteed Precise Fit



Superior Quality

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

www.PrestigeAutotrim.com

CAR HOODS

Massive Selection of Original Quality Car Hoods

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

CARPET SETS - SEAT COVERS - TRIM PANELS

UNBEATABLE DEALS!

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

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

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



Interior Trim Packages

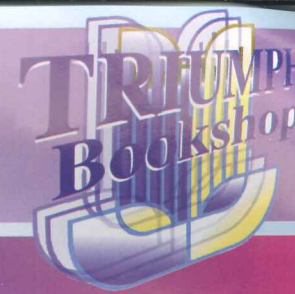
EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!
Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

www.PrestigeAutotrim.com

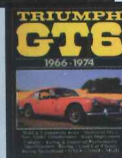
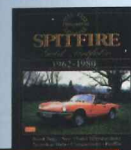
Prestige Autotrim Products Ltd.

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

TRIUMPH BOOKSHOP
MAIN STREET, LUBENHAM, LEICS. LE16
9TF.
e.mail: books@tssc.org.uk
www.tssc.org.uk



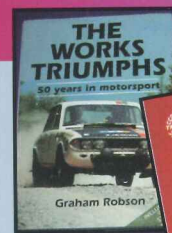
Road Test Books



HERALD 1959-1971	£9.95
HERALD/VITESSE 1959-1971	£9.95
VITESSE 1962-1972	£9.95
GT6 1966-1974	£9.95
GT6 GOLD PORTFOLIO	£14.95
SPITFIRE 1962-1980	£9.95
SPITFIRE GOLD PORTFOLIO	£14.95
TR2/3 1952-1960	£9.95
TR2/3 GOLD PORTFOLIO	£14.95
TR4 / TR5 & 250	£9.95
TR6 GOLD PORTFOLIO	£14.95
TR7/8 1975-1981	£9.95
TR7 GOLD PORTFOLIO	£14.95
STAG GOLD PORTFOLIO	£14.95
2000/2.5	£9.95
DOLOMITE SPRINT ROAD TESTS	£14.95
ROAD AND TRACK 1958-67	£9.95
ROAD AND TRACK 1967-74	£9.95
ROAD AND TRACK 1974-82	£9.95

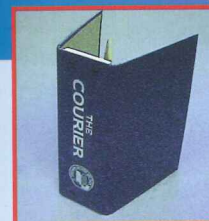


Competition & Tuning



BL COMPETITION PREPERATION MANUAL 4 CYL CARS	£6.95
BL COMPETITION PREPERATION MANUAL 6 CYL CARS	£6.95
WEBER CARBURETTORS	£18.95
TUNING SU CARBURETTORS	£8.95
THE WORKS TRIUMPHS	£23.95
HOW TO IMPROVE TR2 - 4A	£22.95
HOW TO IMPROVE TR5, 250 & 6	£22.95
GUIDE TO RACING YOUR SPITFIRE (J.WOLFE)	£7.95
GUIDE TO RACING YOUR TR7 V8 (J.WOLFE)	£11.95

Binders & Back Issues



We have most back copies of The Courier available dating back to the late 70s, there are too many to list here. Please ring for a full back copies list.



NEW SIZE BINDERS TO STORE COURIER BACK COPIES
£6.95 each inc P&P

THE COURIER

NORMAL PRICE	SALE PRICE
£1.50 each	£1.20 each
£15.00 pack 10	£10.00 pack 10
£30.00 pack 20	£18.00 pack 20

TURNING CIRCLE

NORMAL PRICE	SALE PRICE
£1.75 each	£1.25 each
£8.75 pack 5	£5.00 pack 5

Limited Stocks available
Please Enquire

ALL PRICES INCLUDE P&P (U.K. ONLY) Please add 20% to total for O/Seas Orders

Wholly Herald

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

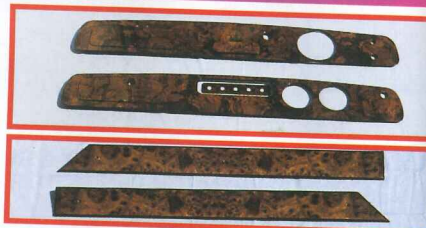


Replacent Dash Boards & Cappings P&P £9.95

Original Finish/Burr Walnut/ Burr Elm / Burr Oak
1200 £205.00

13/60 £205.00 with switch panel & glovebox
Door cappings..... £135.00 pair

Extra Gauge or Switch holes can be added.
Please contact the Club Shop for further details.



Herald Overmats P&P £9.95

CM01H - Herald 4 piece £25.00

- ◆ Help protect your Carpets from dirt, general wear and tear or hide those embarrassing Holes! Available in Black with Herald embroidered in Red Silk stitching.



Stainless Exhausts P&P £9.95

* FREE Fitting Kit worth £19.00

Whether you purchase a Standard, Semi Sports or full sports system for your Herald, then Bells Stainless Steel is the one to go for (Lifetime Warranty)



Standard systems from £135.00
Semi Sports £175.00
Full Sports £195.00

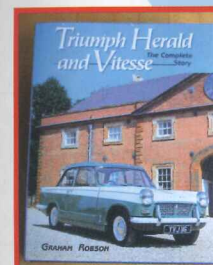
Keyfobs & Lapel Badge P&P included



R117 1200 Conv Red/White £3.95
R117 13/60 Saloon Red/White £3.95
R110 Herald Dealership fob £3.95
R114 Triumph Shield fob £3.95

State Code & Colour when ordering CAR Lapel Badges

Herald Books P&P Included



Herald & Vitesse
By Graham Robson
Complete Story
£23.95



Brooklands
Herald 1959 / 1971
Road Tests
£9.95

HWM1 - Herald
Factory
Workshop Manual
£25.95



Herald
Owners
Handbook
£6.00



Herald Accessories P&P Included



Herald Car Cap. High Quality Fully adjustable in Navy

HERC100 Cap Herald Logo £8.95

GRILLE BADGES.

Add that finishing touch to your car

R043... Club Grille £21.95

QCA... Shield Grille £15.95



1:43 Scale Models by Vanguard P&P inc.

These 1:43 scale Models of the
Herald are now available
VA07402 GREEN 13/60 CONV
£16.90

VA07401 WHITE 13/60 CONV
£15.90

VA5000 RED 1200 SALOON
£15.90

VA5000 RED/WHITE
1200 SALOON
£15.90



1:43
SCALE



Bond Owners Club Rally

By Guy Singleton

Hi Boys and Girls.

Having survived and enjoyed a damp South of England Meet and Bond Camping Weekend as mentioned last month, time for the next plug – STAFFORD – the TSSC International Weekend. Be There or – well, anyway, a great time will be had by all, and a warm welcome will be extended to everyone with or without their Equipe.

The Bonnet scoops for the 4s and 2 litre cars are making progress. We have received the sample which looks good but needs a bit of fine tuning. Hopefully they will be in production within the next couple of months – yes, I know the season is racing on but I want them to be correct.

We have recently returned from the Bond Owners Club Rally which was

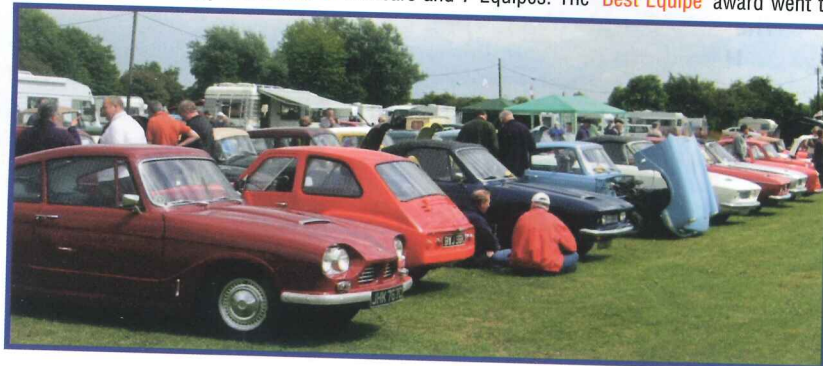
held at Nottingham this year. Due to the poor weather forecast we took the 2 litre Estate – of course the weather was then good with only a few showers. On Saturday we had a run out to the newly opened (that day!) Bubble Car Museum. at Byards Leap, near Grantham, Lincolnshire. (www.bubblecarmuseum.co.uk/) It's only a small museum



(no pun intended) but worth a look round if you're ever in the area. It was fascinating to see the weird and wonderful variety of 3 wheelers and even 4 wheel microcars which had been made over the years.

A BBQ was held on Saturday night and this led to interesting 2, 3 and 4 wheel discussions.

Sunday was the main show day with a good display of minicars and 7 Equipes. The 'Best Equipe' award went to



Dick Weller's newly restored 2+2, a well-deserved win – I saw the state of the car before he started and a good deal of work has gone into its restoration.



The 'Most Desirable Bond' was Paul Cammerer's very nice dark blue 2 litre convertible.

Just before going to Nottingham I fitted a conversion from lever-arch to telescopic damper shock absorbers onto the Estate. The brackets were made up by Bob Buckby from a design by Robin Hedger which eliminates the lean on some kits, with the new shock absorbers fitted almost vertically. Apart from a very brief run I had not tried them out before leaving for Nottingham. With the caravan in tow, initially driving on back roads, the ride was choppy (shocks might be set too hard?) but once on the main roads the handling was greatly improved, well, almost no body roll on

cornering. I need to do a bit more playing with the settings but I believe this is a very worthwhile conversion.

The drive to Nottingham and back got me thinking about petrol and the lack of 4 star and now LRP.

I have been running my cars on Esso LRP which seemed to be ok with no apparent valve seat recession or pinking.

Due to the demise of LRP at our local garage I have now started using unleaded

with Castrol Valvemaster Plus additive. I have found that the car runs hotter when being driven hard and this then leads to pinking. Retarding the ignition a bit to try to reduce the pinking does not really seem to cure the problem. I have also tried super-unleaded, this is better but still not perfect. I would be interested in your findings as to the best set-up.

And finally, Frank Bosmans sent me a lovely photo of Git van Steijn from Holland posing with her 4s for a tyre firm brochure – I hope to meet both her and her car in the flesh sometime (and yes, Suzie knows about this!).



That's all for now folks – see you at Stafford!

BONDEquipe Register
www.tssc.org.uk/bondequipes

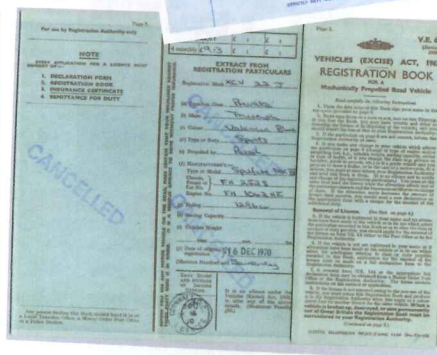


Steering Racks

By John Thomason



This month's photo was sent in by Mike Hadley from Devon who sent in some nice period information with his IVR for his Valencia Blue Spitfire MKIV. Mike's car is one of the earliest cars on the database, which Mike bought new in December 1970 from S Hicks and Son Ltd., the Standard Triumph dealer in Truro. Mike still has the original bill of sale and the old style logbook as shown here. The other photo shows the old showroom and garages of S Hicks and Son as they are today. Apparently the circular corner elevation was a show area for the latest Triumph model. Mike recalls that his car never made it into the show area as he bought as soon as it arrived! Today the car has 163,000 miles on the clock and is currently



undergoing a rebuild to restore it to its former glory.

Steering

I recently had cause to rebuild a steering rack for my race car and not having covered it before in The Courier I thought a few notes may be of interest.

Sloppy steering can be an MOT failure, but before blaming it on the steering rack



Fig 1 Solid rack mounts and steering coupling. On early cars, ensure that there is an earth lead between the 2 pinch bolts and another from the grease nipple to the chassis, otherwise the horn won't work

a couple other culprits could be to blame. Worn rubber steering rack mounting bushes, especially if softened by years of oil dripping onto them from the timing cover oil seal, can allow the whole rack to move sideways. Solid Aluminium rack mounts **Fig 1** are now very



Fig 2 Two types of rack mounting brackets were used.

common and can return a lot of precision to the steering. Alternatively, if you wish to avoid some of the harshness of the aluminium mounts, the more modern

Polybush/Superflex mounts are available which are also impervious to oil contamination.

On the subject of mounts, two types of bracket were used **Fig 2**. Any ideas why? - crash? - better support?

Another favourite is the steering coupling, in which again the small rubber bushes can suffer from oil contamination, leading to terrible backlash in the steering. Originally these bushes could be replaced but now the coupling is sold as a throw-away unit. Those little rubber bushes do a lot of hard work, especially on the heavier cars such as the Herald and six cylinder



Fig 3 Check for wear in the bush in the end of the rack tube.

cars, so be wary of cheap items in which I have known the rubber only last 6 months

Replacement of the standard item with a solid UJ taken from a Triumph 2000 is also possible, but this does remove any 'give' and any margin for misalignment from the system. Ideally solid UJs such as these should be used in pairs. Finally check for wear in the track rod end ball joints.

Before removing the rack from the car for

repair, apply full LH lock Then grasping the rack at the inner ball joint Fig 3, try and lift the rack up and down. Any movement indicates wear in the bush in the end of the rack tube. It's easier to check for wear here whilst the rack is still on the car.

Removing the rack from the car is fairly straightforward provided you can split the track rod ball joints. A method I was shown whilst on the Peking to Paris Rally never fails. Whilst applying a lever (a trolley jack handle is ideal) between the track rod end and the steering arm, strike the end of the steering arm where the ball joint seats, sharply with a hammer. No more than 2 or 3 strikes and the ball joint will release. Make sure you hit the steering arm and not the edge of the brake disc though!

Before dismantling clean off all the years of oil and crud - you don't want it getting inside the rack and pinion. You will also need two 15/16" spanners and lots of rag - as soon as those gaiters come off, grease will get everywhere!! Before removing the track rod ball joints and gaiters, make a note of the length of track rod thread beyond the lock nut. During the rebuild if the lock nut is put back to this position and the same ball joints are used, then the original tracking should not be too far out of alignment.

There are three adjustments you can make to the rack.

1. Pinion End Float

With the rack held in a vice grab the end of the pinion and try and pull it in and out. There should only be the tiniest of movement. Any more and shims need to be added.

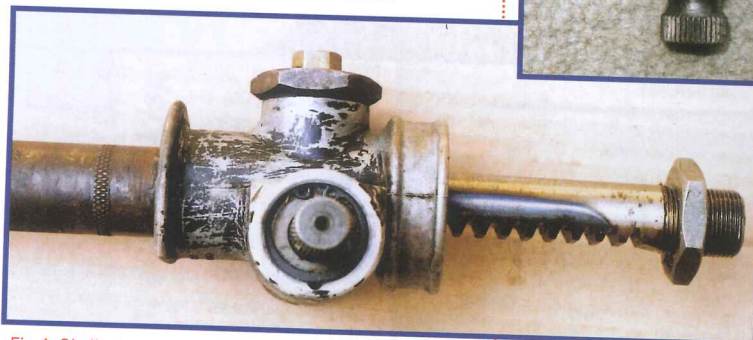


Fig 4. Circlip that holds the pinion in place)

The pinion is removed by first removing the circlip Fig 4. Be very careful not to lose the small dowel pin as you withdraw the pinion.



Fig 5. 4-cylinder cars use 6 tooth pinions, 6-cylinder cars have 7 tooth pinions.

Two types of pinion were fitted to 'our' cars. Fig 5. The 6 tooth pinion was fitted to the 4-cylinder cars to give them a 'faster' rack compared to the 7 tooth pinion of the 6-cylinder cars, which due to the extra weight of the 6-cylinder over the front wheels had a



Fig 6. Grooves in the end of the pinion denote its intended use on a 6-cylinder car.

'slower rack' to reduce steering effort. Hopefully, you have the correct rack fitted - there used to be a fear that you may get the wrong ratio back

when exchanging units. A quick way of determining which is which without going through the process of counting the number turns from stop to stop, is to look at the end of the end of the pinion. A 6-cylinder rack will have 2 grooves in it, a 4-cylinder one,

none. Fig 6. All the other parts of the steering rack, including the rack were identical between the cars.



Fig 7. Excessive wear in the pinion.

Check the pinion for wear. It shouldn't look like Fig.7. This was taken from a Vitesse, the much lighter Spitfire's are not usually as bad as this.

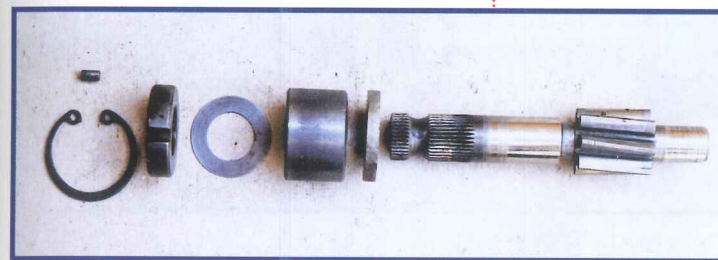


Fig 8. From left to right: circlip, dowel pin, retaining ring, shim, bush, thrust washer, pinion.

Fig 8 shows the correct sequence of components to be assembled. One end of the bush has a small groove in it to allow lubrication of the thrust washer. The retaining ring has an 'O' ring hidden away inside it to prevent the escape of grease every time you grease the rack. Insert shims as necessary, each time

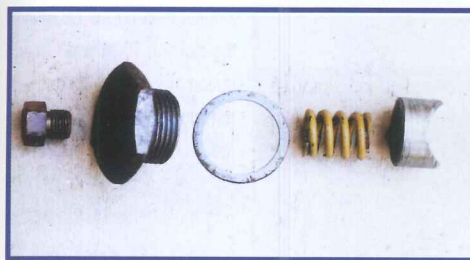


Fig 9 From left to right: grease plug, cap nut, shim, spring, and plunger

assembling to the housing, until you can only just detect pinion movement. Any movement is easier to detect if no

grease is used at this stage. Check the movement at various positions along the rack - most wear and hence clearance occurs at a point on the rack corresponding to just either side of straight ahead.

2. Pinion Back Lash

This is adjusted by the pinion plunger. A large 1 5/16" spanner is needed to remove the large cap nut. Fig 9 shows the components involved. In this case shims have to be removed to achieve the correct adjustment, which is specified as a load of 2lbs applied at a radius of 7.9" being able to just rotate the pinion. With the rack in a vice, a pair of medium-sized mole grips gently

clamped (not to damage the splines) to the pinion can be used. If the weight of the mole grips when horizontal, can rotate the pinion, then more shims need to be removed. If no more than light finger pressure on the end of the mole grips is required, then the

adjustment is about right. Again check at various points along the rack, but aim for the ideal at the point equivalent to straight ahead where wear is greatest. You will soon get to feel where this point is from the wear.

3. Tie Rod inner Ball Joint.

With the rack off the car, the chances are that the track rods are very loose not even being able to support their own weight. This is where you need the two big 1 5/16 spanners. Knock up the tab washer, and if you can get away with it, try and just undo the cup nut from the rack, leaving the sleeve nut locked to the lock nut on the rack. The only reason I say this, is that otherwise it can be difficult to rigidly hold the rack without causing damage, whilst re-tightening the sleeve nut during reassembly.

Fig 10(overleaf) shows the parts involved in the adjustment of the inner ball joint end play (NB in this case the sleeve nut was removed from the rack). Two cups are shown, on early racks the cups were steel, later racks using plastic cups. Note also that the spring is not used at this stage. Removing shims will reduce the endplay. Assemble the component, ensuring that the cup nut and sleeve nut are tight together and then with the cup nut held in a vice try and articulate the end of the track rod. The official figure is a load of 1lb should move the end of the track rod. In practice it should be just a little stiff to move. However, make sure that the



Fig 10 From left to right: sleeve nut, tab washer, shim, cup (steel or plastic), track rod, cup nut

components are all well greased as a bit of friction in the ball joint and cup can give a false impression.

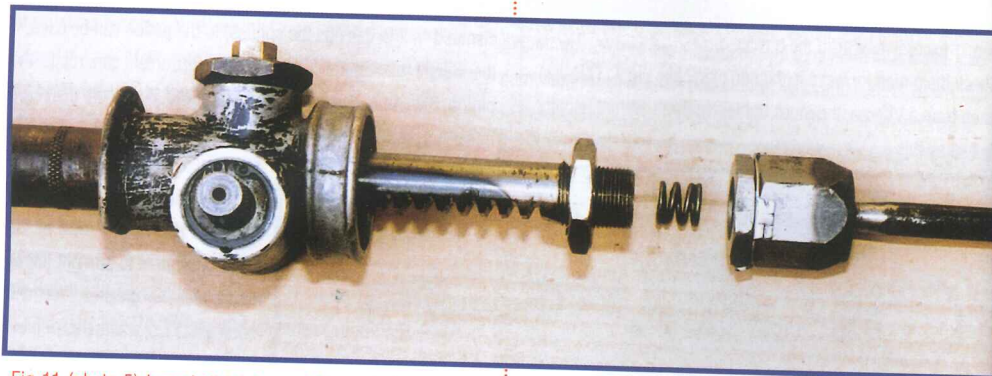


Fig 11 (photo 5) Inner ball joint assembly ready for fitment to rack. NB spring.

Once happy with the adjustment, assemble the components back onto the end of the rack as in Fig 11. Don't forget to refit the spring at this stage. As the ball joint assembly is tightened onto the end of the rack, the spring will make the track rod become a lot stiffer.



Fig 12 Locating hole for nylon button

With a little use and as more grease is worked into the ball and

cup, it soon frees up again. When happy tighten the lock nut and knock over the tab washer.

With adjustment complete, all that's left to do is refit the gaiters, but before doing so work as much grease as possible into the rack as possible, especially on the LH end, furthest away from the grease nipple. With the gaiter in place, before finally securing it in place, insert a grease gun under the gaiter and squirt a few pumps of grease into the gaiter. With regard to securing the gaiter, most replacement

gaiters are supplied with tie wraps. Whilst probably doing the job very well they do look like a bit of a bodge and out of place on our cars. Mind you I am not a great fan of the original wire hose clips either, which can be impossible to undo, and with time, the ends of the wire can cut the gaiter. Two coils of locking

wire as shown in Fig 7/ Fig 12 do the job very well.

Another item to watch out for is a small hole on the LH side of the rack Fig 12. A small, nylon button sits in the hole and was introduced around 1966 to reduce rattle in the rack Fig 13; the early cars must have been very quiet to hear it! The button is easily lost and should be held in place by wrapping insulation tape around the rack -

even if you have lost the button you don't want dirt getting into the rack and if you use aluminium rack mounts it will not be held

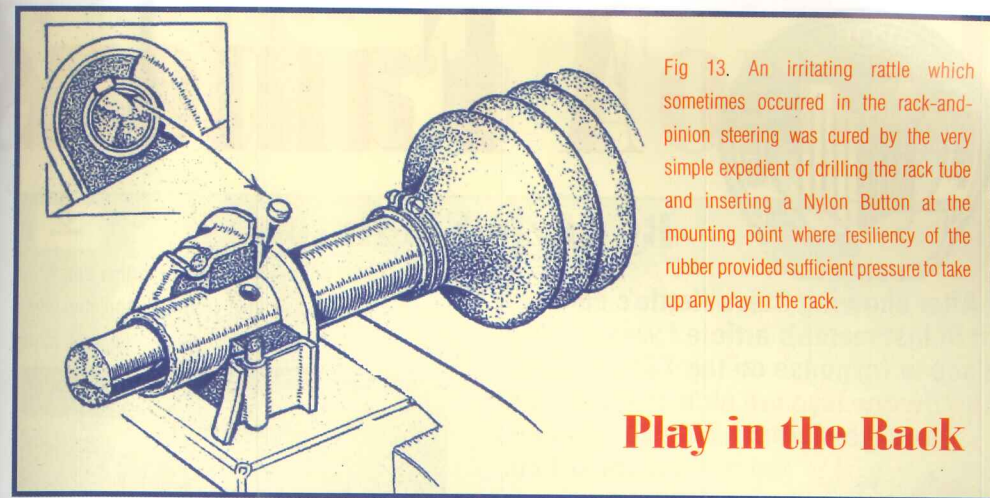
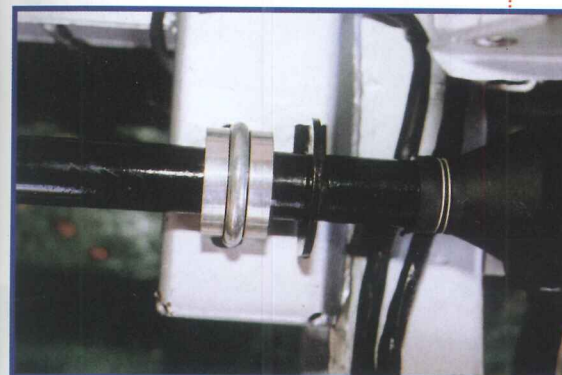


Fig 13. An irritating rattle which sometimes occurred in the rack-and-pinion steering was cured by the very simple expedient of drilling the rack tube and inserting a Nylon Button at the mounting point where resiliency of the rubber provided sufficient pressure to take up any play in the rack.

Play in the Rack

in place by the mount Fig 14 Below



A point to ponder:

Having completed the rack, a friend of mine asked why I had spent time rebuilding the rack when I could have bought a reconditioned one for about £50. Had I done it to save £50 - well yes, but certainly not my time, or had I done it because I enjoy it - well partly - apart from getting covered in grease!

It did get me thinking though. When I bought my first Spitfire as a student, I used to rebuild everything because the cars were simple and so easy to work on, and because I didn't have any money! Certainly in those days The Courier was full of articles

on how to rebuild this or that. Today there are certainly far more traders offering reconditioned parts at cheaper prices, and possibly the membership is older now with more money to spend. Certainly priorities change and time is precious and so I wonder then if the current trend is towards buying replacement parts. It's obviously better to spend the time saved

enjoying the car on the road rather than working in the garage - unless you enjoy tinkering!

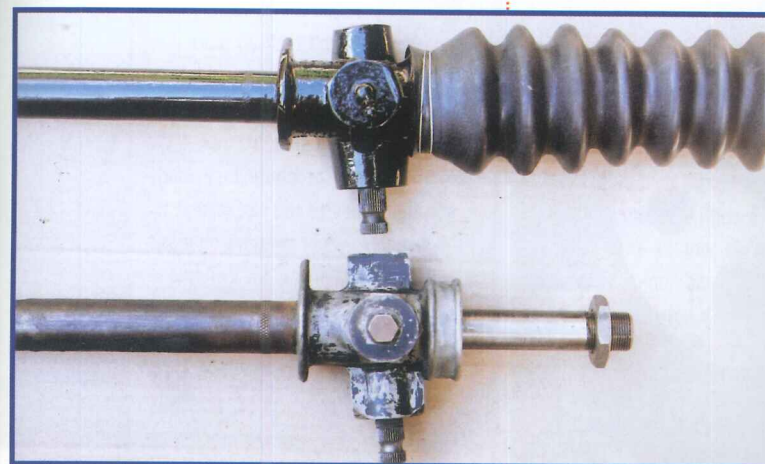


Fig 15 shows 2 types of pinion housing that were used.

Any ideas why - different suppliers?

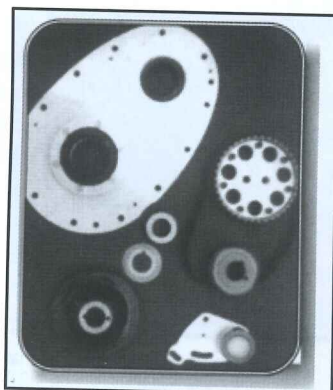


A Famous Spitfire Found

By Suzie Singleton

After showing Steve Kettle's cam belt kit in last month's article I was pleased to see a response on the TSSC website (<http://www.tssc.org.uk/messageboard>) for anyone who hasn't yet checked the messageboard out.

Thanks to Keith Dandridge for pointing out that it looks very much like the set up designed and built by Steve Cox and illustrated in Courier No: 212 from February 1998. I wonder if anyone can provide any further information, is this one and the same kit?



Did Steve Cox or anyone else build further sets? I recently received an email from Neil Appleton which I felt warranted some follow up and he very kindly



sent some photos of his Spitfire4 which has rather a nice history. Neil hadn't realised there was anything particularly

special about his car till he found a MkII brochure using his car ARW 575B. For the brochure they made some changes to the car. It kept its '4' handles, which weren't changed on the early MkII cars for a couple of months anyway, but gained a MkII grille and seats and a set of carpets. Looking closely at the brochure photos I saw that they hadn't bothered putting the MkII badge on the boot though. When Neil bought the car in the mid 80s it was black and, not knowing its history, when he



had some work done he had it resprayed black. It can be difficult to know what to do in a case like this and there will be many opinion. Many of you will know me well enough by now to realise that I would generally support having a car in it's original colour, and particularly when a history like this is discovered. In this case, however, black is an unusual colour for a Spitfire so it will stand out very well and I do like it. You just have to bear in mind that black

Another email a few months ago gave me an update on one of the Spitfires already on the Register. AAU 88A



was one of the first cars I put on it 2 years ago. I subsequently learned the car was for sale and a little while later received an email query about oil filters for a Spitfire4, which turned out to be this very car, bought by TSSC member Chris Smith. I was able to tell Chris about some of this car's history, including that the Registration number wasn't it's original one – but could even tell him what it had originally been.

"I am surprised that the registration is not original. I never knew Mk 1s were produced in primrose, I had to look it up to check. Yellow is not my favourite colour but it is one of those 'old fashioned' car colours that works so well. I am very pleased.

Lots of bits and pieces on the car are not original. I am



does need to be kept very clean to look its best, and it will show up any blemishes in the bodywork easily.

TRIUMPH Spitfire
I-II-III Register

trying to retrofit some things back to how they should be. Under the bonnet I am fairly easy-going (I have a history as a TSSC racer and I am no stranger to modding our cars although I am not intending any/many changes to this car) but I am aiming for the car to look right from the outside/cockpit.

So far I have replaced the Mk4 seats with a set of earlier seats (from a 1967-8 Falcon) and replaced the 1500 handbrake with a 'fly-off'. Given the car a service and sourced and refitted the softop retainers on the rear deck. The item(s) I am having trouble sourcing are external door handles. The car has the wrong handle on the D/S (drivers). So if you have or know someone with a pair of matched handles or at least a drivers (with key) handle can you let me know.

After that the next job will be to reinstate the steering wheel. I have sourced a fairly good wheel but will need a complete column assembly. I have not tried the usual suspects for this as yet (Graveyard, Spitbits etc).

Then it will be bodywork (new doorskins) and a respray. rechromed or new front bumper and stove-enamelled wheels. I hope to have the whole thing done by summer maybe even South of England meet. Oh, it also has the wrong mirror a small job to fit in and I should not have too much trouble finding one of those."

I was a wee bit tempted myself when I heard this car was for sale so I'm glad Chris saved me from trying to find space for yet another Spitfire in the back garden (not sure Guy would have approved either!) so I hope I'll get the chance to see this car at a show soon – or at least at next year's SEM.

This shows the importance of being able to add as many Spitfires to the IVR as possible. You never know when I might be able to pass on information to a new owner about their car. So I hope this will encourage you all to get out there with the IVR form you received with this Courier and send them in.

Alex Cherington sent in his IVR, with all the hard work already done to trace his car's history so it was great to be able to add the BMIHT details to the Register. We'd met Alex when he was going to the Test Valley Area meets but have only crossed paths a couple of times since he left so I was pleased to know he hadn't forgotten us and hope to meet up again at Stafford.

"My first road legal car was a 1963 Herald 1200, very fetching in JPS black with gold stripe, Vitesse bonnet and 5 1/2 Dunlop wheels. This was followed by a 13/60, then a Mk 3 Spitfire which I paid £10 for in 1976. The engine and gearbox from this car were later used in the 1953 Ford Anglia street rod I constructed. I still own that car, which now sports a 1500 Spitfire engine and overdrive gearbox. The Spitfire steering column and pedal box were also incorporated. Subsequent Triumphs have been a Mk4 Spitfire (NGA 58M) which I fitted with a 1500TC Dolomite engine, a 1500 Spitfire (TWS 571T), an American spec Stag and TR6. The Stag is here in the UK while the TR6 is still in storage in California.

The car pictured was acquired from a former workmate in 1989. He had driven it from 1985-87, then parked it on his drive. Work done by me included a new driver's side sill, front suspension rebuild, fibreglass bootlid and respray in the original colour. The sharper eyed will notice the car has an earlier bootlid. After helping a



friend realign his bonnet while in the US, he asked if I would like any parts from his spares car. I took a very good bootlid and rear bumpers. This bootlid then replaced the fibreglass one. When I went to California to work in 1991, the car was stored on stands and stayed like that until late 2001. I recommissioned the car with all new brakes, electronic ignition, the club s/s manifold and exhaust and a Moto Lita wooden steering wheel.

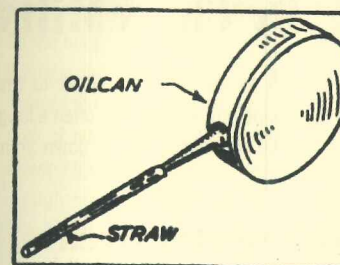
The picture with the other Spitfires was taken at Stafford in 2002, one week after I had driven a 1000 miles round trip to Scotland where it never missed a beat.

I contacted Swansea to trace the car's history. Prior to the previous owner, the car had been owned by 4 women who appear to have been related. The third owner actually lived at Stafford."

200 INGENIOUS MOTORING GADGETS

Compiled by R.H. WARR

YOU CAN MAKE THEM! 10/-



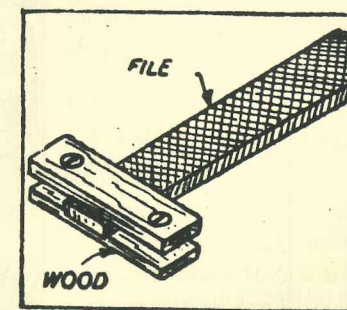
length of the spout.

A LONG-REACH OIL CAN

TRYING to oil an awkward spot which cannot be reached by the spout of the oil-can? Just slip an ordinary drinking straw over the end, as shown in the sketch, and you have more than doubled the effective

HOW TO IMPROVE A HEAVY FILE

FOR heavy filing in the garage with a large flat file, make a second hand-grip, as shown in the sketch. This is simply two pieces of wood, one above and one below the end of the file. Two woodscrews will lock the wood strips in place to provide a comfortable rest and grip for the left hand.



USE A DISCARDED ENVELOPE!

AN EMERGENCY FUNNEL

YES, it does sound a little crazy—but it works! Clip a corner off an old envelope with scissors and see how well it will do for an emergency funnel for liquids . . . oil for instance. It will have to be scrapped after being used once, but who cares? It cost nothing!



Stafford 2004

Part 2 By Chris Mills

Coach Trips.

A coach shuttle service will travel between the Event and Stafford Town Centre all day Saturday. For further details and the bus timetable visit the Information Office or listen to the Public Address system. There is no charge for this service, but Members should take their Personal Wristband with them as proof of Entry payment. The first bus will leave the event at 10.15am and the last return will be 3.45pm.

Cars For Sale

An area has been set aside for the sale of cars in the Autojumble section. This is free and members are strongly advised to leave cars for sale in this area. No other parking in this area is allowed.

Engine Tuning

Members wishing to have engines tuned will be pleased to find tuning vans near the Ingestre Suite.



Please bring your vehicle to the vans and speak to the Engineers to arrange an appointment. There is often a long queue in busy periods, so book early to cut down your waiting time.

Technical Register Area



Next to the Club stand you will find an informal area to relax. Please feel free to use it. This is also where you will find the Register Secretaries and the Area Organisers who

have set aside time to be available to the general membership for a chat, or to answer the most perplexing of questions. If you would like to meet your local Area Organiser, or your Register Secretary to ask those questions, or simply chat to put a face to the name, then please come and relax with them. A full timetable of who is available and when is held at the Information Office.

Hillclimb Challenge

There's something about cars. They are exciting. They are sexy. They are fun. Sometimes they even take you from Place A to Place B. And it doesn't really matter whether they are 16 feet or 16 cm long.

Racing a thoroughbred car against the clock through over a mile of twisting, tortuous bends, sweeping curves and exhilarating straights sees them as they should be seen, uses them as they should be used. But putting a mile of track inside Bingley Hall and allowing people without a licence (let alone a competition licence) to compete would seem to be a problem. But some car nuts will do anything to get their fix...

The TSSC Hillclimb Challenge has become a regular event at Stafford with a huge circuit (230feet) and a steady stream (torrent?) of drivers over the weekend. First drive will be free, subsequent entries are just 20p, prizes given for the fastest lap of the weekend.

Feature Stands

Many Companies and individual members have

displays inside Bingley hall all weekend and their exploits will be commented on over the Bingley Hall PA system. If you want to



come and watch, then please do - that's why they are doing it! We hope to have a full weekend of displays, but if you would like a particular display done, or can take part in a display yourself then please let the Information Office know.

Car Clinic - Sponsored by Rimmer Brothers

A drive in 'MOT' style car clinic has been set up for club cars. If you think you may have a problem with your car, or you simply don't know if it will pass its next MOT Test, why not bring it to the car clinic. Examinations are free - all you have to do is simply drive your car into the Bingley Hall and join the queue. Access is gained by following the 'Valuations' sign posts through the lively camping area.

Banking and Foreign Currency

Most of the major banks have branches with cash machine facilities in Stafford town centre; they are all near Market Square. If you have difficulty in locating them, then please do enquire at the Information Office or see the TSSC Stand.

For Overseas Members wishing to exchange Foreign Currency, a branch of Thomas Cook Travel Agents is open between 9.00am and 5.30pm, this is



agreed to give some insight into the mysteries of working on Club cars. They will be performing

located on the corner of Market Square and Eastgate Street in Stafford town centre. Directions may be obtained from the Information Office or see TSSC Stand.

First Aid

Can be found in the first Aid post near the main entrance to Bingley Hall of speak to an Event Official, recognised by their orange T-shirt or contact information in Bingley Hall. In the case of an emergency contact the Information Office or any Event Official

Camping

Camping is available from Friday lunchtime and your weekend pass allows camping Friday, Saturday and Sunday nights, although you must vacate the site before 11.00am Monday morning.

Lively camping is to the right of the gate as you enter and quiet camping is to the left, all facilities are available from 1pm Friday afternoon.

Patrons camping at the event may only do so at the designated camping sites. The quiet site shall remain quiet at all times, both late at night and early in the morning. There shall be no late parties nor early rising noisy children in this area.

The lively site must keep noise levels within respectable levels and in any case remain quiet between midnight and 8.00am.

No fires may be lit in either area unless they are properly constructed barbecues at least one foot off the ground.

Showers and toilets are available via Bingley Hall (accessed externally) additional main toilet facilities are located in both camping areas, with additional mobile units as required. Evening

Entertainment

Friday Evening: Members Pavilion Bar

For those Members wishing to make a 'Weekend of it', we are pleased to invite you to the Club's largest Noggin 'n' Natter in the Bar in the Members Pavilion. The Pavilion will be open from 7.00pm to 11.00pm. Hot and cold food will be available from the Barn Kitchen situated under the Grandstand until 6.00pm, and with Jubilee Catering from 7.00pm

till late. Real Ale will be available from the Bar during the evening.

Saturday Evening: Disco and Live Band in the Staffordshire Life Centre. Live Band and Disco from 7.00pm. Band at 10.00pm and Disco till 1.00am. The band for this years International will be, "Hollywood Nites"

Barbecue

Outside the Staffordshire Life Centre you will find a Barbecue with Jubilee Catering, it will be open

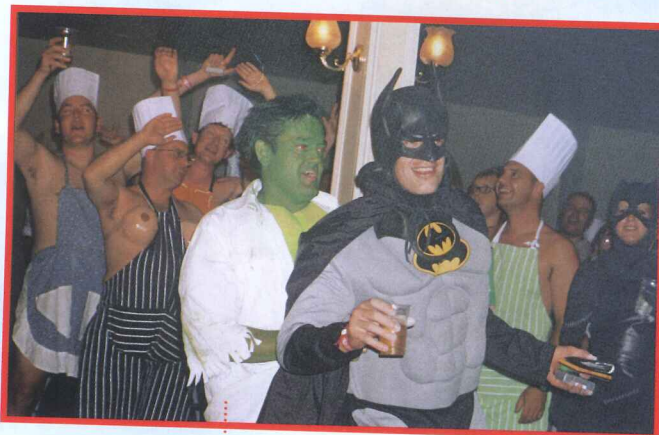


from 7.00pm until late. What better than real hot charcoal grilled food with a pint of Real ale?

Location

Positioned in the heart of England, the Showground is easily accessible by road, rail or air. Stafford County Showground Weston Road Stafford United Kingdom ST18 0BD

<http://www.staffscountyshowground.co.uk>



Entry Gate

The gate at the Event entrance will open at 1.00 pm on Friday and will remain open all weekend, including through the night, both nights. Any Member leaving the Event should take their Personal Wristband with them and produce it at the gate when entering to ensure re-entry to the Event, but we are hoping that you will stay for the weekend and enjoy the party.

By Road

From the North or South, Exit M6 motorway at junction 14. Follow A518 and signposts for County Showground.

By Rail

The Showground is just 4 miles from Stafford Railway

Station. This line links directly to London Euston and the journey takes around 1 hour and 45 minutes. It is also on the main line from Birmingham, Wolverhampton, Manchester and Scotland.

At the station there is a Taxi Rank and also a Bus Stop.

Bus services run directly past the Showground.

Rail Enquiries

<http://www.thetrainline.com>

telephone: +44 (0)8457 484950

By Air

Birmingham International Airport is about 45 minutes from the Showground and both Manchester and East Midlands airports can be reached in little more than an hour.

See you there!

Concours 2004 Trophy Sponsors

**FOOTMAN JAMES
RIMMER BROTHERS LTD
CANLEY CLASSICS
JIGSAW RACING SERVICES LTD
AWARDCO
CHIC DOIG CLASSIC SPORTSCARS
BELLS SILENCERS
JY CLASSICS
QLC LTD
TRIUMPH NUTS
!!! NO SPONSOR!!!
TRIUMPH WORLD
ANGLIAN TRIUMPH SERVICES
CANLEY CLASSICS
MOSS EUROPE LTD
MOSS EUROPE LTD
NEWTON COMMERCIAL
AUTOGLYM**

**Car of Show
Master Class
Original Herald
Modified Herald
Original Vitesse
Modified Vitesse
Original Spitfire
Modified Spitfire
Original GT6
Modified GT6
Bonds & Specials
Mixed Triumph
Cruised & Used
Unrestored
Engine Bay
Paintwork
Interior
Polish**

Banjul or Bust!



Part 4

By Derek Giles

Day 18 (5th Jan)

This is a rest day but the cars need working on so it was an earlier rise than any of us really wanted! Two priorities stood out from the list of jobs to be done. A replacement radiator for the 2.5 and a permanent repair to the Herald's exhaust system.

The owner of the Auberge had, as luck would have it, a tame local Jack-of-all-trades who came in each day just in case things needed looking at. So while we waited for him the 13/60 rad was

Damaged 2.5 Radiator



both jobs and whisked the offending parts off for fettling at his workshop, with a promise of a two-hour turn around!

Not wishing to seem dubious about his optimism we also accepted the offer of a s/h 'Merc' 300 radiator from another guest just in case.

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.



Converting Merc Radiator

removed from its temporary home in the 2.5 and the Herald gave up its exhaust for us to decide its fate!

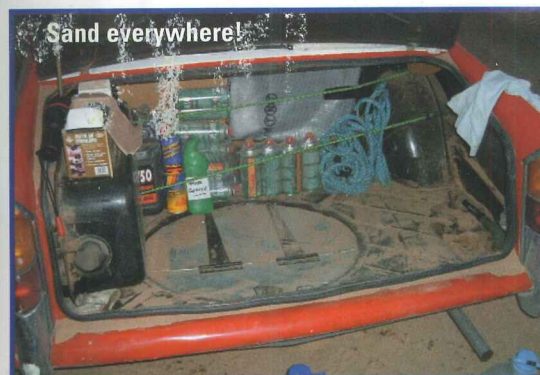
Ali gave the thumbs up to

The other vehicles were given a thorough inspection and minor items were replaced, checked, adjusted or cleaned. We all also took the opportunity to clean off some of the sand that we had picked up in the desert!

Sometime around 3pm Ali returned with a repaired Herald exhaust (cost £2) but NO radiator. He had been unable to fathom out any solution!

It now looked as though our acceptance of the Merc rad was the right way to go, and heads were put together in an attempt to formulate an effective replacement!

Mark had kept the old rad, so it was decided to remove its mounting frame and transplant it onto



the Merc fins. We were chatting to a Land rover driver in the compound and he offered us the use of his blowlamp and soldering equipment, which we readily accepted!

Rob, being a plumber, had all the know-how to transplant the metalwork and after about 45mins Mark and me were adjusting the 2.5's front panel (good job a big hammer was part of his toolkit) to accept the hybrid radiator! Hey presto a cool running 2.5 engine purred away beneath the bonnet again!

While the Herald's exhaust was away for repair we attempted to get rid of the build up of sand from our last 4 days, but as you can see it was everywhere!

Come the evening we had all had enough of cars, deserts and tinned or dehydrated food and sought a decent meal that we could enjoy, 'oh' and of course something to wet our whistles! Once again it's surprising what can be found at short notice, and a bit like here in England, the Chinese often have a monopoly on, well, palatable food.

All 10 of us descended like locusts on the Star of China and gave the chef a real shock by ordering just about anything he could muster in 20 mins. They even had to send out for enough beer to keep us going!

Not the best of meals but then what can you expect we were still in the middle a very non-western country. The biggest shock though, came when Maxine and Moira had to share the ladies room with cockroaches the size of Dinky Toys. Perhaps the meat in our meals was NOT quite what we had been led to believe who knows!!

Back at Auberge this was all soon forgotten, thanks to the help of a few glasses of gin or whisky or whatever! We ALL slept well that night.

Day 19 (6th Jan)

Senegal beckoned this morning so after fuelling up and getting tyres re-inflated our merry convoy headed further South on a very good tarmac road. After the '2003 Challenges' ordeal at the

border we decided to try another crossing point, the barrage at Diama was muted to be very easy entry. The road was the usual tarmac interspersed with huge potholes and Police check-points. Where, as usual money and gifts changed hands at a rate of knots.

Progress was good as we averaged 50mph for the next 200mls.

The detour for the Diama barrage took us onto a dirt track that most of the time resembled a 4x4 test track, the make shift sump guards on the Herald, Cortina and 2.5 did their job and saved any embarrassment. The Mitsubishi sailed over the ground and the Lada gave better than it got by just ploughing through everything! The last 10mls was through another National park but this time there were no fees to pay and the Mauritanian border post was friendly and quick to process us.

In 200yds though the mood changed and the Senegal post proved to be the worst yet!

The group a day before us had included a Lada Riva 4x4 driven by 2 Russian medical students whose shoestring budget had run out, so they were stranded. The customs guard had confiscated all their paperwork because they could NOT pay the exorbitant bribes wanted! But to top this they had blown their head gasket and were about to abandon the car when we arrived.



Road to Diama

Our group decided they could not be left behind and we all chipped in to help them through one way or another!

Day 20 (7th Jan)

The negotiations took 6 hours and many Euros before we were given the OK. So with Keith and Moira's Lada towing the Riva we attempted to open the barrier but there was one more sting! The customs informed us we HAD to take one of them as surety that we would not dump any of



Goodbye to the Niva.

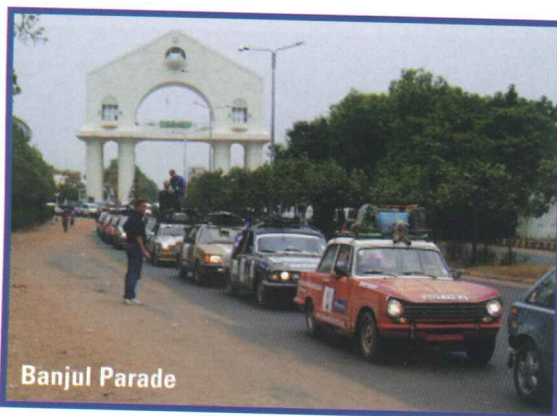
the cars along the way.

OK but it was to cost another 600 Euros!! Two more hours of negotiation followed before an agreement was finalised.

5 cars would pay 75 Euros each and the Riva went for free! 10pm and at last we headed south again. A campsite on the coast at Zebrabar was our destination just so long as the customs man could find it.

After many stops to get directions we finally arrived at 1am at what looked and felt like the middle of nowhere. Tents were hastily put up and sleep never felt so good!

In the morning to our surprise we were only 200yds from all the



Banjul Parade

other cars as they had taken a day off to rest! We even had a chance to jury rig the Riva's head gasket so that the Russians could try to make the rest of the way under their own steam!

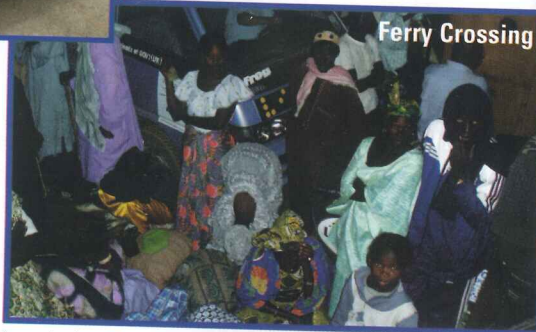
Day 21 (8th Jan)

At 11am the individual guides turned up to escort their groups further south to the Gambian border.

The differing nature of the groups dictated the speed of travel and as we still had the Riva in ours progress for us was restricted. We had however agreed to meet the rest at a nominated filling station about 100mils on just in case of trouble! It was a good thing we did as the Riva soon started brewing up about every 10mils so the petrol halt couldn't come too soon!

At the stop a fellow challenger in a Merc 300 estate was on hand to tow the stricken Russians to the finish.

The guides were insisting all the cars should be



Ferry Crossing

out of Senegal by midnight so apart from fuelling stops it was drive-drive-drive to the border! This was to prove the most bizarre crossing of all, the Senegalese post was well-lit, well-organised and efficient, nothing like we expected. Our guide did a bunk when it came to the bribes though as nothing had changed! Local* money had to change hands or else; the problems arose from the fact that none of us had local currency, and Euros were definitely **NOT ACCEPTABLE!**

The 5 drivers were ushered into a room for document verification and I, as the first took the brunt of the abuse from the official in charge. He kept insisting I gave him what we did not have, once he realised I was not giving in he promptly arrested me! Perhaps a spell in jail would change my mind were his last words to me. At the same time other officials were stamping passports, visas etc, so when mine was handed to me I briskly walked out, grabbed Rob and we drove off with the shouts of where's the prisoner, coming from the room!!

The others followed in quick succession down the pitch-black road to the Gambian side.

Here happy smiling customs and police who all

wanted to know about our trip greeted us. How they coped with the squalid conditions of their office I don't know, but working by candlelight and with one pencil between 6 of them we were processed and on our way in 1/2hr.



Clutch Stop Boys

Day 22 (9th Jan)

No real road led from the border and at 1am the dust and potholes were no joke! Although our group were first at the ferry terminal the other 26 cars soon joined us. There were 4hrs to kill so we slept in cars, tents or on the ground so that the 7am ferry could be boarded on time!

Banjul was an hour away across the river during which many of us climbed over cars to shake hands with as many challengers as possible. The locals looked bemused by our antics and our cars!

We docked in Banjul at 8am and all 31 cars hit the road for their chosen accommodation, which varied from hotel to B/B; all within 500yds of each other, the Safari Gardens Hotel where Rob and me amongst others had a room was chosen as the rendezvous. After settling in all the cars had to return to the dock for an hour-long grand parade through the city to the National Stadium, where we were to meet the British Ambassador

and many Gambian Government officials. After speeches and photos the rest of the day was ours to chill out before the alfresco

meal at 8pm.

We had heard that a local travel agent might be able to help with flights home so Rob did the honours and duly booked us for the following day at 4pm.

A photo session followed, just to prove we had made it, and of course for the souvenir album.

The cars were auctioned a few days later and the Herald raised some £400 for a local charity. Add to this our chosen charities £3000 and we are pleased to announce a total of £3400!!

The rest as they say is history!!!

I trust this has been of interest to those of you who have read it and perhaps it may have stirred a latent desire to have an adventure in a Triumph. I know we all thoroughly enjoyed our experiences and who knows what may be next!!!

Finally Rob and I would like to thank first and foremost HEN without whose help and encouragement we would NEVER have attempted this! The club and members who sponsored us. Bill and Karen (Rarebitsforclassics) for spares and advice. Bernie for making sense of my ramblings. Cliff & Grahame (Cortina); Mark & Maxine (2.5); Keith & Moira (Lada); David & Malcolm (Mitsubishi); without whose help, friendship and understanding none of us would have pulled this off!!!



The Herald at the Auction

The body of the 'five' was back in the far north for its Wedgewood blue paint.

In John Collins' workshop the bare body shell was lifted off the chassis, and put onto temporary dolly wheels. The first task was to fill and flat the main panels. The only way to get really

excellent body lines is to put a thin coat of spray filler over the whole body, and, with a very long block, flat it back across the panel gaps. Once the main exterior panels were ready for colour, the surrey roof, front and rear screens, doors, wings, bonnet and boot were removed. The filling and flattening was then repeated on the inside of each panel, as well as all the loose parts. The boot lid support frame was removed, flattened and painted separately as were the hinges, bonnet stay etc. The main tub was flattened and filled inside the boot and engine bay as well as inside the car itself, before being turned over for the underside and wheelarches to be given the same treatment.

Two colour coats were applied in the reverse order, starting with the underside, and then inside of the tub. All the loose panels were sprayed inside and out before being reassembled onto the



Body Back on new chassis wings and doors being fitted and aligned before last colour coat

tub. The outside panels were then flattened down again before being given a final colour coat. Well that was six months work!

John Collins machine polished the entire car before we collected it, but there was still more finishing work required. Machine polishing simply does not get into the corners, and no one, but no one, can afford to spend enough time on the final polishing in a commercial sprayshop. Over the coming months Angie worked over the whole car again, inside and out as well as under-

neath. I would estimate that she spent some four hundred hours on the paintwork after most people would have said it looked great! Any minor imperfection was flattened out with 2000 grade superfine paper, then polished up using 3M's 'Finesse-it', and then Autoglym polish, working on a few square inches

Inside of Engine bay sprayed before Re-fitting wings



Rebuilding a Winning TR5

Part 6

By Andrew McGowan

at a time. The paint used was two-pack, but I specified a softer hardener, if that does sound too much like a contradiction.

The paint is very tough, but with plenty of elbow grease it can still be flattened and polished years after it has been sprayed.

Meanwhile back in Cornwall the chassis was laid down and waxoiled, then the suspensions and fuel and brake pipes were fitted. Engine, gearbox and differential were dropped in and the exhaust fitted. Another problem appeared. One of the few things that I had not bothered to trial fit was the clutch push rod. What could go wrong with this simple bit of Triumph engineering? Well it appeared that my pushrod was about one inch too short. "Everyone" agreed that there was only one length of pushrod for a TR5, and I had the correct slave cylinder and clutch assembly. Much head scratching. As everything else was correct there was only one thing to do; make a longer pushrod. The clutch has worked properly ever since. Despite various specialists' claims of having never heard of this problem before, I have since spoken to several 'five' owners who have suffered similar problems.

Maybe one day I can find out what actually causes this particular problem.

The rolling chassis was then taken north to have the body fitted. I have tried moving freshly painted bodies before without a chassis, but never again. The only way to move your new coat of paint is firmly bolted down onto a chassis. The sequence for this bit of the rebuild needed a



Bonnet and door in spraybooth

further two round trips from Cornwall to Stockton. John had painted all of the body, except the final colour coat, with the body off the chassis. I took the

newly assembled rolling chassis north, we then fitted and aligned the tub and the external panels, and then John applied the final coat of paint. I then returned to Stockton to collect the car. The final colour coat only took a few days, but it still meant another round trip. The extra trip was essential as we had to get the body sitting on the chassis before we could get the alignment just right and apply the final coat of

had had about 50mm extra allowed all round. This allowed me to cut and fit them to exactly the shape of our individual bodywork. The heater followed and then the gearbox tunnel cover. Originally these were made of a compressed board, and they always fall apart over the years with damp. Repro ones in fibreglass are quite cheap, but I found that the best one was the repro plastic variety. At least this can be easily cut and carved to fit. With the oily bits hidden the metal dash



After Final Colour Coat, ready to return to Cornwall

Wedge wood blue paint.

So now we come to the really enjoyable bit; finally bolting the car back together. By this time most of the hard work should have been behind me. The body was finished, all the mechanical parts had been refurbished and repainted, most of the elusive parts had been found. Everything had been returned from all over the country and was stored, ready at hand in a totally organised way. That's the theory at least. So this was going to be very quick and easy! Well almost.

The cumbersome things were fitted first, the pipes and wires. Once these were in the fuel tank followed, and then all of the engine bay fittings. The fuel pump and filter in the boot were next. A battery was connected and as each item was put in any electrical items were tested. I find it much easier to sort out problems as you go rather than to totally finish the build and then find there are all sorts of electrical gremlins.

I always leave the glass until last, as it is so much easier to reach things by reaching through the front and rear screen apertures. Inside the car the first task was to fit the carpets that are fixed to the sills and 'A' panels. All of the carpets had been cut to patterns, but

panel and its covering wooden dash can be fitted, followed by instruments, switches and heater ducts.

The trim panels had been covered with shadow blue vinyl, and dropped straight into place. Door glasses were installed and then the door trim panels. There are two self-tapping screws that stop the map pockets in the door just being pulled off, and these are hidden by coloured metal caps. The original blue ones are no longer available and most people just use black. I had managed to find an old blue one, and after cutting it back to reveal the true colour, I had an aerosol of cellulose made up to match. New caps were sprayed to match the vinyl. It's the attention to detail that would count in concours competitions.

The rest of the carpets were fitted, again cutting down the oversize pieces to give a very tight fit. On the 'five' the main floor carpet is in two pieces with a butt joint just in front of the seats. As the carpets move slightly you always see a gap with the underfelt showing through. I overlapped them by about 25mm, it looks much neater, and no one has as yet noticed that it is not completely as original. With the carpets cut to size all the loose ones that needed binding were removed, and 4mm cut off all the way round to allow for the width of the binding fabric. Most bindings tend to round off

the corners on carpets. For a neat finish have each side bound individually to maintain square corners.

Idiots tip number eleven; If you intend to show your car in concours competitions, never tell anyone any of the glitches you know about on your own car. Let the judges work it out for themselves. They might not even notice!

I would like to say that all the previous work resulted in a very easy build, but that was not to be. The bumpers had already been fitted and found to be nearly right, but in

The rest of the chrome work was much easier, all that had been needed was a strip and rechrome. I tried a new chrome specialist who claimed to be 'the best'. Unfortunately he wasn't. Most items were chromed at least twice before I was happy with the result.

Idiots tip number twelve; If you have found a reasonable specialist, stick with them. The proverb 'better the devil you know' really is true.

The painted body had been collected in January 2002,

and by that May it was a case of so close and yet so far away. The car was recognisably almost finished, but there was still a mountain of detail work required.

The target date for our first show was only six weeks away. Tempers were getting a bit frayed!!

The last big item was to fit the headlining to the Surrey top. The roof was unbolted, turned upside down on the garage floor and after several hours of swearing the headlining was glued in, tight

enough to avoid any wrinkles, but without stretching the stitching. All that remained was to bolt it back into place. The roof is held on with four bolts, and the



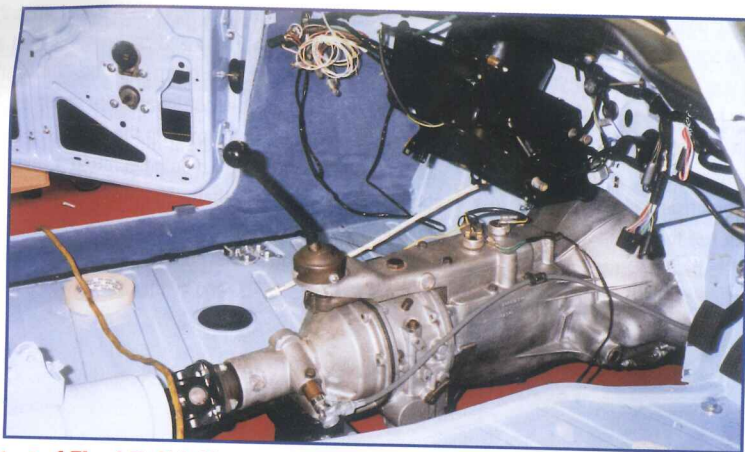
Re-assembled Chassis ready to go North to collect Body.

removing the last few imperfections the tinsmith managed to almost totally straighten them. They didn't fit within a mile. I took the car up to the Midlands so that he could re-introduce the shape needed, and we could make sure they were a good fit. It was a fairly tense day fitting the bumpers literally dozens of times to slowly get the curves correct. TR5 bumpers are a tight fit to the paintwork and despite layers of masking tape I was scared of scratching the gleaming blue paint.



Surrey Roof Panel with Headlining - just before I dented it

length of the back two is critical. They need to be long enough to pass through the uncompressed seals, and



Start of Final Build. Heater, harness, and Glued in carpets fitted first

then catch on the threads of the captive nuts in the rear box section. As you tighten them, however, and the seals compress, there is a real risk of the end of the bolt coming into contact with the underside of the roof and punching a little dent in the roof skin.

Guess what I did!!!

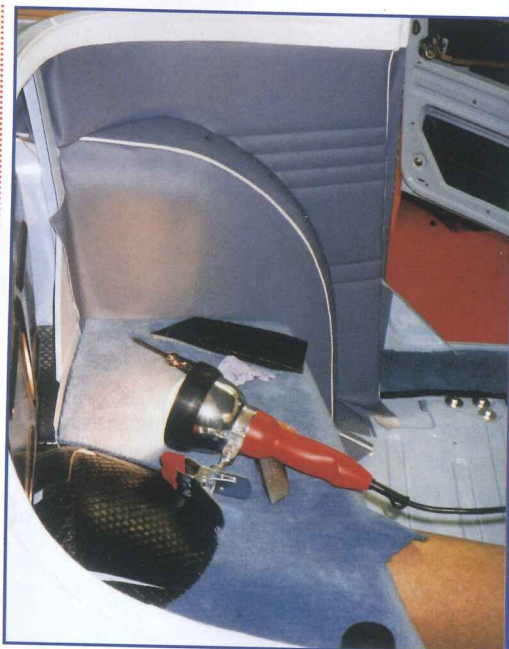
There was small dent in the roof that had conveniently split the paint as well. The roof panel would need to be repainted, another two trips to Stockton! I decided that we were not going to meet our deadline. After nearly three years work things were at an all time low. Luckily we have very good neighbours. We went across the road and got drunk.

After a break of about a month I restarted work on the car. Time was no longer a factor, the next target date was the following year, and I only had a few weeks of work left. Somehow I managed to work on the car every weekend for the next twelve months, and still had last minute jobs to do before we went to our first show. Angie is a big believer in fate, and certainly having the roof problem and missing our deadline meant we found a few missing parts during the following year, and the extra detailing work on the car certainly helped us to win at the Autoglym concours final.

The extra time was also used to good effect in making the car drive superbly. With the car running the suspensions needed to be aligned. On the 'five' the rear suspension can be adjusted as well as the front. I always have my cars aligned on an optical rig, to make sure that all the adjustments are correct. Even a few miles on out of line suspensions can feather tyres, so I

80

adjusted everything at home first before taking the car the ten miles to the garage with the optical equipment. Aligning caster, camber and track on the front as well as track and camber at the back gives plenty of scope for going round in circles on adjustments. On the 'five' you also need to adjust the rear to get the back wheels in line



Rear Trim Panels and Carpets Extra sound deadening fitted to reduce drumming

with the fronts. I measured the suspensions using string lines and plumb-bobs, and was very pleased, if not a little surprised, when the optical check found that the set-up was spot on.

The first few miles of driving the car were amazing. It was over twenty-five years since I had last driven a 'five'. It ran smoothly and just oozed power. The speedo did not work at first, but I was cautious to keep the speed down while I bedded in the brakes, and made sure everything worked. A

few days later, and with the speedo now working, I was amazed to find that my first runs at a sedately forty miles an hour had in fact been nearer to seventy!!

After a few short local trips it became obvious that the engine was running very rich. Fuel consumption was about eight miles to the gallon. I adjusted and re-examined all aspects of the fuel injection system, but I could find nothing wrong. Time for the real experts. Pumfords just outside Hoylake are the best at Triumph injection systems, and I do mean the best.

I trailered the car up to them and worked with Mike as he went through the whole system from end to end. He does not accept that anything is right unless he has checked it himself, and he does check every part of the system.

All of the injection system was missing when I bought the car. The parts came from various suppliers, and all were

sticking at times. The unit was stripped and rebuilt, then put back on the test rig for adjustment. With the metering unit back in the car something else could now be seen to be wrong. One of the reconditioned injectors was sticking open and needed to be replaced.

After a days work by someone who really knows what they are doing, a good engine was transformed into a real gem. Quiet, plenty of torque and unbelievably responsive. If you ever have any problems with an injection system, don't waste your time, just go and see Mike Pumford.

So that was it. The 'five' was finished. It looked good and was a pleasure to drive. And it only took four years (the initial plan was two years) and every spare minute that I could muster. Was it all worth it? I have to say that the Autoglym championship was a great finale, but



'Finished Five'...almost

'guaranteed' to be recalibrated and as good as new.

I don't think so!!!

First check was the fuel pressure, which I had already checked during the trial build. This time it was 160psi instead of 110. Adjusting the regulating valve would not give consistent readings, so the valve had to be replaced. The metering unit was removed and checked on a dynamic test rig. Pumfords are unique in having one of the original test rigs, which allows them to measure the flow to each injector as the unit is running at speed. My recalibrated unit was miles out, and the shuttle in the unit could be seen to be

the reality is that I really enjoy restoring nice cars. The low points? Days when nothing went right and after eight cold hours in the garage you were no further forward than when you started. Also the day I put a dent in the roof panel, and days spent searching auto-jumbles but finding nothing. The highs? Seeing the newly painted body for the first time, firing the engine up for the first time, and of course, the first drive down the road.

The only question that remains is what next!!!!

Graham Robson has suggested a Stag!!!!

TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£36.00 UK £40.00 EUROPE £44.00 OVERSEAS

RENEWALS

£34.00 UK £40.00 EUROPE £44.00 OVERSEAS

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

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

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

TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD

Tel: 0845 458 6760 Fax: 0121 559 0814

VALUATION SERVICE - TRUDI PRETTYJOHNS

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

TSSC HANDBOOK

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

TSSC LIBRARY

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

CLUB SHOP

e-mail: clubshop@tssc.org.uk

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

MAGAZINE COPY DATE

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

DEFINITION OF DEADLINE - Last date by which
copy can be included in the publication,
assuming space is still available. Always try
and work well in advance of the deadline.
TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 468228
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

e-mail: accounts@tssc.org.uk

TRUDI PRETTYJOHNS

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

SHOW CAR REGISTER

e-mail: showcar@tssc.org.uk

JOHN MUGGLETON

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

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

TECHNICAL SECRETARIES

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

HERALD 948/1200

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

HERALD 1360

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/ 1500

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

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

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

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

BOND

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

SPECIALS

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

2000/2500/2.5PI

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

STAG

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

TOLEDO/DOLOMITE 1300/1500

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

TRIUMPH ACCLAIM

Michael Hancock, Beech Croft Cottage, School Lane, Baslow,
Bakewell. DE45 1RZ. Tel: 01246 583261 (6pm to 8pm)

AMPHICAR

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

TSSC MODIFIED

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

INTERNATIONAL LIAISON SECRETARY

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

EQUIPMENT STORES - LIAISON OFFICER

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

CLUB ARCHIVIST

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

INTERNATIONAL WEEKEND EVENT MANAGER

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

INTERNATIONAL CONCOURS ORGANISER

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

PUBLIC RELATIONS OFFICER

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

AREA LIAISON OFFICERS

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

COMPETITION SECRETARY

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

JULY 2004

Plus

CLASSIFIED CARS & PARTS

CONTENTS

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

STAFFORD - Stafford
Stafford - STAFFORD
STAFFORD - Stafford
STAFFORD - STAFFORD
STAFFORD - Stafford
STAFFORD - STAFFORD
Need we say More?!



AREA DIRECTORY

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

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

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.
CUMBRIA	Phil Evans: 01946 861548	Troutbeck Inn - TROUTBECK	Last Sun. Lunch
MANCHESTER	Frank Spencer: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
	Pippa Flegel: 01524 791607		
NORTH EAST	Andrew Dunning: 01915485188	Travellers Rest (A691)- Witton Gilbert	1st Sun. Eves.
	Mark Astley: 0771 840 8159	off A691 Durham to Consett Rd	
LANCASHIRE	Mark Coward: 01257 482569	The Plough, Eaves Woodplumpton - PRESTON	Last Tuesday. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Nigel Penistone: 01405 720857	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Victor Thompson: 01302 850740	The Coach & Horses, Barnbrough - DONCASTER	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: 01788 891 153	The Old Smithy - CHURCH LAW FORD	3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580	Smalley Common Ex- Servicemen's Club - ILKESTON	1st Tues. Eves.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCS & NOTTS	Garth Jupp: 01529 307302	The Ferry Inn - NTH MUSKHAM - NEWARK	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 470358		
STAFFORDSHIRE	Adrian Palphreyman: 01785 621851	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	Moxhull 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 Capel 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'S CONSERVATIVE CLUB	1st Tues. 8pm
	Ken Bradley: 01269 594578		3rd Sunday Run
SOUTH WALES	Neil Hicks: 01684 290494	Tredeggar Arms, Bassalegg - NEWPORT	Last Mon. 7.30pm

EASTERN AREAS

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

NORTHERN IRELAND

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

SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 01189 268230	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	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	Gardeners Arms - ARDINGLY	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
		Crooked Billet - 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 Read: 01582 862176	Rose & Crown Hotel - TRING	2nd Thurs Eves.
WEST HERTS	Patrick Kierce: 01442 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	Contact only. No meeting Venue	
S.E. LONDON	John Macrow: 01689 829231	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NORTH LONDON	Bruce Mann: 07866 482311	The Spotted dog - COLD ASH	2nd & 4th
NEWBURY	Dave Rumens: 01635 868640		Wed. Eves.
	Mary Rumens: 01635 868640		
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	Mickey Hazell: NA	The Swan Inn, Moor Lane - STAINES	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

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

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Conrad: 00 75 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.	
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.	
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.	
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
		krishn_sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
		lucabellinello@tiscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmstraat 206862 GT - OOSTERBEEK.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	Urb. Portela Lote180-52-Di2268 5- SACAEM.	
SPAIN	Wayne Matthews: 00 34 977 430494	Carrer de l'Arc 5, 43786 Batea, Tarragona - SPAIN.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.	



AREA LIAISON OFFICERS REPORT

Hi Everyone, Hopefully by now you will have received the latest Pen Torque, for those of you who are new as AO the purpose of this newsletter is explained in this latest edition. We welcome feedback, comments and questions and it's a useful way of cascading information from Council Meetings, AO Seminars and any other bits n' bobs of information. It would be great if this could be interactive, so come on surprise and send us something to include. We also take one along to our South Yorkshire meeting and invite local members to take a look, why don't you do the same. Although there has been a bit of a hiatus in terms of Pen Torque for various reasons we now aim to get a minimum of three out per year, so the next will be out shortly after the International.

At the South Yorkshire meeting the area draw was done, and the lucky area this month is Gatwick, so please contact HQ for your vouchers.

Victor and Vivien

AVON

SEM - Leatherhead! Mud - so what! Rain - so what! Officially cancelled - so what! As usual, Avon (much like Essex and so many others), came, and totally enjoyed! We take our hats off to Mike and the team! Where else do you get the chance to push a 7.5 tonner? Nearly as good as it's a Knockout at Stafford, not so many years ago! Great weekend! Great catching up with so many people, not seen for so long, including Essex, Harry (and family), Ashley and co - complete with the exploding curry party trick! What would that do inside you? Unfortunately, Nev and Derek missed out on awarding points for style, artistic impression, and determination to those getting on and/or off the field!

The following weekend was Castle Combe Vintage Rally, - the sun shone! Great to bump into Les and June, as well as other local Triumphs, that we don't get to see at club night!

Gaydon - Rip-off!! All change now Ford have taken over and it's not good news inside the museum either - so I'm told! Why all of a sudden do they need to charge the exhibitors? No cars = No Show!

June's Meet - Scorchio!!!! Hottest day of 2004 so far! Sat outside all evening! Hopefully, this will set the scene for a Brilliant Brean, Cracking Cornwall Camping, and a Stunning Stafford! Warm Sun 'til October would do nicely! Good to see Chris down from Glos. We welcomed

ALO REPORT . . . AVON . . . EAST BERKS SOUTH BUCKS

Roger and John (TR8) and Tim, wife, wife's friend (I must get better with names - sorry!), and Ben (restoring a Spit) along for his first time! Nev took Chris out in the SAAB ... both came back smiling! Nev's smile got even bigger, when he heard the news of a rolling road at Stafford this year - so long as it goes up to 300 horses that is! Thanks also to the team of Nicole and Briony for doing the raffle - again!

Events Coming Up (a few suggestions for you!):

3/7 - Classics at the Hall - Hunters Hall - aft/eve

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

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

16-17/7 Bowood House

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

3/7 -1/8 - South Cerney Rally (was Wroughton) date tbc?

6-8/8 Hot Rod SuperNationals

10-12/9 Blue Ridge Runners Weekender (date tbc?)

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

18-19/9 VAC

24-26/9 British Super Bike action at Castle Combe!

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

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

7/11 Bristol Autojumble & Restoration Show - Shepton Mallet

29-30th Jan 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 recalibrating!

On a more serious note - a WARNING - Do not bring your disposable Bar B Q into your tent for overnight warmth. Unfortunately, this has been the suspected cause of death, of two people, down near Brean back in April this year. Yes, it surprised me as well.

Must go got Brean to get ready for! Looking forward to Northants's beach barbie surprise! If it was Stafford Area, we might have cause for concern but I'm sure all will be well! A case of Johnny Farty Pants does Brean Beach Bar B Q eh? Party On People!

Col

EAST BERKS

Well, there we have it! I am the new Area Organiser for East Berks. Am not quite sure what I have taken on, but I know Mark is only an email away!!

Following our mail merge, our June meeting brought new faces to the Shire Horse pub. A welcome must go to Colin and Nickie with a nice blue Spitfire, Brian and also Philip with his red TR6. We hope you enjoyed the meeting, and look forward to seeing you at our next meeting on **13th July**. Michael Hazell, the new AO for Thames Area popped in with his 1300. Michael is awaiting the return of his Vitesse Convertible from the paint shop! Alan Thomas kindly prepared an 'all

things Triumph' quiz. Michael W and I decided to try for minimal points, but I surprised myself by getting 16! Mark sat the quiz alone due to being slightly delayed won the quiz with 32, (we think because he overheard us discussing the questions!). He just pipped Gary with 31.

On the 16th May, Mark and I went to the Aston Clinton Show on kind invitation from Carl of South Bucks. It was a lovely show, plenty of cars, steam and things to do! Definitely one to put on the calendar for next year! Alan was the only member as far as I am aware to go to Gaydon for the Triumph Day.

Coming up next month we are attending the International meeting at Stafford. A few of us are thinking of conveying up, so please get in touch if you would like to join us! There is also the TR Register International, Malvern, **23/24/25 July**, with the Triumph Picnic Plus event being held on the Sunday of the show. I will probably be camping the whole weekend, again please get in touch if you are interested in this event. Happy driving!

Helen

SOUTH BUCKS

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

Hello once more! Even I was surprised at just how much I had written in last month's Courier! Hopefully you found it somewhat humorous! Let's have a round-up of what's been happening in May: Well, after the superb time at the IOW weekend, we thought the sun would be out for the SEM at Leatherhead on the 8/9th May. Unfortunately, the rain had set in for several days before the event, and turned the field into a swamp! My thanks go to Helen from East Berks (congrats to Helen on becoming the new AO for East Berks!) who kindly informed me that it was being cancelled for the Sunday. I sent out a text message to those in South Bucks, and most received it before they set out. I have spoken to a couple of people who did go on the Sunday, and said there was an impromptu meeting in the car park behind the leisure centre. Many people, including myself were disappointed, but that's the English weather for you! A real shame, as I have been for the last three years, and it's been superb. May I pass on many thanks from us all to Mike Crews and all the organising team for all their efforts for so many years. In fact, Mike has been organising the show since I was ten years old! (Sorry Mike!)

Just to prove the weather can change so quickly, the following Sunday 16th May was the Aston Clinton meet, and it was baking hot! Sunburn a plenty, and even more cars, trucks, bikes steam engines and more! Several hundred cars were in attendance, the sun really bringing everyone out. It was the first event that Dan and Amanda had attended with the TSSC with their very nice GT6. Dan, Robin and I met at Tesco in Amersham, and followed several large trucks in a very scenic convoy. Marcus and his kids had brought along the 1959 Herald and bunting and other bits from Allan. (Thanks Marcus!) Long time no see John with his Magenta GT6 was also

CHESHIRE . . . COTSWOLD COVENTRY

there. I thought it must be John as I saw a Magenta GT6 coming sideways towards me! Tracy from Thames attended too in her Mk4 1500 Spit. Robin brought his MkII Spit, and I took my Magenta Spit. Alan Crussell came along too with his very clean 2000 MKI. So we had a good collection of Triumphs, which looked even better when a very nice MkII Vitesse Convertible, superb Stag and very clean Dolomite turned up with a very clean TR6, and were offered to park on the stand, which they did! Several Aston Martin club guys own Spitfires, which were next to our stand, so there was quite a line of Triumphs! I also met Trevor and Julie from Tring who own a simply stunning example of a MkI Vitesse Convertible. I invited them to come along to the next club meet which they said they would try and make.

Well, on the following Wednesday 19th May it was the club meet at The Squirrel, and who should turn up, but Trevor and Julie in the Vitesse! Great to see you both again, and hope we see you many more times. It was also very nice to John from Harrow who brought along his ultra low mileage one owner Spitfire Mk4 1500. Nice to see you John, and I do appreciate you coming out all the way from Harrow! Dan came along in his Mk4 1500, and as the sun was shining, the landlord let us park on the 'grassy knoll' on the side of the pub. We had my Spit, Dan's Spit, Trevor and Julie's Vitesse, John's Spit, and Phil's Hurricane too! Robin came along on the bike, as he was working late and came straight from work, so too Marcus who came along in his Subaru WRC car. Rob and Sophia came along too with some great pictures from the IOW. We had started off outside, but by 9.00 pm it had become cold enough to retreat into the pub! Anyway, my thanks to all that came along to make it another enjoyable club night!

Sunday 30th was the Marque day at Gaydon. Unfortunately, a clash of dates and work meant that only one or two people replied with a positive response to my text message about attending. Steve from my work, who has found himself a very nice Stag for a price of a good one, went along, and said it was a good show, with around 50 Stags turning up! Another friend from work had attended Santa Pod raceway on Monday, and brought back pictures of the infamous 1200 Drag car, and a less well-known Standard Vanguard estate drag car! Both looked very cool, the Herald still retaining its 1200 and Herald badge on its boot!

Dates for your diary for **July, 10/11th** is the TSSC International at Stafford. A great show with the 40th anniversary of Spitfires at Le Mans, so as many Spits in the hall as possible. Huge Auto jumble, things for the kids, including a crèche run by NNEB qualified staff. Car valuations plus the party on Saturday night! Several people are going up on Friday afternoon, as the traffic is a real pain on Friday night. Let me know if you want to tag along with a group, as there is a little more safety in numbers and extra mobiles are also helpful! Believe me, there will be many people who will be amazed and confused when I say I have purchased a tent! Sleeping on the floor like an animal covered only by

something that I would question using to cover my car! Just so I can attend the show (and drink!). Although it's a long way, it's really well worth the effort. A small country show we have been invited to is at Gt. Missenden. It runs over the **17/18th July**, and we should have a smallish stand! Let me know if you would like to attend. It should be a good show for the family, so let me know. Monthly meet at The Squirrel is **Wednesday 21st** from 8.00 pm on. There we will be finalising the last few details for the run to France for Classic Le Mans, which leaves the next night! Club cars maybe thin on the ground, as they may need a rest before the long journey! When (and if) we all return, the Classics on the Common at Harpenden, Hertfordshire will be on **Wednesday 28th**. This will be a TICKET ONLY event, as last year, Harpenden was grid-locked! The Police will be there to enforce the ruling! YOU have been warned! See classiconthecommon.co.uk (I think!) Let me know if you don't receive any joy.

Anyway, let's hope for some sunny weather! Take care, hope to see you soon.

Carl

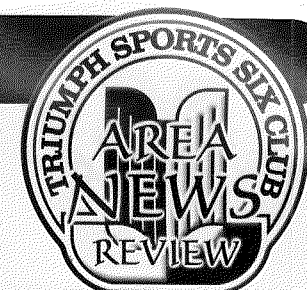
P.S. Congrats to Michael Hancock for becoming the Acclaim Tech Sec. As some of you may know, I have a bit of a soft spot for these, as they are the only Triumph I remember in the showroom! I said it before and I'll say it again 'whatever floats your boat' ...! Enjoy! Plus, if your looking for a 1971 Herald 13/60 Convertible, I have been offered the details of one. Looks like a strong car, needing not a huge amount to return it to the road after its 10 year dry storage. It's in Flackwell Heath, let me know!

CHESHIRE

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

Our first run of the year was held on Thursday, in advance of the monthly meeting at The Cock and Wotsit. I have now lodged a complaint with the weather prediction department, as Thursday was quite wet for most of the day and it was still drizzling when I pulled up in the car park to meet two Triumphs with their hoods up. I'd elected to have the tonneau on the car, as the rain radar hinted the wet stuff was due to clear up any minute. This (the tonneau) prompted the hoods to come down on the other Triumphs! Another car appeared but the driver said he had no coat so he was allowed to travel hood up. And so four of us pottered gently round the rather damp Cheshire countryside, stopping briefly at The Red Lion in Wotton Under Edge for a glass of Robinsons. Many thanks to Mike for doing the route, which we will repeat with minor variations at the July meeting. Same arrangements, 7.30 for 8.00, and don't let the odd drop of rain put you off.

We were a little late back at The Cock (10.00 instead of 9.30) and apparently someone had been waiting for us and departed before we got back. That reminded me that someone had apparently turned up on the Tuesday a month or two back, possibly due to an error on the TSSC



web site, which I have since corrected. If you do come to see us, please remember we are very rarely early, especially when a glass of Robinsons may be involved.

The weekend has been Tatton Show. Saturday was mostly overcast but dry (apart from one rather half-hearted attempt to drizzle) and I got to meet Helen from Tarporley and her GT6 after exchanging what feels like hundreds of emails. As I type this on the Sunday the sun is shining and it is distinctly warm outside. The people from Manchester are not attending the next Tatton Show (**21 and 22 August**) and I understand an alternative club who cover both Triumph and MG will be in their place. This isn't a problem for the Cheshire set as we have MG owners amongst our regulars already. If you want a Tatton ticket, let me know.

I've also spent a little time putting more reports on the web site - the address should be at the top of this report. So it just remains for me to remind you all of the next meeting on **Thursday 1 July** at The Cock and Pheasant in Bollington. Either 7.30 for 8.00 with 30 miles of petrol in the tank or about 10.00 as I'm sure we'll spend a few minutes in The Red Lion in Lower Wotton en route. Happy motoring, and keep the roof down!

Henry

COTSWOLD

Now it's Summer, why not go to a TSSC Club meet? Go on, you know you want to!!!! Go on, you'll only miss out if you don't!

The Cross Hands, near Old Sodbury, on the cross-roads A46 Stroud road (from Jct 18 M4) A432 to Yate, and B4040 to Castle Combe. Pub at right of traffic lights, at cross roads!! First 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.

For what's happening, see Avon! Cheers

Col!

COVENTRY

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

Corley Moor Group

Both of the Coventry TSSC groups met at the Church Lawford meeting in May, along with the local MG Club. It proved a great success in glorious sunshine - see Nigel's report below. The Triumph Marque Day at Gaydon was not so well supported by our Group this year, perhaps the revised admission charges for Triumph drivers



COVENTRY . . . CUMBRIA DERWENT VALLEY

COVENTRY Contd

may have been a factor.

Our June meeting at The Old Bull and Butcher at Corley Moor coincided with the Spring Bank Holiday and England's friendly football match with Japan, which may account for the low turn-out on a fine summer evening. I hope that our future meetings in July and August receive the support you would expect from the City that designed and built all Triumph models. I know there are plenty of Triumphs out there, so we should try and attend the monthly meetings as and when we can. We have a new venue at the above country pub, with plenty of parking space. Let us make the most of these summer meetings, hope you can make the next one on Tuesday evening, **6th July** at the Bull and Butcher, Corley Moor.

The Coventry Transport Museum has recently been revamped with major improvements. I was considering a visit by our Coventry & Rugby Groups later in the year, possibly **September / October** - anybody interested?

My Stag has spent the past 8 months in hibernation, so I was pleasantly surprised when the beast agreed to start first time! There are a couple of minor electrical gremlins to fix for the MOT, as I intend to get it on the road for July. As I write this note, England have just 'snatched defeat from the jaws of victory' against France! Let's hope we can celebrate a long-overdue England victory in the final when we meet in July! Regards,

Kevin

Church Lawford Group

May was a busy month for us, with the local MG club joining us for the monthly meeting and then the Triumph Marque day at Gaydon. 16th May was our monthly meeting at the Old Smithy and it was without question the best yet. Thanks to everyone who turned out - I hope you all enjoyed meeting the MGers. It was certainly a very friendly gathering. We had over 30 classics in the car park and round the green outside the pub, about 50/50 Triumph and MG. The weather was excellent, the beer was great, and so many interesting cars to see even if they weren't all Triumphs! I was very impressed by the TSSC turnout and equally impressed with the range of MG's, from a pre-war MG TA to a 1990's RV8. The TA's driver was still enjoying his car after almost 50 years of ownership - is this a record? We now have an open invitation to go to the MG monthly meet, which is at The Red Lion in Kilsby on the first Monday evening every month (just off the A5, south of Rugby). I plan to go and 'see how the other half live' on **5th July**, so please call and let me know if you would like to come along. Then on Sunday 30th it was time for Gaydon. Craig and

Sarah wisely avoided the new entrance fee by registering their Vitesse 6 for display on the TSSC stand, and it certainly looked very smart.

Three of us convoyed down the Fosse Way to Gaydon and once again the weather was excellent, with top down the whole day for Patrick in his Mk2 Vitesse. Once we arrived at Gaydon, John Muggleton quickly found us and invited us to bring our cars onto the club stand, where we took the last three spaces. Certainly a great display of Triumphs by the TSSC. I go to Gaydon every year, and always enjoy meeting so many Triumph owners (I even talk to members of other Triumph clubs!), and seeing so many Triumphs. Everyone I met seemed to be enjoying the cars and the day as much as I did.

Moving on to future events, in July around six of us have registered for the Birdingbury Country Festival on **10-11 July**, although unfortunately this clashes with Stafford. I plan to go to Birdingbury on the Saturday and Stafford on Sunday. Our next regular monthly meetings at the Old Smithy will be on 18th July and 15th August, so let's hope for more fine weather and I will look forward to seeing you then. Regards,

Nigel

CUMBRIA

As you read this in July we will be nearly half way thru' the summer show season. If you are reading this before the Hayescastle Rally at Distington - **4th July** - do not forget to bring "stuff" to BBQ (or should that be burn?). Looking back to recent meetings and shows - John and Shirley plus Hurricane and Ray K with their GT6 attended the Rally at Maryport organised by the local Rotary Club. I managed a quick visit but had to leave early. It seemed a little bigger and better than last year particularly given the good weather. There were two well finished Burlington Kit cars on display - a red Beretta and a racing green Arrow. I did not have time to talk to/recruit! the drivers but I contacted the Arrow owner after the show. He lives near Aspatria and has a small private classic car collection and occasionally opens this up to visitors. A potential visit for us to consider later in the year? We had a good turn out of the 'regulars' at the May meeting. The new owners at the Troutbeck made us welcome and the meals seemed as good if not better than before. Bob and Anne came in their new acquisition, a red TR7 convertible, having sold the two Vitesse's. It was also good to see Jan and Alan back with us again with their Mk III Spit. The Truck and Car show at Kingmoor Park Carlisle was last Sunday. We could not make this but John Mc + Hurricane, John A + Herald, George + Spitfire and Brian H + Rover V8 Trike!! attended. They were not parked in a shed this year having been allocated an out door spot.

John A apparently enjoyed his new found freedom whizzing about on his battery powered scooter.

Once again there were some impressive paint jobs on show on the 'Big Rigs' Who says trucking does not pay well!!

Future events - **July 9/10/11th** - TSSC International at Stafford No monthly meeting in July **August 1st** C & W Vintage Show, Penrith. This is our club stand show for August.

We have a West Coast evening cruise to Glasdon pencilled-in for **July** but we will defer this to later in the year as Bob and Anne are away. Bob and Anne, John and Shirley plus Lindsay and Lyn (?) are heading for Cornwall after the Stafford weekend staying in Alberts home village. Sue and I plus Brian and Isla are heading for the Le Mans Classic event later in **July**. This should be a good do with 90+ UK TSSC cars attending as part of over 3000! classic cars expected to attend over the weekend. Brians Cobra needs to be badged as an honorary Triumph for the weekend! The saga of the unfinished Spartan continues as I am having problems getting the motor to run! Another Triumph may join the fleet as back up. Watch this space as they say! That's all for this month folks, happy summer motor-ing! Cheers

Phil

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

There is so much to write about I do not know where to start as both May and the beginning of June have been packed with so many activities.

Last month I told you that I had just removed the bell housing of Angie's Vitesse. Well, after a week of searching for parts that are no longer made, finally by Saturday I had got everything I needed to rebuild the clutch assembly etc. But time was against me as the Picnic in the Park run was at 1:00 pm tomorrow. Six o'clock start on Sunday, replaced the clutch, the linkages, fought, kicked, swore, had a cup of tea, kicked and swore some more, then pure jubilation as the gearbox located and the bell housing was bolted home. Refit the tunnel cover and carpets and dash home for a shower, return to the yard, wash the car, drive to the starting point of the run arriving at 1:05 pm. Only five minutes late - that's commitment for you or is it madness?

Well, whatever your view, it was well worth the effort as the Picnic in the Park run was a fantastic day out. The weather was brilliant, there was a great turnout of Triumph's and not a modern car in sight. Angie, following all my hard work, insisted on driving her car on the run and left me in the car park. Brian got lost, drove the wrong way along the run, waded to everyone that he passed, and then tried to convince us that it was deliberate! ... Yeah, ok. Sarah and her young son where at the park to greet us upon arrival. Everyone was buzzing after the run and excitedly talking about their experiences, so much so that we stood by the cars for 30 minutes before we realised that we were there for a picnic. After the food had gone, some of us indulged in fun and games while others explored the park and fed the ducks. We had so much fun I could write a book. If you were there you know what I mean, if not then you missed a great day.

Following a few problems on the run,

DORSET . . . FOREST OF DEAN GATWICK

DORSET

e-mail: dorset@tssc.org.uk

I'll start this month with a reminder that the deadline for entries to the Yeovil Festival on **14/15th August** (formerly the Yeovil Festival of Transport) is **July 14th**, so dig out those forms and get them sent off.

Something else that might be of interest is the Berwick St John Country Fair on **September 18/19**. I'm informed that this is a good weekend with live bands, beer tent and camping. I'll get more details for next month, so if your interested, let me know (thanks for the details Robin).

Classic Cars on the Prom, as mentioned last month, every Sunday through the summer on the prom in Bournemouth. Let's make **Sunday 25th July** a Triumph occasion. Entrance is via the BIC, and the event is between 4.00 pm and 7.00 pm, come and go as you like. If there is sufficient interest, we could arrange to meet and drive down en-masse.

That's all for this month. Cheers,

Steve

FOREST of DEAN

Hey look, it's SUMMER and to prove the fact, the July meeting will be a BBQ at the Forest of Dean's very own car collection. Didn't know it had one did you? Well we do, and many of them are Triumph to boot. We will be meeting a bit earlier at the Malt Shovel, say 7.15 pm in order to convoy down there and be able to view the cars in plenty of daylight.

I know it is early to meet but don't forget that there is food there and so no need for tea before hand.

I have recently made contact with local Austin Healey and Stag Groups who seem keen on the idea of joint events, visits etc so we'll see what comes of that.

Forthcoming events:

3rd July "Classics at the Hall" Kingscot, Glos organised by Glavon TRs. If you've never been it's an excellent event.

24th-25th July TR International Weekend at the Three Counties Showground, Malvern. This is a huge event, in a beautiful setting and Wydean TRs have invited us along. Not sure what entry is but it is a superb weekend and just up the road.

Sometime in **July**, a few of us are thinking about a camping weekend and I believe that I have found just the place in the shape of a camping field behind a pub in the Black Mountains. Please ring me for more info.

8th August Penallt Classic Car Show. This is a small local show and they have asked for our support. Once again, please phone me for details.

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 series gets to us so well worth 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 Cambrian Mountains via the Elan Valley and then



back over a bit further South.

Shorter report this month but the cat has just jumped on the keyboard again and she is liable to become a pair of very soft gloves at this rate!! So better sign off before murder is done. Oh yes, and we may have two more Heralds in the village, which will make five in a village of 120 souls! One of them may well end up in the Ukraine when Andre finally goes home for good! How's that for international Triumph appeal? See you all in *July*.

Clive

GATWICK

TRIUMPH SPORTS SIX CLUB
WEDNESDAY 7TH JULY

Gatwick Area are having an evening

Meeting at

**THE GARDENERS ARMS
ARDINGLY**

opposite the South of England
Showground.

We would like to fill the car park with

Triumphs

Please come and join us

from 8pm onwards

David & Lyn

01342 892141

May's meeting at Kingsfold was blessed with good weather, so we sat outside to admire a line-up of six cars: three Spitfires, a GT6, a TR6 and a nice Herald all the way from Arundell! David had a ride in the TR6 and thoroughly enjoyed it. Must be my turn next! Our car is off the road at the moment. It decided to chew up its camshaft a few days before we left for France. We had a great holiday anyway, just not in the Triumph. A new 2.5 litre engine is being built up for it, so the race is on to get it collected, put back in and ready for testing on the run to Stafford. We have only one weekend between Stafford and Le Mans to get it going just right.

As an Area, we had a Club stand at The Crawley Show on Bank Holiday Monday. Our stand was between the MGs and the Corvettes, who had about 18 cars on each stand. We managed 2 cars! Huge thanks go to Glen and Tony who held the side up with their lovely cars. Our fellow enthusiasts at Club Triumph had a good turnout - maybe we'll have a slot in with them next time if we can't get more cars. We had a good day anyway, the weather was great. David and I had brought a barbecue and some food; Tony had to work some magic on the barbie which took ages to get going. We met some nice people and hope to see James and Helen with their GT6 again; also the family with the Mk1 Spitfire nearing completion.

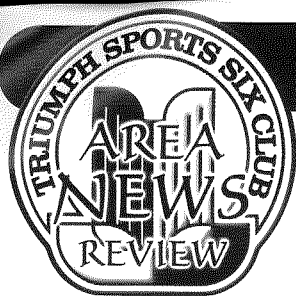
We had a very constructive meet on June

IMPORTANT NOTE

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

News in By 10th Month please

Colin



GATWICK . . . GLOUCESTER HANTS & BERKS

an honour). Andy tried to curb my excitement by pointing out that John probably wanted my Stag on the stand to make his look better, ouch! (I don't remember saying that!)

In the rush to get of early (I had instructions to be on site by 09.30) I had to pass on the invitation to travel up in convoy as Jane doesn't do early on the weekends, her Spitfire needs a lie-in.

Filling the car up with petrol should have been straightforward but the Stag's filler cap decided to fall apart big time, four separate pieces in all. A temporary forecourt repair got me on my way to the show. The trip up was uneventful with the car performing well and only upsetting me when a young lady in a MkII Golf GTI showed me what bends are all about, Stag handling is a bit ponderous, but the grunt is lovely. Arriving at Gaydon was great with the sun shining and a warm welcome onto the club stand. My car didn't look too bad, although the paintwork wasn't up to the standard of other club cars, but in defence mine is a rolling restoration and a new paint job is the last thing on the list.

Gaydon is well worth a visit for all Triumph fans because apart from all the associated Standard and Triumph club stands the car park was full of interesting machinery and enthusiastic owners all ready to give potted histories of their car rebuilds and wise words of caution of what not to do.

Bey Gittings caught me buying more bits with the comment, "Not again! Haven't you got enough parts?" You must now be aware that there are lots of parts you can buy at Gaydon both from main-line suppliers and at the autojumble, the Stag boot was filled and the back seat too. The other Gloucester members also enjoyed the day, Karen and Dave took home a nice picture of their GT6 and Jane was trying to track down the owner of a TR4 who was prepared to sell.

Thanks for that one Paul.

The area camping weekend was once again a roaring success. Twelve of us set up camp on Friday evening and promptly adjourned to the pub for food and ale. It was nice to have Sally Anne and Anthony, Andy and Aiden and Tracey all coming to join in from their respective corners of the Isle. Saturday saw a very relaxed breakfast cook-up vastly aided by Karen and Dave's new griddle, followed by a tour round the outskirts of Coleford and a trip to Symonds Yat. We then gate-crashed a Cortina show and walked along the river to get refreshment at the pub which included entertainment when a canoe capsized right in front of us, fun for all except Andy whose hair fever took hold with a vengeance. Oh yes, and Aiden got left behind for going to the loo.

That's the news for this month we hope to see you at an event real soon.

Andy

Events:
Friday, Saturday & Sunday 9th, 10th & 11th July The TSSC international weekend @ Stafford.

Friday 16th July the Burlington village Show.

Monday 19th July area meeting @ the Kings head, Norton.

Saturday & Sunday 24th & 25th

July the 9th Nostalgia show @ South Cerney.
Sunday 1st August Glos area picnic.
See Ian and Jane for details.

HANTS & BERKS

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

Well Summer's here and the BBQ's are burning, hoods are down and I can smell EP90 - life is good and would be better if I could sort that gearbox leak. Gaydon was fine and dry despite some threatening clouds. Good to see so many Triumphs out and about although I think entrance was a bit pricey this year. A couple of people had said they felt the same so I would encourage feedback to the Club so they can in turn inform Gaydon. I messed-up and didn't get a pass to put the car on the Club stand, paid my money and ended up on the stand anyway!

A warm welcome to Graham Reeks has joined us from up North, his job has brought him to the Thames Valley and he's brought his GT6 with him. I've known Graham for a while now, from Club Triumph and the Ten Countries Run - Graham has been known to pilot a Mk1 2000 'Workslike' homage to the rally 2000's. He's also known to do a bit of competition and asked me to navigate for him on the Wessex Rally held in Newbury - I did, I was rubbish but 'fortunately' the car misbehaved and we retired. I will have another go in daylight if only to make a proper decision if this navigation lark is for me or not.

Another Triumph crew, fellow Club member Martin Randle (organiser of the 10 Countries Run) and Tim Bancroft (Organiser of the Round Britain Run and TSSC member) entered in Martin's TR7 and won their class - the beginner's class. Neither had done this sort of thing before it was a great performance.

Back to the June meeting and newbies! The other new face was Colin Robinson with his partner who's name I've forgotten (hope she forgives me) and his Spitfire which went into stealth mode on the way home, losing it's rear lights. Thankfully, Carl and I were around to lend support and theorise on likely causes - we couldn't fix it but Carl could shadow him home in relative safety. Well done fixing it Colin, see you next time. As I write this I'm thinking that our run to the coast and BBQ should have been and gone - hope you enjoyed it!

Events coming up as you read this - well dominating the calendar is the International at Stafford and Le Mans. As usual we'll be camping at the International, please do make an effort to either join us for the full weekend or come up for a day. Camping is very popular and makes the whole thing good value.

If you can't make Stafford then there are a couple of other events closer to home that are worth considering for a day out. Clashing with Stafford on **July 10/11th** is the West Oxon Vintage Country Show in Burford, Oxon and also the Woodcote Steam Rally in Woodcote, just North of Reading. So, there you have it, no excuse for not getting the Triumph out and taking

HERTS & BEDS . . . MID KENT WEST KENT

in the sunshine.

Oh, and if anyone has a luggage rack in good condition for a Herald (not the same as a Spitfire) and would like to sell it please let me know.

Fason

HERTS & BEDS

First off over to Matt to tell us all about the Duxford show which is on 19th September.

Finally got near the computer after lots of building work. I met a guy today with a lovely white MkII GT6, which he finished building in January.

He is a TSSC member and hopes to try to get to Whitwell. He lives in Biggleswade. He said he went to Duxford but not in the car, so the penny dropped when I said we organise the show.

"The show is now listed in The Courier, as an HQ attended event. Although it may seem a long way off, it is not really, so all those who have offered to help this year, could the please make sure they speak to Les or Matt at the meetings to ensure we have an idea of numbers for the event helpers. I will try to allocate small jobs to some helpers in advance of the show. Jobs that will need doing include T shirts or similar for all event helpers, event plaques for attending vehicles, obtaining suitable marking equipment for the show field, contacting all traders who wish to attend, distributing flyers, and so on. There is a lot to do overall but by spreading it out, it will only be one task each.

As this is the 10th Duxford event, and with a new larger site, it deserves to be the best yet. The more the merrier, so even if you are not able to help in the organising for the day, please spread the word about the show. It, hopefully, will not clash with other events in the area, and I have already had word that a Le Mans Spitfire may be on display at the show, to tie-in with 40 years since the cars were at Le-Mans."

All the best

Matt

Thanks for that Matt. Hope there will be lots of volunteers there usually is. I know the Twins plus one do a brilliant raffle. Events in **July** I hope we will be attending are:

5th and 6th Hop farm
11th TSSC racing, Mallory Park.
10th and 11th July
International at Stafford.

Sunday 18th Kimbolton Castle.
25th to the 27th La Mans classic.
28th Classic on the common.

4th August Classic on the green.

Hopefully at the June meeting we will have sorted out whether we will be attending any of these events as a club if you were not at the June meeting give me a ring and I will let you what is going on.

May's meeting was very well attended. Dave Fern phoned me that evening and then turned up in a very nice TR6. See Stuart's Bond GT45 one owner and very low mileage. Very nice especially sat next to Patrick's GT45. Hope you have all your car nice and shiny as there will be a show and shine at July's meeting.

Sorry there has not been much notice this year, but thought it would give Dick a much

better chance as he did not win any thing last year.

Next meeting **July 26th** The Bull inn Whitwell. Cheers

Les

MID KENT

Hi all! Hope you've been making the most of the sunny weather, as it will probably be short lived!! We've had our new Herald out and our top off as often as possible - Colin's nicknamed her Jorda ... 'cos she gets her top off at every opportunity! Cheeky!

So what have we been up to the last month then? Well, I think the main event in May had to be Phil and Joy's 'Shag' weekend in Eastbourne. Jon, Colin, myself, Sam, Neil and Phil and Joy rented out an enormous Victorian house near the pier for what turned out to be a fun and relaxing weekend! Jamie and Nicki got a kid-free pass out for Saturday night and came out to play. The weather was sunny and warm and there was a rather large beer fridge. So the conditions were good for a splendid weekend. Well, a few magic moments, Eastbourne-style include: Jon's cooked breakfasts, loo roll (absence of), the Six of Diamonds, very Fishy Business, Sam's Mrs Bump impression, the not-so legendary T.J.'s, cheese and camp dancing at Maxim's, Phil in his PVC thong, Neil's drunken wing mirror obsession, sub-zero temperatures on the Bus to Beachy Head, Jazz on a Sunday night, dodgy tattoo parlours, jelly willies and sunburn!! I do believe a good time was had by all!! Phil, and Joy especially, were relieved that they got out of it alive. Thanks everyone for a fun weekend!

The June club meet was a good night with a respectable turnout - and we sat outside in the beer garden for the first time this year. It usually only happens once or twice a year! Jamie brought Nicki along with Sian and Kelby, the latter who's 20 foot header was stunning. Sounds like Sam's Spitfire restoration is going well, with the engine and gearbox in and Jon's still working hard to get it ready in time for Stafford, which will be the next event on our calendars ...

We shall be going in convoy as usual, with Ophelia (Jordan!) the Herald, and we have a good number going and camping so far. Hope to be leaving from Snodland pub car park some time about 9.00 on Friday 9th, I imagine. It should be a good weekend - fancy dress for the Party on Saturday night and, hopefully, some good weather. More details at the July area meeting on Weds 7th July. If you're not planning to come to Stafford, there's always the Darling Buds Classic show on the same weekend.

We still have good intentions on a bike ride around Bewl Bridge, along with plans for: A picnic at Sissinghurst (latter half of August): A seaside Fish and Chip Run (late August/early September): A Sunday pub lunch run to Romney (Date TBC): Beer Festival at the Museum of Kent Life in Aylesford (September 4th)

Big Congratulations to Phil and Joy who were wed at Sissinghurst on 26th June, and should be on their honeymoon when



this hits the doormat. We hope everything went smoothly, and that your married life together is full of happiness and smiles, riding whips and gardening wellies!!!! That's it for this month.

Carol

WEST KENT

WestKent@tssc.org.uk



Well May was a busy month, following the IOW camping weekend many of us ventured off to what became the washed out SEM. Undeterred by the ankle deep mud we loyal members or is that fools remained to enjoy the evenings festivities but more importantly the company of friends. The band weren't to bad either.

On a personal note, I would like to thank dear friends Ashley and Jannet who ensured my birthday didn't pass unnoticed. Gifting me with a beautiful cake embossed with a photo of Vince from the Thames Area and myself taken at the Hop Farm last year along with a portable beer fridge which was soon put into service. Thanks to everyone for making it a birthday to remember and the guys from West Herts and Hants & Berks for all the drinks. Sunday 16th, several of us met at the White Hart for the convoy to the Bluebell railway. Kim did us proud, setting a route for the hour's drive through the Kent and Sussex countryside. I think she even arranged the fantastic weather with 'sir upstairs' so as we could enjoy open top driving. On arrival we were greeted by Kim's brother Gavin from the Gatwick Area, who happens to be Running Foreman and Senior Fireman on the railway. Gavin arranged a members discount, footplate rides as well as having a loco cleaned and moved out of the sidings so as the cars could be lined up along side for photo's expertly taken by West Kent's newly appointed photographer Alan. I hope we can make this an annual event and have a lot more members along. On behalf of everyone who attended I would like to say a huge thank you to Kim and Gavin. Now over to Kim

A big thank you to everyone who came along on the Bluebell Railway run and made it such a success, there were

GATWICK cont

2nd. Moving the meeting to Newchapel has brought no new members and it's always too busy with not enough space. So David and I sat down with a map, lots of coloured stickers and our list of members. We plotted where everybody is and took the map to the meeting. After a lot of discussion, we drove to a pub which had already been suggested - The Gardeners Arms in Ardingly. It's on the B2028, opposite the South of England Showground and just south of Wakehurst Place Gardens. It has a great car park, good seating outside and space enough inside. The staff are friendly and it's good enough for the Porsche Owners Club, it's good enough for us! So, from **July** that's where we'll be.

Dates for your diary:

July

3rd - Welding practice at our place.

4th - Retro Cars Show, Santa Pod.

7th - First meet at Gardeners Arms, Ardingly.

10/11th - Stafford.

22-26th - Le Mans.

July 3rd - August 1st - Lingfield Show.

August 15th - Cranleigh Show.

28th-30th - Shoreham Airshow.

September 11/12th - Beaulieu.

See you soon.

David and Lynn

GLOUCESTER

www.tssc.org.uk/gloucester

Firstly we announce sad news. **Nick Spain** has lost his brave battle against cancer. Through good and bad periods of health Nick always found time to attend club meetings and events and enjoyed his cars to the full, he will be sadly missed. **Our condolences go to Angela and the family.**

The Area meeting at last afforded us all an excellent evening outside and when the sun shines the cars do arrive. We had a great turnout. We welcome Paco to our fold. Having just purchased Graham Wright's 1500 and being full of enthusiasm and future plans I think we'll be seeing more of him.

The next event in the calendar was the Triumph marque day at Gaydon. Unfortunately, being away I couldn't attend but Jane, Karen, Dave and Paul all went. Here's an account of the day from Paul: "Well I was all excited at the prospect of going to Gaydon this year firstly because it was my first time and I wasn't quite sure what it was all about and secondly I was to have my car on the club stand at John Muggleton's invitation (what



WEST KENT . . . LEICESTER & RUTLAND Lincs & Notts

WEST KENT cont

9 cars in total of which 7 were Triumphs, Julian and Sue were unable to stay to enjoy the railway but were great sports to come along and join the convoy anyway. The weather was great, so all the hoods were down. The jolly consisted of myself and my dad Peter in a 1200 Herald, Harry and Sue in a Spitfire, Del and Wendy a Vitesse, Keith and Maureen a GT6, Alan a Spit, Pat and Eileen a Herald, Julian and Sue a TR6, Frank and Irene, John and Penny were unable to bring their Triumphs so were our support vehicle along with Dave and two friends. Being the first convoy that I have been in, let alone led, I wasn't really sure what speed I should be doing, when I asked my dad he said that all the other cars can go faster than me so I should keep up a good speed, which I did, but soon found I had to keep slowing down to let the convoy catch up. When we stopped I asked Sue who immediately said I was going to fast so for the record it was my dad's fault. After a one hour drive, we arrived at the Bluebell Railway, but something went wrong with Keith's GT6 all the men gathered around while the ladies found the toilets. By the time we got back it was all mended so nothing to serious? A big thank you to the Bluebell Railway and my brother Gavin who managed to arrange three footplate rides that were taken up by Harry, Sue and Alan (our photographer). Gavin also allowed us in to the engine yard so we could take some photos of the cars in front of an engine. I think this was the fun bit, while people tried to get the best vantage point to take a photo from, I think Wendy was the bravest. I hope everyone enjoyed themselves as much as I did. See you soon.

Kim Johnson

Great stuff Kim, well done. West Kent is blessed with many talented members and as mentioned in earlier reports we now have our own web designer, namely Ian who has produced our web site www.west-kent-triumphs.co.uk. Ian now requires input from members on topics such as cars and member's profiles, news, restorations and cars/parts for sale or wanted. You can contact Ian by e-mail - ian@west-kent-triumphs.co.uk. The June meet went very well and we welcomed faces from the past Dan and Pip. The merits of rolling road tuning was discussed. Ian recently had his car tuned by Sanspeed and was pleased with the results. Car showing season is upon us and a variety of entry forms were handed out. These include:-

Friday-Ad Motor Show at Bentley Wildfowl & Motor Museum 17/18th July
Lingfield Steam & Country Show 31st July/1st Aug. Autorama - Tunbridge Wells 14/15th Aug

Detling Steam Rally 21st/22nd Aug.
There was a few breakaway meetings taking place around the bar, so to those concerned, consider yourselves firmly rebuked!!

The family and I are going to the Brean Beach Party in Somerset organised by the Avon Area then it's the Bromley Pageant and of course the Hop Farm. - Reports next month.

Preparations for the Hop Farm are well underway. Kim, Sue, Kim-Marie and Zara will be running a raffle on both days in aid of the MS Society and have some terrific prizes so please give it your support. My employer, Network Rail, will match the proceeds and I will be contacting the Kent Messenger Newspaper to give it coverage.

There are at least another 300 members in this area, so do get in touch and see what we are about. Don't forget the 2nd quiz night (with easier questions) will be taking place during the July meet. Cheers

Harry

LEICESTER & RUTLAND

Sorry about no report last month but was doing a bit of research in Cyprus about our classic cars. On arrival there, friends informed me that it was a great place for old cars as they do not rust. Great news, so Triumph spotting we went all fortnight. Sad to report only two Heralds were found and both were at the bottom of a heap in a scrap yard but what else can you photo on holiday. The annual Treasure Hunt took place on Sunday 25 April and for the second year running we had a sunny morning to drive around some of the most picturesque countryside in Leicestershire. After setting off from the Brant Inn car park at ten minute intervals all participants completed the hunt in around two hours and some 22 miles later, finishing up in Woodhouse Eaves. With most of the teams finding nearly all of the clues. This year's event was a close run thing with only three points separating 1st and 3rd places. The treasure hunt is a team event and the choice of your co-pilot (Stan stayed at home this year) is just as important as checking that all of your wheel nuts are on nice and tight! Nobody has won the Golden Spark Plug award two years running yet but you never know!! Dave and Juliet Austin picked up a little bit of treasure themselves by winning this year's event after finishing last at last year's do. Dave's choice of new co-pilot must have made the difference. At the end of May, quite a number of members met at Fosse Park and proceeded in an orderly fashion to the Gaydon Triumph show. No racing and no mishaps saw us all queuing at the entrance whilst the one attendant slowly, oh so slowly issued the tickets (I nearly lost the will to live but the thought of seeing all those lovely cars kept me going). Another good show, well attended and organised and managed to purchase a few more bits for the cars. Saw a girl sitting low down on the roadside as I sped into the show area, taking photos of the cars and as she was half in the road could not resist buzzing her. The photo of the car is a bit fuzzy but

a great picture of the road surface. On Sunday June 20th we held a Picnic Run, a new event so report next month. Hope Dave remembered his gas barbecue, oh I do hate raw sausages.

Reminders:

July - Its firstly Stafford where we will be in attendance from Friday evening onwards, in the quiet area of the site, so if you are coming for the day, do find us. On Saturday afternoon we will have a barbecue going so bring some food and drink and join in. Then to Beaumanor Hall car show on **Sunday 25th** where we hope to have about 18 club cars on display, so if you wish to be part of it do contact me on my mobile: 07774276564.

August 8th is our own show and the committee of two have met to progress this. At the last monthly meeting members discussed the show and all seems to be coming together but we need your help on the day. Please let me know if you can spare the odd hour to help. We hope to have an area autojumble stand where we ask members to bring items along, suitably priced, and we will sell them on your behalf. So if you have a garage full of surplus items and would like to see them go to a good home, more details next month. Slot car is to be arranged for October and another Ten pin bowling night for November. PS for Pete. The Bond has been gutted.

Dave

Lincs & Notts

A short report this month I am afraid. Firstly welcome to any members in Nottinghamshire that might be reading this. You are most welcome to come along to our new meeting place in North Muskam and help swell the ranks. We had the last meeting at the Pyewipe which was attended by two members other than Ellie and Myself!! Let's hope the new meeting and boundary changes improve the numbers. We went to Gaydon for the Marquee day. It is the second time I have been to Gaydon, and the first marquee day I have been to. It was a long way to go for a one day event when we lived on the Isle of Wight, and last year we were away on holiday. I have to say that I was a little disappointed on two counts, firstly there was not much in the way of traders or autojumble. Secondly, compared to the first visit I had to the museum about eight years ago, it has been spoilt by Ford ownership. Looking back at the photos I took back on my first visit, there were far more first and last vehicles, one off and prototypes for testing ideas, I seem to remember there was a Rover P6 with lots of safety ideas incorporated into it as a test bed. Now there are Fiestas and late Cortinas ... Still enough moaning, at least there were lots of shiny Triumphs outside and the weather was better than the forecast suggested.

Tony Hall a recent addition to the ranks, has now found himself a Spitfire 1500 which we hope to see at the meetings as soon as he has sorted out some little servicing problems.

By the time you read this we will have had the Grantham car show and the Wadding

MANCHESTER . . . NEWBURY

Airshow, I Hope anyone who attended either or both enjoyed themselves. Don't forget the Brigg event on **August 8th** which has a driving skills competition against the likes of a certain Mr J Clarkson and a Mr T Nedelli!!

Till next month happy summer motoring.

Garth

MANCHESTER

www.tssc.org.uk/manchester

We seem to have been really busy since we got back from Wales a few members attended an event and family, Katie and Michael, Cookie and family and Les and Ler had a really good time, mind you it does help when the weather is good.

Frank and I have just spent a smashing weekend in the Midlands. We had a trip to Headquarters on the Saturday; I would like to say a big thank you to both John and Nigel for their hospitality and contribution it is very much appreciated. Sunday it was off to Gaydon with Les and Ler: It was a good day, the weather was brilliant although it wasn't forecast. We seen some smashing cars and the museum had some really interesting vehicles on show it really is worth a visit.

That Les has been at it again with Rosie touching her up and rubbing her down well her dashboard, anyway she looks a million dollars it's funny what a dose of varnish can do!!

The Tuesday meeting was quite well attended even though there were a few people on holiday. There were 21 members including two new members Gary and Pete, there is every chance of seeing them again as neither were winners of our fantastic raffle prize. Which John and Anne-Marie won (again.)

I get a real buzz when new members join us, even if they are red Sh— and called Gary, I happen to be proud to be a member of the Manchester Area Triumph Sport Six Club, and enjoy being the Area Organiser with your help and support. (That's enough bucket of sick for now.)

Most of the Agenda was taken up by Stafford and the garage theme so don't forget those who have small missions to accomplish we only have a couple of weeks left.

Katie and Michael - Tombola and Heads to make, Les and Ler to make faces and noses Oh and hair!! Paul - Car Prices, Chris - to supply Bucket, Jenny - to touch up Dodgy Dealer banner, and Do Not Touch signs, Andrew - Tools, Derek - to help transport equipment to Stafford, Sarah Jane, Laura, and Hannah me Eldest to make 'This Way Posters' We will be using the backdrop that Janis painstakingly created last year (thanks Janis).

A full report will be in The Courier next month.

May I say a big thank you to Jenny who has kitted us out with new Polo shirts emblazoned with the TSSC Manchester Area logo - they look really cool.

There were quite a few of us at Tatton Park this weekend the first major show on our events calendar. Seven tents housing twenty one of us all weekend, well it was a recipe for having a laugh and for some

of us getting drunk, Andrew woke Saturday morning nursing a black eye after he had given Karl's knee a Glasgow Kiss (I don't think he remembers much about it though) and Gina tried to crush Karl's bits and pieces between two lager bottles only to be told to pee off back to Italy I wouldn't mind, she is a Scouser and got the accent to prove it.

The show was a great success Manchester Area won best Spitfire in show on Saturday.

Members in the following order won the Ian Hartley memorial trophy, which is an informal concourse, held yearly in memory of Ian, 3rd Place was Pauline with Jordan the Tahiti Blue Stag.

2nd Prize went to Pat with Pat the American Spit. 1st Prize went to Milly the Tahiti Blue Spit. It is a good venue to get to see people and cars you have not seen for a while, it was good to see Pete and Denise again, and Dave and Paula in there new Stag and the two referees.

On Sunday morning Kevin arrived in his lovely Stag with his family after Paul had talked him into coming at the last minute. Now considering he had avoided the Stag Owners Club from which we poached him from over a year ago he proudly wandered around wearing his new TSSC Manchester Area polo shirt.

Argh!! A voice from the wilderness boomed "hi Kevin, we haven't seen you for ages and why are you wearing that shirt. Now we all know that Kevin, being a red S—, is not usually lost for words, but I have never seen him so lost for words or looking so red faced, it was brilliant. So the Moral of this story is come out of the closet and wear your polo shirt with pride. We also managed to recruit one or two new members so all in all the weekend was a great success.

I do have a small personal announcement to make Frank and me are jetting off to visit family in Koh Samui in September and Les has kindly agreed to take over the reigns as AO while we are away thanks Les please will you give him the help and support you have always given me and please get up to all sorts so he has plenty to write about in the monthly report. Dates for your diary

July 6th Area Meeting at the Rope & Anchor Bish.
July 11/12th Stafford International.
Aug 1st Wyreside Hall Cup

Please give me a ring if you are interested in taking part in any of the above events See you soon
Happy motoring

Dip and Frank

NEWBURY

dave.rumens@btinternet.com

Attendance at our meetings has been very good, with a new face, Scott, and his Vitesse 2-litre MkII Saloon with sunshine roof - a real bargain. We have made quite a bit of money on the raffles, thanks to Juep's donation of prizes and everyone buying lots of tickets!

The main event of the month was our camping weekend in the New Forest. An excellent setting, the main feature being that no children were allowed. How some

of our group got in then, remains a mystery! Malcolm and Josie finally made it but too late for a pub meal - a packet of crisps isn't quite the same thing.

Mind you, even if they had been earlier there may not have been anything left in the kitchen as Ollie and Ian had got into their stride. They were the only ones to have starters and mains (but I'm not a sweet person, doesn't count Ian!!) and then go round eating everyone's leftovers.

On Saturday we all did our own thing: walking round Exbury Gardens, dipping toes into the sea, hunting for a BBQ and sleeping for a couple of hours in ones tent. Andy and Liz were seen disappearing into the woods on bicycles though.

The quiz was a trifle challenging. Still no good asking questions that everyone knows the answers to is there? Sean and Diane were the highest scorers with Andy and Liz a close second.

We didn't go to the pub - must be a first as everyone was rather full and cold. Wonder if she ever found her Jack Russell and Pointer!! We had a lovely convoy up to Stockbridge on Sunday for lunch: Herald, Bond, two Spits, GT6 and 2.5 pi (plus a big thing at the back pulling a caravan.)

Even Colin had a good lunch, and he has had some dodgy ones in the past. Thanks to Sean and Diane for finding the site and doing the booking - much appreciated.

Our first June meeting was our 5th anniversary. Our Tidiest Interior/Clean Engine competition did not take place as we were a bit thin on the ground, with several at Le Mans, one on honeymoon and one ill.

Thanks to all those who turned up in anticipation but we will run it on **July 14th** instead, provided we have at least 10 cars.

Don't forget the TR Register BBQ in Savernake Forest on **4th July** at lunchtime. Bring your own meat and drink - a donation to the kitty gets you salad and bread etc.

Also the TSSC International. If you haven't already told him, please let Dave know if you are going so that the Newbury contingent can get together.

Next meetings: **Wednesday 14th July** (main meet) and **Wednesday 28th July** (Sean in charge at this one as we are on holiday) at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events:
4th July TR Register Picnic in Savernake Forest
9th-11th July TSSC International at Stafford

14th July Tidiest Interior/Cleanest Engine
31st July/1st August South Cerney Nostalgia Show

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

Mary and Dave R.



NORFOLK . . . NORTH EAST NORTHANTS

Stafford
16th/18th July LCV Show at Fritton
Lake
23rd/25th July Worstead Festival
Happy Motoring

Joe and Sue

NORTH EAST

e-mail: northeast@tssc.org.uk

NORFOLK

It was an exceptional turnout for our June meeting with 30-35 people in attendance. We welcomed Eddie and Lynda Jones as first time visitors to the club, they drive a JPA Falcon that Eddie describes as an up-market Moss. Maybe our Laurie will have something to say about that.

The club were pleased to see Julie fit and well following her accident. The Spitfire is badly damaged but at least Julie and passenger walked away uninjured albeit badly shaken.

The month of May saw club members visiting a number of shows, the largest turnout being 13 cars that went to Felbrigg Hall. A very pleasant day out even though, once again, the T.S.S.C. were allocated the long grass and electric fence. Matt is convinced that the electric fence has a beneficial effect on cows as one of them kept resting it's hooves on the back of another. A group of us went to the Horsepower show at Fakenham Racecourse; a very good day out, the combination of a classic car show and an afternoon of Arabian Horse racing kept everyone entertained.

We have two Spitfires for sale locally, anyone interested please contact me. Members were reminded of the dates for the Worstead Festival and I asked for names of people wishing to attend so I have some idea how many tickets to request. I was very surprised that only five couples have indicated that they intend going to this very popular show. Anyone who wishes to go, but has not been to our meetings, please contact me a.s.a.p. I will be collecting the money for the tickets at our July Meeting.

Can I again appeal to those of you who are coming to the Mile of Triumphs and have not yet pre-booked, to do so as soon as possible. This will not only guarantee you get a plaque but will also help us decide how many we need to order. It is also possible that the third and final Spitfire shirt may be up for auction but I can tell you it will take Big Bucks to buy it this year.

It was also suggested that if anyone has any ideas concerning the running of the club, or would like to see any changes made, that they submit them for discussion at the September meeting. This will allow time to give them due consideration before the A.G.M. in November.

Could I also appeal to members for a good turnout at our August meeting when we are playing host to the Triumph Motorcycle Club. There will be a quiz with proceeds going to the Air Ambulance Service.

Forthcoming Events:

5th July Club Meeting
and Mini Concours

10th/11th July International Show at

Hi all. Lots to talk about this month. Going back recently we had two events well attended, Geoff's five counties run had a good turnout round some lovely back roads stopping for lunch and a drink in the Tan Hill where I retired undefeated at the pool table! Thanks for that Geoff. The other was a quickly organised show at Wallington Hall. I'd seen the events calendar put out by the National Trust and phoned them up to see if we could join one of the car displays. The date that was offered was along with the NECPWA and apparently they would be taking 40 or so cars, when our 12 arrived there was already 70 or 80 there so it ended up being a good day out. We all joined the NECPWA at the cost of £1.00 as they do a full year of shows around the North East with a varied selection of motors. More NECPWA information from Chairman Derek Cansfield 01670 517480.

I have to say special thanks to Martin and Michael who donated a bit of spare jungle juice to feed the prodigious thirst of my 2000 to make sure I got home safely with my family.

Not very organised there was I? By the time you read this the family should now total 4, so if I look a bit weary at July and August gatherings you'll know why.

On the car front, my 2000 rear springs are a bit saggy, fuel leaks from both carbs have been cured with 'o' rings and gaskets, just the radio fit to work out. Done 500 problem-free miles in my Spit (all topless) in two days of work, fun, but it seems modern convertibles all suffer from stuck roofs!

Steve Overall has got his car booked for some major body repairs, heelboard, sills, bits of floor and others after the summer. It's being done by Tim Willis down at Willow Triumph (01325 483456) who has done some fettling on his V8 Spit, rear wheel camber sorted with a spring lowering block and he's also had some adjustable tiebars made. The car now handles as good as it sounds (and will look when it's painted up). That was till there was an ominous bang from the diff at a Croft track day where Tim managed over 900 degrees rotation in one spin (not the cause I must add). It has since locked up but I doubt it'll be long till it's back.

Mark Ramsey got his 'box and O/D back reconditioned only to find it leaked oil, fortunately on the bench before he'd fitted it. Returned it and it came back with the reconditioner saying they couldn't find anything wrong but it had some sealant in the join between the two halves of O/D casing! In the meantime he's gone and bought (and it pains me to say this) an MGB roadster. Fair play though, he did manage to unjam the roof and fold it down!! Has potential though I couldn't bring myself to sit in it, especially not with

the mobile phone camera paparazzi circling like vultures!

Barry has got his Spit MOT'd and on the road and has promptly taken it to bits but he fully intends to have it the August meet. Likewise, Paul Rigg stated that his Dolly Sprint should be there as well. Two gauntlets down there.

Graham Holt replaced the back half of his Vitesse exhaust with a new one, and then ripped the front half off putting it back in his garage!

Bill and Ashley Meson will have been (hopefully) to Le Mans in Bill's Spit as Ashley's still isn't quite finished-off. Joe from Morpeth showed pics of his Vitesse rolling chassis and has someone to sort out the body work now.

Joe came with Ian Nicholson to his first meet, who brought his just completed Herald Convertible down, lovely car and some good pics as well.

Colin and son Graham (getting tall) came back in his black Spit, looking very good now as Colin has done Gateshead Colleges restoration course (free, but two nights a week and Saturdays). Repaired and painted his bonnet, made a new doorskin, bootlid corner repairs and looks to have become very skilled. Can gas and mig weld, fill lead load, paint celly and 2 pack and many other things also.

Colin is happy to advise to anyone about these. Thanks.

Other new members were brothers Graham and Matthew Plews form Bishop who both have Spit 1500s sadly off the road, Matthew's cos it only cost £200. Graham's has been in a garage for six years which sprang a leak two years ago and dripped onto the car at the offside windscreens pillar, a bit of welding to do now, but both intend to get their cars sorted.

To close there is a bit of an event gap now, though things may be announced at the July meet. Then there are the BVVR which should be 15th August, Stag camping weekend at Beamish 10-12 Sept and our Kite flying 19th Sept which may get Ash's spit attending (gauntlet No. 3 given).

Our next social gatherings (meetings is too formal) are July 4th and August 1st. If you come down for the first time, ask anyone there to point out Mark or Andy and we will make you welcome. If you want to talk first, ring either of us on the numbers provided in the area directory or use the email in the report header above. Likewise if you are unhappy with anything or want to privately suggest improvements to how we do things, all comments will be taken seriously as if we (Me and Andy) don't know we cannot change anything. We're here as volunteers for your benefit.

Got to go, this report is twice as long as Bernard likes them (SORRY!) All the best

Mark

NORTHANTS

Hi everyone. With the season now in full swing, we are getting more and more active. We have just returned from an absolutely fabulous weekend at Brean organised by Colin and Nev. Northants

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

had an excellent turnout, 14 of us were there to enjoy windy but nice weather. The barbecue on the beach was well attended with our area 'dressing for dinner' as a bit of a laugh! It went down very well, as did the food and drink. All in all a great event which we shall be sure to attend next year.

Coming up is the International at Stafford and various other local events such as the Kimbolton show, and the Hollowell Steam Rally, which we shall be attending in some shape or form. Get a long to our meetings or give me a call for details. On the subject of meetings, we had a good turnout this month and welcomed two new members Martine, and Martin. Welcome to you both, we hope you enjoyed your first meeting and hope we shall see you at future meetings and events. Mary ran the Bingo, and we had our usual raffle, and as usual we discussed the forthcoming events. Please come along to the meetings, we are not petrol heads in this area, and all of us bring our wives an partners along. The aim of this area is to enjoy ourselves, with the cars as an excuse to get together!

Not much else to report on this month, detailed reports on Brean etc. will be ready for next month, but right now I have to meet the deadline (which is late), so see you all at the next meeting, and if not maybe Stafford?
Cheers

Graham

NORTHERN IRELAND

northernireland@tssc.org.uk

Greetings fellow Triumph fans! So far this year we have had three outstanding events - The annual dinner in February, the Norman Edmond Run at the beginning of May and the Circuit of Northern Ireland Run on the last weekend of May. You will have already read about the club dinner in an earlier new report, indeed you may have been there! The Norman Edmond run was very well supported and thirteen cars took part including a very tasty Spitfire which travelled up from Dublin. The route was very close to the one devised by Norman himself before his untimely death and started in Comber and completed in Saintfield. In between it wound its way along some very narrow roads skirting the edge of Strangford lough, passing well known landmarks such as Castle Espie wildlife sanctuary and Daft Eddie's pub and restaurant (different type of wildlife). Alan French made all the arrangements, supplied the route maps etc. and did an excellent job. The legendary MG BBQ also put in an appearance.

The Circuit of Northern Ireland run on the 29th and 30th of May was a very different event, not least because it took place over two days and covers over 300 miles. The start was at Carrickfergus Castle on the Saturday morning and from there we headed north up the Antrim Coast and round the north coast and then down through Strabane to Omagh for the overnight stop in the Silverbirch hotel. Next day it was across to Armagh, Newry, Warrenpoint and then Newcastle, Ardgliss, Strangford and then up the Ards Peninsula to the finish in Cultra. Seven Club cars, twelve people, no breakdowns

(cars or people) and everybody had a good time. Finally can I make a plea for anybody who has not sent in their entry form for Totally Triumph in August to do so as soon as possible. Thanks.

Paul

PETERBOROUGH

Another month has flown by, and I am afraid I am guilty of not attending any Triumph or other classic car events in the last month. Note here, that as many of my school reports remarked accordingly 'must try harder'.

Tales of woe from this evening:- poor old Andy is having to work again and is having problems with his 1600cc six port Vitesse head. Anybody out there with a good one? Cylinder head that is. Poor old Paul is burning the mid-night oil to get to his tax-haven in Spain first thing on Wednesday. He says it's work!?! But his Vitesse MkII has broken its lever arm off the splines on the rear shock absorber. Anybody out there with a spare.

Bit of a problem here as the works manual shows telescopic but it does mention lever arms?!!

For sale this month is a 1200 Herald and 13/60 Convertible, which, from what I am told have had some work done to them, but the owner is looking for them to go to a deserving owner. I have a lady member contacted me with a garage full of bits and bobs in boxes for a Spitfire MkIV i.e. steering column, starter, wiring loom etc. etc. For further details please contact me.

It was good to see a good number of Triumph cars in the car park this evening. Chris had to take off one of his shoes and thus managed to count 13 cars. Yes, that was thirteen. A good evening with Mark from Huntingdon in his Spit, Andrew with his TR8 and David with his Vitesse. Sorry you left before I had a chance to have chat with you, David. Stan and Sheila joined us from Leicester, to say 'thank you' to Paul for one of his earlier Technical Tips. So that's three people who read our articles Paul.

We will be going to Ashby Folville, near Leicester, on the 2nd Tuesday of August, the 10th, and are suggesting meeting up at The Bertie Arms at 7.00 pm to be at Oakham at 7.30 to be at the village before 8.00 pm. Around 400 classic cars and 200 motor cycles attend this regular meeting. For a list of other events please phone.

Good to see you all this evening, Girl and Boys, and look forward to seeing you all again at the Bertie Arms at Uffington at around 8.00 pm on Monday the 12th of July. Regards

Doug

SCOT CENT WEST

centralandwestscotland@tssc.org.uk

Not much to report this month as I'm afraid I didn't make it to the June meeting - work delaying me in Edinburgh so I had to ask Gregor G to step in at short notice. He reported a low turnout but, hopefully, that won't be the case in the run to Bo'ness



which will have come and gone by the time you read this, more on that next month.

Work is liable to prevent me from being a regular attendee at meetings and shows this summer so I really, really need someone to take over as AO ASAP. Any volunteers?

Car News: Jim Sinclair from Gourrock is looking for a good restored Spitfire, preferably relatively locally. He has set a decent budget so anyone looking to sell should contact him on 01475 631912 or 07860 647 761.

Next meeting is Thursday 1st July at the usual venue, The Lochinch Sports Club, Pollock Park, Glasgow.
Yours aye

Jim

SCOT NORTH EAST

northeastscotland@tssc.org.uk

Hi. So far so good the sunshine has stayed out at the classic rallies in our area. I was not able to make the Crathes rally so I don't know what the Triumph turnout was like, I did manage to make the Fraserburgh Rally on 6th June there were a few Triumphs on display. The cars on display were, two Stags, one TR6, one TR250, one TR3, two Dolomites, one Mayflower and my Spitfire MkIII with Ashley hardtop. By the way Gerrie Sangster's auto Stag is still for sale, I wish I had the space.

The events scheduled to be held in our area over the next couple of months are as follows:

10th-11th July Glamis Castle Rally

24th-25th July Montrose Extravaganza

25th July Duff Ho Rally

25th July Motorvation Classic

Cavalcade, Alford

1st August Garioch Rally

1st August Glenisla Rally

7th-8th Historic Wheels, Brodie Castle

21st-22nd Deeside Steam

and Vintage Rally

28th-29th Aug Callander Classic Rally

The meetings and events for our own local area clubs are as follows 4th July TRIUMPH DAY. This year, the event is being held at Skene House, the house belongs to one of the members of the TR Register, with it being a private house the event is not open to the public. There will be concours judging and a club Barbecue. Please contact me nearer the date for more details. 8th July Triumph Pub Run To the Redgarth Hotel, Oldmeldrum. 29th July Triumph Clubnight, as usual we will be meeting at the Norwood Hall, Cults.

I hope all that went on the West Coast Run enjoyed it and the weather behaved itself. I must try and make the event some time. Brian did you manage to get your carbs rebuilt in time.



SCOT NORTH EAST . . . SOMERSET . . . SOUTHERN STAFFORDSHIRE

SCOT NORTH EAST Cont

That is all the news I have for this month. I hope catch up with you at some of the forthcoming meetings or events. Keep driving your Triumphs.

Danny

SOMERSET

Here we are well into the summer months with rallies, shows and car runs all coming along. Unfortunately, the run that was to take place 20th June had to be cancelled as it was Fathers Day. Sorry I had not realised it - dates and me don't mix!!!! We will make another date for it though. Barb and I, along with "Olive", had a very good run on 29th May with Mencap. It was well organised with wonderful scenery and pretty little villages along the way. It started off at Warminster so we did 62 miles to get there and overall we did 225 miles. Our next show is **11th July** at Powderham, I know we would have had a Club meeting by the time you read this so we should have organised times etc. I have an application form for the Minehead Motor Club Run **15th August**. If anyone interested in going let me know as soon as possible please. It is £25 per car and includes coffee and two cream teas. As I am writing this letter Barb is busy getting things ready for us and "Olive" to take a little trip to Cornwall for a week. Have to keep the Club cars on the road, much more fun than the modern transport don't you think? Well that is it for this month folks. Cheers for now.

Peter

SOUTHERN

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

At last the summer seems to have arrived - or am I jinxing the weather by saying that despite the temperatures we've had the last few days? We were starting to wonder when things would change when our roaming meet in May to the Pub with no Name turned out to be the dampest we've had there for some time. Despite this we were joined by Steve and Julie who were thinking of buying a Spitfire and were interested in seeing some up-close, and trying them out for size. Luckily Barry's MkIV and Mike's GT6 were both available for inspection and I've heard since that they've joined the TSSC and are actively looking for the 'right' car for them. I'm looking forward to seeing them bring it to

a future meet.

June started out much better with a warm dry evening for our meet at Droxford. Again we had a busy night and were very pleased to welcome Geoff and Steve Cater, Steve being on a trip over from his home in New Zealand. Having featured their Spitfire in February's Spitfire Register I was hoping it would be 'brought out to play' sometime so was very pleased to see it - and them, of course.

The SHVPS Show at Queen Elizabeth Country Park was just what it should be, great weather, great people, and some great bargains, including - I hope, our latest mode of transport. Not a Triumph, not even a car, but a little electric scooter which, if I can manage to stay upright and not fall off should save my feet a little at some of the bigger shows. Our impressive convoy rolled onto the field following Alan - then nipped round past him when Little Blue decided to have a breather just as we reached the field. We reached the stand marked out for us to find a couple of other Triumphs there already. Great turnout for the club we thought, then realised that it was a few Club Triumph members. It was still good to see such a large group of Triumphs together at the show, though a little disappointing that people may not have realised that most of us were from the TSSC. Never mind, it was a glorious day and everyone there had a thoroughly good time.

By the time you're reading this our Midsummer Madness weekend will have come and gone so look out next month for a few words about what a wonderful time we had.

July is shaping up to be a busy month and we'll be at several shows, as will many of you, I'm sure. Guy and I will also be away for two weeks on our narrow boat so will unfortunately miss the Droxford meet but we're expecting everyone to have such a good time there anyway that we won't be missed in the slightest!

We'll be getting back from that trip, and turning around to head off to Stafford for what's should be another great weekend. After that we're heading off to the coast for the Portland Show rapidly followed by another major event - Classic Le Mans, finishing the month in South Cerney for the Nostalgia Show.

Away for seven weekends in a row! At least we'll be at home the following weekend, for the annual BBQ at Cadley, a month later than usual but still, we hope, as much fun as the previous ones have been.

4th July - Sussex Heritage Show at Heyshott, south of Midhurst.

(1 day show)

6th July - Regular meet at The Baker's Arms, Droxford

10th - 11th July - TSSC International Weekend at Stafford

15th July - Roaming meet at The Ship, Langstone **17th - 18th** - Portland Steam Show - Portland Bill

22nd - 25th July - Classic Le Mans **31st July - 1st Aug** - Lingfield Steam and Country Show

31st July - 1st Aug - Nostalgia Show - South Cerney, Gloucestershire

7th Aug - BBQ at Guy & Suzie's in Cadley, Wiltshire

Suzie

STAFFORDSHIRE

No news last month - no surprise there then - and I can't even blame The Courier this time. It must be bad even "old" members are passing comment on the infrequency of the Staffs Area news. Even the threat of re-election as AO if things don't improve has failed. Things are so serious that the old duo are thinking of coming out of retirement that's Trigger and Rodney for those in the know - we'll wait and see if they come through. Since the last write-up we've done the Kit Car show at Stoneleigh. It was a great show (as usual I'm told). It's amazing, you travel 50 miles and who camps next to you but a group of TSBs who drive 7s. Shortly after this Mase and Julia flew to Mexico and whilst there Mase popped the question and Julia said "Yes" - congratulations from all in Staffs. This could be the first Staffs Triumph wedding - well it could be if Mase ever gets his Spitty finished enough said. Tony has been inspired to get his GT6 back on the road after several insults from Rodney, comparisons to Mase etc. Club meet was relatively quiet and not much to say. Student boy continues to entertain the club, this time he broke down somewhere in Stoke late one evening and thought who can I ring. Anyway Stuart was at home and four phone calls later he was mobile again. What would we do without our own spares and breakdown service? Having cleared Stuart out of most of his spares I'm grateful he was so well stocked. What started as a simple job to put in an overdrive gearbox into Bob turned into a marathon. We started on a Thursday evening and by 11'ish we'd got it all done or so we thought. After nearly crashing Bob into the front of the garage it was clear the clutch wasn't right. Funny that we'd had the same problem on Bev's Spitty the previous weekend. After a few calls on Friday and a special delivery from our clutch supplier we had a new clutch kit to try. So another session on Friday evening and Sunday, take out the overdrive and fit new clutch. This time all was well and the overdrive works a treat so I'm all set up for the Peak Run. The problem was the wrong clutch pressure plate being supplied so the moral of this story is? The following Sunday more major work on Bob - how many life threatening errors were there, ignorance is bliss. The following weekend a small number of us went on the annual pilgrimage to Devon. Cracking week as is the norm. Simon and Amanda joined us mid-week after making a slight detour to look at a Spit in Birmingham. Simon has done a deal with Amanda which grants him permission to buy a Triumph. Trouble with Simon is he's a bit fussy, it must be a bag of shys, cost a fortune to buy and repair oh, and have a 2 litre 6 cylinder engine, white would be good as would a Vitesse Convertible. If anyone knows of anything matching this criteria let him know all unreasonable sales considered. Back to the holiday we spend our days eating and when we're not eating we're thinking about where to eat next. Bad news the Milky Shake shop has changed hands but fear not the café opposite does a comparable one and the farm-

SUFFOLK . . . SURREY SUSSEX . . . TEST VALLEY

house breakfast isn't bad either. Buying drinks can cause problems most people drink pints or glasses of wine, Stuart likes to try the entire pot menu and Bev likes half Anich in cider or was it a thingy. Good news was the Headworx shop was well stocked and we managed to buy most of the new stuff before Simon arrived. Got a weekend off now, which will mean those of us who will be doing the Peak Run will be checking our Triumphs are up to scratch. See you at the next meet which is Wednesday **7th July** at the Lakeside when our only dilemma will be what fancy dress will Staffs wear this year at the International.

Ade and Patch

SUFFOLK

Suffolk@tssc.org.uk

Not a bad turn out this month, especially as I discovered upon arrival at The Maggie that the meeting clashed with the England friendly football match against Japan. In my entirely biased view the meet was far more interesting than the luke warm display that 'our boys' put on. I await your feedback! Unfortunately, Peter couldn't make it, no exotic holidays this time, just a bad cold to lay him low, so your AO gets to do his bit again with the Area News. Only one new face this month, Vic Couzens with his Spitfire MkIII, though not a new name to me as I had spoken to him on quite a few occasions whilst trying to assist him in getting his car back on the road after a mistake by his local MOT station. Them writing down one number wrong on the MOT certificate resulted in over 6 months of red tape and mistake after mistake courtesy of the DVLA. Hopefully, I will be able to persuade him to put pen to paper with his saga as a lesson to all.

There seems to have been lots of garage-related activity of late, with the promises of a couple of cars back on the road for next months meeting. Hopefully, this July's meet will be even better than last years excellent turnout. I have already started my preparations to try to ensure good weather, the bribes are in the post to the Met Office, the ritual sacrifices are ready, and I am admonishing anybody I hear praying for rain for their gardens. I went to visit Andy Derritt, a local shift working member (so very occasional attendee) who has a Herald 13/60 (1500+OD fitted) convertible project that needs a new home quite quickly, he has done nearly all the metal work, it just needs prepping ready for painting. There are quite a few new parts included so if you are interested get in touch (01206 250360) or suffolk@tssc.org.uk and I will pass on his details. Don't forget the weekend after the July meet is the TSSC International Show at Stafford, where attendance is compulsory I am told. Also coming up on the **8th August** is the TSSC racers trip to Snetterton, which was good entertainment last year so, hopefully, some of us will be there again to cheer them on. Don't forget to put the next meets on the calendar, **6th July, 3rd August, 7th September**. Hope you can make it for the 'Biggest Ever' Suffolk area meet in July!!

Colin

SURREY

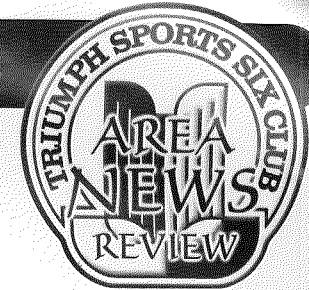
We have finally decided on a pub at which to hold a Sunday meeting in the Dorking / Guildford area. We will, from **July** onwards, be meeting at the Parrot Inn in Forest Green on the **third Sunday** in the Month (not the 2nd Sunday as previously advertised). We decided on the **3rd Sunday** as this avoids a clash with both SEM and Stafford. I know it will sometimes be close to the meeting on the **4th Wednesday** in the Well House Inn, but hopefully we will be attracting some more members from the Dorking and Guildford area that don't come to the meeting in Kingswood. We will be at the Parrot Inn from 12.00 pm onwards so if anyone would like to come and meet us we would love to see some new faces (and your cars). If you need directions please ring me on 0208 873 3022 as they would be too difficult to put down in this area news.

Our meeting at the Well house Inn at the end of May was very well attended with a total of 11 Triumphs in the car park: Mkl 2.5PI Estate, Mk2 2000 Saloon, Mkl Vitesse Conv and a Saloon, Mkl Vitesse Conv, 1200 Herald Conv and a Coupe, 13/60 Herald Conv, two Spitfire 1500s and a Dolomite 1500. So the only car we didn't have was a GT6 and we have at least 4 members that have GT6s that could have brought them (2 were in the pub). I know Ian's engine needs work so I'll forgive him for that and John caught a Taxi.

Liz and Con are planning an addition to their house (well garden) to keep their increasing Triumph population warm and dry. A nice 38 x 18 foot garage and workshop with a carport attached for a further car. You will definitely have room for at least one more now! Martin has also managed to find a garage to keep his Spitfire in after waiting at least a year to find a suitable rented one. Nice to know we are all looking after our poor old cars properly.

We had a good turnout at the Woking Hospice Classic Car Show on 30th May. Thanks to those members who don't normally come to the Surrey area meetings but who volunteered at the SEM to come at put their cars on the stand as they live locally to Woking (Sam, Erne and Adam). It was a good day out despite the odd heavy shower, and nice to be next to the Thames Area of the TR Register. We are still taking names down for people who would like to take their cars to the Cranleigh Classic Car Show on **Sunday 15th August** or bring their car for a small display at the Chipstead Flow Show and Country Fete on **Saturday 17th July**. If you would like to come to either ring me (phone number above) or come to a meeting. Neither are early starts (11.00 am) and very relaxed events.

For anyone going to Stafford we will see you there. We are camping in the quiet area as usual, but I'm sure Paul and Jane will be in the 'lively area' if you don't like your sleep. This year we will all have to celebrate the forthcoming wedding of Martin Feltham and his fiancé Julie. So he has begrudgingly agreed to have a second stay night (well weekend) at Stafford as long as we leave his car intact and don't



hamper his ability to get home.

Meetings this month:

Sunday 18th July at the Parrot Inn in Forest Green, **Wednesday 28th July** at the Well House Inn near Kingswood

Karen

SUSSEX

Neil was on leave in France so I'm afraid you have me as stand-in A.O. Our meeting on the 2nd was a noisy one with the pub deciding to hold a quiz evening at the same time with music!!!!!! We moved into the restaurant to carry on our meeting. There was much talk of Vic Spitfire which is having a thorough makeover at Pete's and the hope is that it will be ready for Stafford. Pete and Vic will be doing the London to Brighton Bike ride on the 20th June so we wish them well!!! Some people will be going to the Southern meeting, the Midsummer Madness which is on the same weekend.

The next event in the calendar is Stafford; unfortunately I will not be going as it clashes with the British GP so I will be at Silverstone instead. Sussex will be travelling up on the Friday morning in Convoys, I would guess up the M1 to avoid the roadworks on the west side or the M25. More details at the next Sussex meeting on the **7th July**.

We have also been invited to the Classic Car and Bike Event at Brighton Racecourse on the **25th July** and we have some free passes for this.

Our Sunday Pub lunch at the Swan in Falmer was attended by just six or us but we had a good time and we managed to watch the London to Brighton Classic car run from the Pub Garden.

Pete is still trying to sell his very early Mkl Spitfire which he has just finished restoring and is a really cracking car. If you are interested give him a call on 01825 767151.

That's all for the stand-in A.O. for this month. Full service will be resumed next month when Neil returns from Holiday!!!! Regards,

Martin

TEST VALLEY

e-mail: guy.singleton@virgin.net

Where was Bob? That's what Bob and Bob want to know. Which Bob we hear you ask? Well, as a clue, we guess his train was late!

We had a very pleasant evening chatting about various things such as cam belts - or the lack of - for Mazda Bongo vans, the lack of doors for en-suite bathrooms and the soon to be lack of a Meg in the pub. We also touched on a body-less Spitfire with too-long exhaust systems. Graham has now to aim for his car being back on the road by SEM next year.



TEST VALLEY Cont

Last year Graham took Suzie's Baby Blue out to see if he still enjoyed driving a Spitfire sufficiently to justify rebuilding his own after some 18 years wait. At that time, Blue was running very badly which, fortunately, didn't put Graham off. Tonight, following a new engine and overdrive gearbox Graham had another run in her and we hope the combination of that, and of hearing his own car's engine spring into life again recently will spur on his hopes for seeing his own car back on the road.

We also heard that Southampton Bob is looking to move up in the world, and fancies either a TR4 or a Sunbeam Tiger. Unlike some of us who just go out and buy another car with little thought on where it is to go, Bob plans to be sensible and make room for this new beast so a rather nice Mk1 Vitesse Saloon should be available in the near future if anyone is interested.

Bad news on the landlady front - our current one is leaving in six weeks time - about the 5th in the time we've been meeting at The Clatford Arms - are we really that bad? Next meeting, **8th July** at The Clatford Arms, Goodworth Clatford, just south of Andover.

Guy

THAMES

Hi there, I'm Mickey Hazell and will be taking over as Thames Area Organiser. Firstly I would like to thank Mike and Tracy for making me feel so welcome since joining the club in '99, and for all their hard work for the club. My first meeting as A/O was attended by George in his gorgeous white Vitesse Convertible, Mike W. in his very tidy Herald 13/60., Ray in his radiant red TR6, Mike C. in his Euro Box and myself in my 'make do' 1300 fwd (until my Vitesse is out the spray shop). George and myself are off to 'Mid-Summer Madness' 18-20 June '04 at Cheriton. Look forward to seeing everyone at The Swan Inn, Staines. Meetings every alternate **Thursdays**. Please come and join in, all welcome in any car.

Mickey

NORTH WALES

www.triumphwales.co.uk

Club visit to Chomondeley was a great success. However, our autojumble stand did not do well - far too much competition. It seems everyone now has lots of spares! We followed-up with Kingsley Classic Rally and Show on 22nd. I missed the run in the morning but understand it was well supported as was the motorvehicle

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



But Which is Which?

parade around the village and the show on the village field, which had some rare cars, such as a Brough Open Tourer V8 in super condition. We ended the month with a visit to Prestatyn for their run and show. Once again, lots of sunshine and good attendance from Club members. Met up with Ian and his excellent GT6 from Phyl, so I am now hoping he will join in our events and make three GT6s at our shows! Bob is still having fuel blockage problems on his GT6 - any ideas to cure this would be welcome.

Looking ahead, we have a visit to Tatton Park on 6th, followed by the Chester Festival on the 13th and into July, the Club International on **10th/11th** and then Clwyd Practical Classics Show at Caerwys on **18th**.

I often get given details of Triumphs for sale, so if you are looking give me a ring. Until next time, keep using your classic and take care on the road.

Mick

STH WEST WALES

southwestwales@tssc.org.uk

The May Sunday meet was to the Gwili Railway and Norwood Gardens. Yet again we were fortunate in having good weather which brought Marryl and Ken, Alison and Mark, Bryan and Barbara plus grandchildren Molly and Libby, Joy and Keith, Steve and Christine, Elizabeth and Jim and their friends George and Alison, to Pont Abraham Services for the start of the run. This followed a mainly main road route but still took us through some very pleasant Carmarthenshire scenery. On arrival at Bronwydd Arms Station we all parked up and displayed our cars to their best advantage which brought many admiring glances and a few photographs. We then boarded the train and travelled up to Danycoed where you have a quarter of an hour stop before the train returns. We alighted at Llwyfan Cerrig Station for a picnic lunch in the bluebell wood at the river's side. We then caught the next train back to Bronwydd Arms. From there we journeyed to Norwood Gardens, Llanllwni now in its second year of development, situated in the lovely Teifi Valley in North Carmarthenshire. On arrival, Crispin, the head gardener who conducted the group on a guided tour of the gardens, which were started in January in 2003 and are now in their second year, met us. Gardens of individual character are set on either side of the 180 metre long walk. Some are expansive - planted with bold, architectural plants whilst others are more intimate with gentler planting. An excellent cream tea then followed. Everybody thoroughly enjoyed the day.

The June club night meeting saw thirteen members in attendance. Discussion centred on the June and July events programme and in particular the Sunday meet on the **18th July**, which will be a run to Kidwelly followed by lunch and a walking treasure hunt around the town and then tea.

Gladys and Tony sent their best wishes and, hopefully, they may be able to join us for lunch at Kidwelly. The monthly raffle was donated by Celia and won by Barbara. Jeff and Celia said that they hoped everybody would be able to attend their wedding party in August.

The area is supporting the following events.
EVENTS DIARY 2004
JULY
Tues 6th Club Night - The Conservative Club, 8.00 pm
Sun 11th Show - Cothi Bridge
Sun 18th Meet - Run - Lunch
Kidwelly/Treasure Hunt/Tea
AUGUST
Tues 3rd Club Night - The Conservative Club, 8.00 pm
Sun 8th Show - Three-Cocks, Hay on Wye - TBC
Sun 15th Meet - Area Barbecue - venue Alison and Mark's
Mon 30th Show - Margam Park, Margam
SEPTEMBER
Tues 7th Club Night - The Conservative Club, 8.00 pm
Sun 19th Meet - to be confirmed
Sun 26th SHVR/MG - Beacons Run
For further information and details telephone 01269 594578
See you next month

Ken

WEST MIDLANDS

Hi Folks! Sorry I couldn't make the last meeting as I was on my way back from holiday and my VW bus doesn't go very quickly! Back to matters Triumph, I've been fitting new brake pads and disks for my upcoming MOT. As expected the fixing holes for the pins were different on the green stuff pads to the original. Thanks to Ray and Chris for the advice (and the tool room at work for their assistance.)

I will plan another treasure hunt similar to last year for the middle of September. Hope to see lots of you in July.

John

WIRRAL

Is anyone out there? Hi all. Am I glad I share this reporting lark with Andy and I'm sure he's glad he shares it with me. The time to put pen to paper seems to come around with ever increasing alacrity. Anyhow, here goes with my July contribution.

What have we been up to? White a lot in fact. May 9th saw a good attendance at the Cholmondeley Castle Rally; 10 cars in all and the weather stayed fine. On May 16th the Wirral Classic Car Club held an informal concours in the Wirral Country Park. Entry was open to anyone who cared to attend and we mustered six cars.

The Triumph Roadster 2000 of Tom Flanagan won an award and well deserved it was too.

Sunday, May 30th saw six cars gather at the 'Tudor Rose' for a very leisurely drive

WORCESTER . . . NORTH YORKS

through the beautiful Cheshire countryside, again blessed with super weather, even to the extent that we partook of our luncheon 'al fresco' in the gardens of the pub, 'The Grosvenor Arms', in the village of Aldford. Thanks to Dave for arranging this run out.

Saturday, June 5th and Sunday, June 6th, was the Classic Spectacular at Tatton Park. My understanding is that nearly three thousand vehicles of all shapes and sizes were in attendance and a very enjoyable weekend was had by all. Another record for Tatton, not a spot of rain for which the campers were truly grateful. We shared a stand with the Manchester Area, who put on a very attractive Club stand, suitably beflagged despite our allotted space being 'chock-a-bloc' with Triumphs. Many thanks to our Mancunian friends. Yet again, Tom Flanagan won a trophy with his Roadster 2000. Andy's GT6 made a welcome reappearance on the scene having undergone a major engine transplant during the last year. So far he reports it going well and up to expectations.

We have an outing on Sunday, June 20th to the Merseyside Police Fun Day. It takes in all sorts: Classic Cars, Mounted Police, Bands, Motorcycle teams, Dog Handlers and other events. The people who went last year say it was a very good day out, dare I say it, but the chances of having your car nicked at this event should be minimal.

Bettine and I are having ten days away in the caravan towards the end of June. We'll be back in time to get a Stafford bright and early on **Friday 9th July** to claim our usual pitch - some interloper pinched it last year. It has been suggested that we pitch outside on Tuesday night ready for a day-break entry!

That's all folks. See you at Stafford. In the meantime, ensure that all wives, sweethearts, partners and general Camp Followers get polishing, ready for the Big Day. Cheers to one and all,

Ray

WORCESTER

www.tssc.org.uk/worcester

Unfortunately I could not make it to the June monthly meeting, so my thanks go to Mike Carter for the following. The summer meetings are always the best, held almost entirely in the car park where there are plenty of cars to look at and June was no exception. That's my bit, the rest is Mike's.

We must begin with a sad announcement. **Patrick Lovell** passed away during May, our sympathy goes out to his wife Pat and their family. Pat was a quite man who will be sadly missed at our monthly meetings and events, which he attended regularly. His MkII Spitfire with its white paintwork and distinctive silver centre stripe played a large part in his life having owned it from new in 1965, rebuilding it to race spec (and competing in it until recently) a number of years ago. An indication of how much use he gave the car was shown when he won the Bill Dixon Trophy for best working car at the last W.A.C. event in 2002.

This month's meeting was again very well attended with well over 30 people and 17 club cars one of which was a very nice Spitfire purchased recently by Sylvia and Stefan, having trawled eBay, bought the

magazines, read the papers, scoured the country and with nowhere else to turn, a couple of phone calls between Worcester and Gloucester results in one of the best Spitfires money can buy.

New members this month are Dave O'Hara from Stourport with his GT6 MkII, Giles Atkinson from Kidderminster who is rebuilding a GT6 MkII and John Cocks from Harvington Nr Evesham who is rebuilding a GT6 MkI, almost 20 years ago. So persevere with us, you will find plenty of help if you need or want it, many friends and a good time if you want it or not.

Nigel is off to Le Mans so we will expect a report next month. Shirley and Bob are also going to France in their Coupe with the local MG club.

The Black and White Run was again a great success with Angela and John coming down from Telford to join us many thanks to Debbie, Eddie and co-pilot Rob for their organisation and hospitality.

Bryan and Phil, Bob and myself went to the Gloucester's camping weekend and had a terrific time good company great site, so good, by now I will have booked my annual holiday there.

Having checked their diaries Cherry and Cliff were horrified to find, with holidays and other commitments, they will miss almost all our events from now until the end of September including WAC (hope the rest of you have sent that form in), so, as they miss very few of our meetings, including winter, attend as many of our events as possible including the annual dinner, AGM and other important dates all from their home in Newport, Wales, we will, on their return, have a Cliff and Cherry Night.

On **Saturday 24th July** we are having a car run to Queenswood, between Hereford and Leominster, there are good walks and views and picnic and BBQ areas. We will be joined by the Gloucester and Forest of Dean areas.

Don't forget the group web site, www.tssc.org.uk/worcester.

5th July. Monthly meeting. 7:30pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham).

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

10th/11th July. Wings & Wheels show at Upton-on-Severn.

16th July. Birlingham car show. 17th July. Stag Owners Club Extravaganza, 2pm. Bromsgrove.

2nd August. Monthly meeting. **6th September**. Monthly meeting.

18th & 19th September. WAC at the Hanbury Steam Rally. This will be at Stoke Prior

4th October. Monthly meeting. **1st November**. Monthly meeting.

6th December. Monthly meeting.

Vivian

NORTH YORKS

We had six club cars in the car park at the last meeting and seeing as it was a nice night we spent some of the evening having a good mooch around them all. Keith Warren, a member of the TR register turned up with a very nice Midge which



seemed to get everybody's attention, including the early evening diners. It's funny how at lot of them say "I used to have one of those you know." Mike returned from his holiday in Florida, still looking tanned and eager to go back as soon as possible. I managed to get my son James to come along to the meeting, since he's finished school and is now on his revision break. The worrying thing is that next year he wants to drive - I wonder which car he'll want to drive! Mind you that means he'll be able to take me to the car club meetings when he passes his test so it does have its pluses.

I've drawn up the schedule for the Ridding Park Weekend, and Bernard managed to put the details in the June Edition of The Courier so let's hope by the time you are reading this I've received lots of entries. Anyone want to know who was first to reply? (Yes, Roger you were first again.) The short delay sending the responses out is due to me running out of ink - so apologies for not sending the details out by return of post.)

Mike provided details of his planned run out to Dalby Forest on the 27th June. This is another run that will have been and gone by the time everyone is reading this, but I hope when I report on it next month the sun had been shining. While I remember, Mike, Ben and I ventured to Runswick Bay for the Triumph weekend there. Mike and I only did a day visit, but Ben made a weekend of it and may well be helping to organise it next year. The weather was truly fantastic, more of that later, but I think we should seriously consider going along next year as an Area. Anyway the weather really was glorious, I spent the whole day in shorts - I also kept my sun glasses on all day and yes, you guessed it, looked a right wally the next day with a very brown face except for the very obvious white patches where the shades had been. I did go for a paddle and can report that the water was, well fresh!! (It felt warmer on boxing Day when I fell in at Flamborough, but that's another story).

No Tim and Zoë again this month after their trip away for Tim's special birthday. I'm not sure if Tim stayed away because he thought we'd give him 40 bumps or because he was unsure if we'd get him a stripper. I want to hear all the sordid details Zoë of what happened on his birthday so don't forget to turn up in July.

Lynne was flashing again, this time though it was a rose tattoo on her right foot. However, I'm not sure how high you have to lift a mini skirt to show people a tattoo on your foot, but a least we know she still uses Persil for her whites! (Maybe we could use some Persil to wash the white vans that keep appearing at the Club meetings - well they always have 'Klean Me' scratched into them don't they.)

I thought we had another new member at one point when a ginger haired gentle-

● NORTH YORKS CONTD

man driving a Royal Blue Vitesse Convertible went past. It turned out the recent sun and rain had caused the hair on this person's head to sprout again, but then, unfortunately the rain on our last Sunday run out had caused it to go rusty. Yes, you've guessed it, Les decided to turn up wearing a tam o'shanter. And we all thought you were one of the sensible ones Les!

That's all folks - I've run out of space again. See you next month.

Nigel

● SOUTH YORKS

What a let down Tuesday evening was after the lovely Bank Holiday Monday. Nevertheless, it didn't deter South Yorkshire members as again we had over 20 attending and a reasonable number of Triumphs in the car park.

Chris Caines won the quiz and raffle prizes were won by Mike Charlton, James and Russell.

During May we attended the Brigg evening Classic Car Show, despite the slightly inclement weather this was once again a very pleasant event, with quite a variety of cars. Present from South Yorkshire were Colin, Mike and Jane, Tony and Wendy and us! If you haven't been to this before it's worth making a note of, but you have to book in advance, so watch out for next year.

A new event for us was one which Mike Charlton mentioned, it's the Mission Classic Car Run, which sets off strangely enough from Mission near Doncaster, and each year they have a different run on a particular theme, last year they visited a number of venues in South Yorkshire including Brodsworth Hall and Conisbrough Castle. This time, however, there was an aviation theme, starting from the Angel Inn at Misson, we set off for a museum at what was RAF Hemswell and then to East Kirby (an old bomber station during WW2) where we were treated to a Lancaster Bomber taxiing on what was the apron of the old run way and an absolutely amazing flying display by a Mk 9 Spitfire. Not just a couple of passes but quite a few minutes of breathtaking flying which was worth going for that alone. Again there were quite a wide variety of cars present from split screen VW Camper Van to vintage Lagonda. Each year as previously stated there is a different run, but this is one I would definitely say is one to watch out for next year it was brilliant. Numbers are, however, strictly limited so you have to book in plenty of time, but, hopefully, Mike will let us know for next year.

Looking ahead, next month we're going to have South Yorkshire's annual BBO, it's a little early this year as a number of us are away in August and as it will be the first time at our new venue we'll have to see how it goes. But we're all old hands at the BBOing lark and I'm sure you won't be disappointed. Please give us a call if you're going to join in then we know how much food to get. If you don't and want to take part when you get there, you may have to be disappointed. Chris Caines has kindly volunteered to do the quiz/competition next month, so many thanks for volunteering to do that. Also if there are enough cars we'll try and do an informal concours and I hope to resurrect the David Bailey trophy for best South Yorkshire car.

NORTH YORKS SOUTH YORKS . . . WEST YORKS

See you all in July, Safe Triumphant.

Victor

● WEST YORKS

The Treasure Hunt was apparently very good fun but unfortunately only 4 cars competed which must have been disappointing for Phil and Sarah as a lot of work goes into this sort of event. Yours truly was getting a tan in Turkey or I'd have been there to come last again. The winners were Andy and Julie Higgins (no surprises there then). If we're to run any more of these we'll have to try for entries from other Areas to boost the numbers.

I'm down to one working car now having waved bye-bye to the Mk1 GT6. This has provided some funds for the Stag, so I'll have to get stuck into the rebuild. Trouble is, everything on it is so BIG and heavy after a GT6 and I'm not as fit as I once was.

We had 34 attendees at the June meeting and most of it was spent in the car park so there was no time for a Quiz. Raffle prizes were won by Alan Heaton, Yanse and Giles Dive (I have your prize Giles next time you come along).

We found out that the Area has a real live racer amongst us. Michael Davis started racing a Spitfire in the TSSC series and has done 3 events to date. He handed out a programme of events, a couple of which are in reasonable striking distance - Oulton Park on July 3rd and Cadwell Park on Sept 12th. We may organize an outing to the latter. Apparently it's a good day out costing only 10 quid, all pretty informal and you can mingle in the paddock area.

Jonathan Wines came along from Wakefield to get a diagnosis on his Mk1 Spit which has a lopsided rear end, having tried various cures to no avail. The next thing suggested was to try some new shockers, although not all agreed this was the likely culprit. The trip was worthwhile anyway as someone noticed the complete absence of an antiroll bar. Whether the previous owner had taken it off as part of a cunning plan, or merely forgot it is unknown!

Andy Higgins has revealed a new and unusual hobby - falconry (or is it hawk-ing?). His one-year-old Harris Hawk is taken out hunting and has already bagged a pheasant bigger than himself. Andy apparently let him eat the lot, as a result of which he was too heavy to get airborne for 4 days (the bird, not Andy). So, if you see someone driving a blue Vitesse Convertible with a large brown parrot on his shoulder, you will know who it is.

The Dales Run pulled a considerably larger entry this year with over 20 cars running each day. Visitors came from as far as Northants, Cheshire and Sunderland. 12 or 13 pitches were taken on the Knight Stainforth Hall site which impressed everyone with its views and new facilities. The weather hot in the days before it but naturally it was wet on Friday night, notably when the Applebys, were pitching their tent. Besides entrants there were ten youngsters, a couple of dogs and even a South Yorks Area cat!

A few of us went to the Craven Heifer on Friday night and spent an enjoyable (if very cramped) evening being entertained by a local folk group who were still at it (singing that is) when we left at 11.30.

Saturday's route which covered 6 Dales

in all, was centred on Dentdale - entering it from 3 different directions through the course of the day. Apart from a few close encounters with sheep and the tarmac (my Gitfire included) on the Dent to Garsdale Head road, the run was largely uneventful and the spectacular scenery seemed to go down well. Lunch was at the Marton Arms with its 15 different ales and countless whiskies. Ron, my navigator got off light at the series of 4 gates - two being opened by a bevy of cyclists, enabling us to sail through with a wave - not so George and Brenda who had to stop and close them all! Return for the Barbie was delayed about 15 mins while a local farmer loaded 300 unwilling sheep into a triple-decker transporter, blocking the road in the process. After the Barbie it was off to the pub again, fortunately with a bit more space this time.

Sunday dawned to a clear blue sky and we set off into the Forest of Bowland via a 3-mile detour caused not by the Navigator but Pilot error on my part. I'll be getting ribbed about that U-turn for years! Visibility was superb and you could see for miles on the moor top. The next cock-up was an unforeseen village festival at the loo-stop in Dunsop Bridge. On previous visits the car park had been empty and you could park in the road too but this day it was wall-to-wall cones! The organizers kindly let us use their field and we were soon away again. Lunch was at the Spread Eagle at Sawley, where tables were laid out in the leafy car park and the food was delivered by uniformed staff - all very posh! Back at the site we had the concours award (won't go into the cockup over the classes) - winners being Martin Appleby (Spitfire and best overall), Dawn Wellman (Lilac Herald), George Kemp (Vitesse), Tony Nicholls (GT6), Don Heathcote's Dolomite Sprint getting the Best Other Triumph award which hopefully made up for the pub refusing to serve him a drink as he hadn't booked a table! After that, we witnessed the fastest camp dismantling in history as everyone rushed off to watch us get beaten by France in injury time. Should have taken up my offer of staying for another Barbie.

There will no doubt be a contingent of us in the quiet campsites at Stafford on 10/11th July, so look for the flagpole and Area banner. Other likely events in the near future are:

July 27th (evening) Brigg (static rally)
July 31st/Aug 1st Hedden Bridge
7/8th Aug RAF Woodvale

8th Aug Brigg Border Car Run
Lancs branch are having a camping weekend in mid September at Pickering with a train ride to Goathland (Aidensfield) planned. If interested let me know and I'll get more info.

I'll be making a booking for the Xmas dinner at the New Inn soon, so I'll be asking for thoughts on a day/date at the July meeting (13th).

Bob

TRIUMPH SPORTS SIX CLUB
WEDNESDAY 7TH JULY
Gatwick Area are having an evening
Meeting at
THE GARDENERS ARMS
ARDINGLY
opposite the South of England
Showground.
We would like to fill the car park with
Triumphs
Please come and join us
from 8pm onwards
David & Lyn
01342 892141

LINCS & NOTTS CAMPING WEEKEND

FRIDAY SEPTEMBER 3RD ~ SUNDAY SEPTEMBER 5TH

LOCATION :- WOODLAND WATERS ANCASTER

LINCOLNSHIRE (JUST A FEW MILES FROM THE A1)

72 ACRES OF WOODLAND AND LAKES

ON SITE BAR AND RESTAURANT WITH REAL ALE

AND THEY SERVE BREAKFAST!

QUIZ CONVOYS FUN AND GAMES, LOTS TO DO & SEE.

£8 PER PERSON FOR THE WEEKEND

DEPENDING ON TENT/TRAILER SIZE

DOGS AND CHILDREN WELCOME

ELECTRIC HOOK-UPS AVAILABLE FOR

CARAVANS OR TRAILER TENTS

FOR MORE INFORMATION AND A BOOKING FORM CON-

TACT GARTH JUPP ON

01529 307302

OR EMAIL lincolnshire@tssc.org.uk

W.A.C.
WORCESTER AREA CONCOURS
is B.A.C.
AT HANBURY STEAM RALLY
REAR OF THE NAVIGATION INN
HANBURY ROAD - B409T
STOKE PRIOR - WORCS
18 & 19 Sept 2004

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence.

Any exhibitor acting in an irresponsible manner will be asked to leave, the organisers decision is final. PLEASE COMPLETE AND RETURN THE FORM WITH A LARGE STAMPED ADDRESSED ENVELOPE BY 30th JUNE. ENTRY IS BY PRE BOOKED TICKET ONLY.

SAT 18TH Road Run 12 noon followed by ring parade on return. SUN 19th Concours Judging, Prize Giving and Ring Parade. Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, Free Auto Jumble, Beer Tent (with entertainment on sat evening), Parade Ring Display's, Tractors, Stationary Engines, Classic Motorbikes & Commercial 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: _____

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, Flegburgh - 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 Funkhans - 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



Sunshine
Rally 2004
at Stanford Hall
August 8th 2004

Organised by Leics & Rutland Area
Triumph Sports Six Club



Trade Stands/Autojumble | Concours
Games | Guest Triumph Clubs
Members Boot Sale | 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

CLASSIFIED

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

948 SALOON 1960. Powder Blue. Excellent example. Owned since 1988. Garaged. Original. 70,000 miles. Many spares. Club Valuation £2,600, serious offers considered. Matthews (Cornwall) 07968 161949 - 88/22303.

13/60 SALOON 1970. White, black interior. One lady owner from new. Fully documented history with all MOTs. Superb condition. £2,450. David (Herts) 01707 334743 - 68587.

1200 1970. Wedgewood/white. Lovely A1 example. Family owned 20 years. £2K plus spent 2003. Tax/MOT. S/S exhaust. Complete new brakes, carpets etc. TSSC val. £2,500, accept £1,850. Can e-mail photos. Jason (Sussex) 01243 522060 - 68072.

1200 Royal Blue. 1970. One previous owner. S.O.R.N. No MOT. £250 o.n.o. Rob Hollins (Coventry) 07715 277392 - 70080.

13/60 CONVERTIBLE 1970. A1 condition. MOT. British Racing Green. Family owned since 1971. Mrs Finney (Derbys) 01663 735002.

13/60 CONVERTIBLE 1970. Saffron. MOT. Insured value £4,000, selling for £3,000. New S/S exhaust. Seatbelts and engine v.g.c. Illness forces sale. Valerie (Suffolk) 01638 662927 - 0164991.

1966 Convertible. White with red stripe. Good condition. Respray and engine overhaul two years ago. Garaged. Excellent reliable driver. Serviced regularly. £2750 Grant. 0208 8269939

1200 ESTATE. 22,000 miles. MOT 07/05. Excellent throughout. Factory fitted sunroof. Stainless steel exhaust. £1,950 o.n.o. carolandk9@aol.com Carol (Oxon) 01295 259945.

Cars for Sale Cars for Sale Cars for Sale

13/60 SALOON 1969. Blue. Really nice condition. Must be seen. Fitted with overdrive. Low mileage. No rust. At bargain price £1,250. Malcolm (Tadley) 01189 812876 - 85/11136.

CONVERTIBLE 1967. New footwells fitted. Chassis parts fitted. Needs work to complete. Spare diff. Engine non runner. £250 o.n.o. P Harrison (Oxfordshire) 01608 643846.

13/60 SALOON 1968 FREE restoration project. Complete, original, special order Metallic Green, Sand interior. Red. Owned 18 years. Outriggers rotten. Runs. Can deliver. Michael (Taunton) 0208 8709243.

13/60 CONVERTIBLE 1971 for restoration. Good hood £300 o.n.o. Plus 1968 Saloon for parts. Other spares: Door, roof, chassis etc. Offers. John (Stowmarket) 01449 711365 - 90/30982.

SPITFIRE

1979 1500. Red. A1 valuation after 5 years restore all new everything. Larger family forces very reluctant sale. £4,995. Jamie (Shrops) 01743 341710 - 98/58797.

MKIV J reg. Tax exempt. Reliable car. Hard/soft tops. Some history. Some rust to sills, otherwise sound. No MOT, hence £700. Jonathan (Manchester) 0161 368 4799 - 00/63403.

MKIII white 1970. 12 months MOT. Tax exempt. Garaged. Used regularly. Has had money spent. £2,000 o.n.o. Tim (Peterborough) 01733 244974 or 07786 031835 mob.

MKIV 1974. Rebuilt over last few years. Recent engine etc. Lovely condition. Need garage space. Reluctant sale. £1,850. M Bartle (Hereford) 01432 830317.

1500 Vermillion. O/D. New H/S tops. Complete history. Second owner. Tax and MOT. Rebuilt engine. A2 condition. Sad to sell. £1,900. Stephen (West country) 01752 344064 - 0165671.

1500 1979. WHITE. Overdrive. Full MOT. Garaged. V.g.c. Lots of history. TSSC value £3,500. £2,750. Richard (Sheffield) 0114 230 4524 - 68124.

'PETAL' my purple Spitfire, owned 24 years, 1296cc, 62,291 genuine mileage, taxed, tested, reasonable condition. Garaged. Needs loving owner. Very reluctant sale. £1,500 o.n.o. Sue (Glos) 01452 760851.

MK4 1500 1977. Yellow. Full restoration. Overdrive, oil cooler, leather seats, CD. TSSC Agreed Value. Offers around £4,950. Tim (N. London) 07802 729241 - 68043.

1500 1980. Beautiful original condition. Excellent runner. O/drive. Red. Soft top. 96,000. MOT 'til Oct 2004. Service history. £3,250 o.n.o. Lesley (N. London/Herts) 07906 813694 - 01/65982.

1500 BRG. 12 months MOT. Burr walnut dash. Twin sports exhaust. Kenlowe fan. Roll bar. Stereo. Good example. £2,200 o.n.o. Gavin (Essex, Surrey) 07879 426163.

1500. Pageant Blue. 1978 T. reg. 86,316 miles. Excellent condition. Garaged. History. Year's MOT. Unleaded. S/S exhaust. O/drive. Tonneau cover. £2,750. Dennis (Thatcham/Newbury) 01635 865088 - 95/49911.

MKIV 1973. BRG. Tax and MOT. Alarm and stereo. 79K. Baby forces sale. £3,100 o.n.o. Overdrive. Kate (Lincs) 07775 770454.

MKIII 1968. Red. Excellent condition. 12 months MOT. 20,000 miles since body-off rebuild in 1990. £2,000 o.n.o. Peter (Winchester) 01962 761253.

1500 1980 V. Vermillion. Rebuilt 2002. T&T. Hard & soft tops. Tonneau. Hoodbag. Garaged. Daily use. Condition A. TSSC valuation £3,800. Cosmetic work needed. £2,200 o.n.o. Trevor (S.Wales) 01291 424061.

1500 1981 A1 + cond. Fully restored. Receipts and photos to show. TSSC valuation £6,800 on 25/4/2000. Full MOT. Pageant Blue. Phone for full spec. Shaun (Lancs) 01282 816845.

4 MKII 1147cc. A1 condition. 1966. Red. E-mail photos available. 6 months MOT. £3,500. Reluctant sale. Jolyon Hunt (Exmouth) 01395 445369.

Cars for Sale Cars for Sale Cars for Sale

JY CLASSICS
SERVICE, RESTORATION & SALE OF
TRIUMPH SPORTS CARS

**CASH PAID
FOR
YOUR
SPITFIRE!**



TEL: 01494 866087
E-MAIL: sales@jyclassics.co.uk
Website www.jyclassics.co.uk

1500. Carmine Red. Overdrive. Mint condition. Total restoration. Full MOT. S/S twin sports exhaust. Kenlowe fan. TSSC valuation. £7,000. Sensible offers only please. Ronnie (Newcastle area) 016 61 872613 -

1500 Signal Red. 1976. Valued £5,000. A1 condition. Taxed Feb 2005. MOT July 2005. Photo rebuild with all receipts. Andrew (Warrington) 01925 820021 - 01/64814.

1972. Red. Good solid car and nice drive but poor paint and interior tatty. Tax exempt. Long MOT. A cheap Spitfire someone at only £1,250. Quiller Triumph (SE London) 0208 8544777. View photos and other sale cars on <http://www.quillertriumph.co.uk>

BUYING A SPITFIRE? Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at

JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk www.jyclassics.co.uk

1500 1977. Overdrive. Yellow. Taxed/MOT'd. Excellent condition. Chromewire wheels. S/S exhaust. Rechromed bumpers. Hard/soft tops. Set of steel wheels. Full indoor cover. £3,700. Needham (Lincs) 01427 611664 -

1500 1976. Green. Unleaded reconditioned engine, gearbox, differential. Hard/soft tops. Stood 3 years. Body - restoration required, not driveable. £500 o.n.o. Andrew (High

Wycombe) 01494 512358.

1500. Red. Overdrive. Hard/soft tops. Not used enough so must go. Valued by TSSC £1,500, £1,300 o.n.o. R Brint (Glos) 01453 791224.

1500 1979. Pink. Unleaded. S/S sports exhaust. H/S tops. Tonneau. Roll bar. TSSC valuation £4,300, accept £1,500 for quick sale. Anne (Farnham) 01252 851264 - 93/42372 -

1500 1978. White. Taxed. 12 months MOT. Overdrive. 59,000 genuine miles. Full history.

GT6

**Cars for Sale
Cars for Sale
Cars for Sale**

MKIII 1972. O/D. S/S exhaust. Good condition. Loads of work done. Same owner last 20 years. Overseas move forces sale. £2,750. Will (Newbury) 01635 250893.

MKIII 1971. White. Tax exempt. 4 months MOT. Overdrive. Repsprayed. £2,900. Graham (Kent) 01732 843634 (eves).

MKIII. British Racing Green. Excellent condition. History. Wolfrace alloys. S/S exhaust. Recent MOT. Tax exempt. Very reluctant sale. £5,295. Chris (Surrey) 01932 841569 - 66871.

MKIII O/D 1974. Non rototef. MOT and Tax. Replacement brake pipes and hoses. Some rust on bootlid, otherwise good condition. £2,300. Pictures: <http://website.lineone.net/~nick.hawkes> Nick Hawkes (Oxon) 01235 526249 (eves) - 71137.

MKIII L reg. Sapphire Blue. 49,000 miles. Bare metal respray and retrim. MOT and Tax. Immaculate. £3,950. Photo sent on request. Peter Bolton (Wolverhampton) 01902 784336

MKIII. Red 1971. Excellent condition. S/steel exhaust. New 175/70x13 tyres. Tax exempt. Non-rototef. Presently owned 6 years. Long MOT. £3,200. Nigel (Worcs) 07968 861185 - 70896.

MKIII 1974 CONVERTIBLE. Professionally supervised high quality conversion and paint. Overdrive, alloys, sports system exhaust. Quick and very reliable. £3,000 o.v.n.o. Andrew (Norfolk) 01603 455373 - 69915.

MKI 1967. Royal Blue. Good condition. Wires. MOT. Very reliable. Photos available. £3,500. Angus (Dorset) 01305 871513 -

Original Leyland service book. Excellent throughout. Reluctant sale. £3,495 o.n.o. Richard (Sandhurst) 01344 761325 - 99/61000.

MKIII. Damask Red, overdrive, Minilites, owned 15 years. Full rebuild, many new/recon. parts. Can e-mail pictures. Not used, hence sale £3,750. Robin (Egham) 01784 433865 - 89/29191.

1500 Overdrive. Restored 01, S/S semi sport exhaust, Minilite alloys, hard/soft tops. All receipts. £1,950 o.n.o. P Duggan (S. Wales) 01685 844324.

M.W. Restorations GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.

FOR DETAILS RING THE WORKSHOP ON :

01799 584994

Saffron Walden, Essex.

e-mail: mwrestore@aol.com

VITESSE

**Cars for Sale
Cars for Sale
Cars for Sale**

MKII CONVERTIBLE 1969. White, black interior. 1yrs MOT. Lovely car. Lots of history. Lady owner. £2,995. Cathryn (Bromley, Kent) 07870 651556 - 69702.

MKII CONVERTIBLE 1969. Royal Blue. MOT. Tax free. Owned from new. Body needs

some work. £2,000 or offers, to good home. Jackson (N. London) 020 8340 5004 - 91/37244.

2L MKII CONVERTIBLE. White. 2 lady owners from new. Excellent condition. 56,400 miles. 12 months MOT. 4 new tyres.

£3,950. Pinks (Somerset) 01934 750307.

'6' 1966. Long MOT. Overdrive. Newish sunroof, bonnet, clutch, gearbox. Red/white body needs TLC. £750 o.n.o. Spares: chassis etc. John (Stowmarket) 01449 711365 - 90/30982.

TSSC Insurance from Footman James. Call for a NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY 0845 458 6760

Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com 69768.

VITESSE MKII CONVERTIBLE Shadow Blue front seat wanted. Mark (Devon) 01803 844686 - 70931.

PARTS WANTED

SPITFIRE MKIII seats. Kitching (York) 01904 488155 - 70801.

VITESSE CONVERTIBLE black sun visors and mirror. Aldo anti-burst catches needed to complete rebuild. Can anyone help? dgc@aol.com David (Uxbridge) 01895 672312 - 00/62873.

FOR TRIUMPH SPITFIRE Mk4: Minilites alloys wire spoke wheels or chrome wheels. Cash waiting. Ken (W. Yorks) 07866 782534 - 69768.

GT6 I/III inlet manifold any condition. even with broken banjo bolt, cheap; Vitesse Mk1 2LT + MkII ignition distributor any condition.

STAG

STAG Mk1 Tax free. Rebuilt body including new original front wings/top panel light/valance and sills, rear wings repaired, shell ready for paint preparation; original MkII type engine, stripped for inspection (good heads); atype O/D gearbox; car 95% complete £1,850 or may break if enough interest. Mike Papworth (Coventry) 02476644499 or mobile 07768 775170 mike.papworth1@btopenworld.com

THE TSSC OFFERS ONLINE WEBSITE
WWW.TSSC.ORG.UK
PROVIDES MEMBERS WITH A 24/7 ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS TO ALL PRODUCTS AVAILABLE FROM THE CLUB
NEW FEATURES TO THE SITE ARE:
★ **SECURE ONLINE ORDERING**
★ **OVER 500 DIFFERENT PRODUCT LINES**
★ **QUICK FIND CATALOGUE SEARCH**
★ **ORDER CONFIRMATION VIA E-MAIL**

PARTS

CONGRATUALIONS to the Fields for the birth of their girl ADAM1BR - born 14th May with a healthy scream in Kettering. Your friend Michael.

SUMMER AGAIN!! Get those jobs done that you forgot. MOTs, servicing, suspension work, electrical, clutches, gearboxes, diffs., most things mechanical and welding. Ring John for a quote and a chat 01933388434 before 8pm please or 0777 0944 106 e-mail: mythos650@hotmail.com

MICK DOLPHIN CLASSIC TRIUMPH SPARES

* GENUINE NEW TRIUMPH PARTS *
* ALL MODELS COVERED INC. FWD *
* KEEN PRICES / FREE ADVICE *
TRY ME FOR THAT ELUSIVE PART
01530 271326 EVES/WEEKENDS
E-MAIL FOR PRICE LIST
mickdolphin@tinyworld.co.uk
Visit our Website
www.mickdolphin.co.uk

VITESSE 2L: O/D g/box and prop mount etc. etc. works perfect £400; front valance steel v.g.c. £65; rear steel centre valance £30; pr. seats blue £30; Pr. rear lights mint £25; front hubs/brakes £110; driveshafes Mkl £60 pr. 3.89 diff good £125. Vit/Her R/H door glass v.g.c. £10; bootlid mint £25. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

2-LITRE GEARBOX, alloy bellhousing rebuilt with new synchros, bearings, oil seals and heavy duty layshaft. Never used, £100. Brand new 1300cc head still in original wrapping! £75. New 6cylinder distributor £35. Mkl/V Spitfire overdrive propshaft £20. TR6 exhaust manifold £40. Robin Martin (Bedfordshire) 01462 813555 - 99/61657.

SPIT III new door shell L/H £150; S/H/R/H door £100. Full width rad v.g.c. £45; wheels x 4 £30. Spit III: Bare eng £125. Spit III bonnet £100. Some small bits. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

NOW AVAILABLE Owners Workshop Manual for GT6 and Vitesse 2Li, plus The Courier numbers 63-119. Contact Ray (W. Sussex) 01730 816282.

SPITFIRE 1500: O/D gearbox kit all parts S/H, perfect working £400; 1.5 engine bare £100; engine parts, head crank, cam etc., etc. carbs/manifold £60. Diff v.g.c. £140; rear drive shafts £30 each; petrol tank £30; anti roll bar £25; hood frame £45. Lots of bits. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

SPITFIRE 1500 front anti-roll bar as new £12. Aluminium side panels £5. GT6 Mkl dashboard £10. Martin (Haywards Heath) 01444 450941 - 7214/94.

GT6 O/D gearbox kit complete £400. Diff S/H 3.89 £125. Recon 3.27 to 1 unused £275. Mkl/II tailgate mint £55. Pr doors £65. Front brake assy. complete £120 pr. Rear driveshafes Mkl £60 pr. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

SPITFIRE 1500 BREAKING: sandblasted chassis and painted fibreglass bonnet. Some new panels. Wheels with 155-13 tyres. Too many spares to list. Car 90% complete, less g/box. Brian (N. Wales) 01492 516103 - 98/59751.

HERALD/SPITFIRE bolt-on wire wheels (five) £100 (need repainting). E-mail for photo alan-jarvis@aol.com Alan (SE London) 020 8670 7286 - 92/38616.

SPITFIRE Mkl/II fibreglass bonnet £70 o.n.o. Kitching (York) 01904 488155 (day) - 70801.

HERALD 1200/1250, Vitesse and Spitfire original black vinyl covered Workshop Manual and

Vitesse 6 reproduction Owners Handbook. Offers. Simon (Somerset) Bristol 07958 946191.

HELP ME CLEAR OUT MY GARAGE!! Pair HS6 carbs and linkage £40; spin-on oil filter adaptor £10; early remote spin-on oil filter adaptor £5; 2.5 Saloon starter motor £5; pair Vit Lucas horns £5; Herald dynamo £5; Vit dynamo £5; 4 x Mkl Rostyle trims (rough) £5; Herald water pump/metal fan £5; Herald petrol tank with float £10; Her/Vit steering column £5; Herald 2-spoke steering wheel £5; pair bonnet arms £2; Spit T/C manifold £5; pair SU HS2 carbs (waxstain incomplete) £10; Herald manifold £5. Autojumbler make me an offer. Herk (Telford) 01952 279850 - 94/46536.

SPARES CLEAROUT: 4 x bonnet springs £1 each; 4-cylinder rocker cover £5; 4-cylinder manifold (308324) £5; pair 13/60 h/lamp trim £5; 13/60 fuel pump £5; Her/Vit handbrake lever £2; 5 x Spitfire oval hole wheels £40; Vit Mkl semi sport s/s silencer £30; Vit Mkl grill £10; Vit Mkl bonnet £20; Lumenition 6-cyl electronic ignition £15; pair Vit Halogen headlamps with bulbs £15; pair Her/Vit static belts + anchors £10; 2.5 Saloon front pulley. Autojumbler make me an offer. Herk (Telford, Shropshire) 01952 279850 - 94/46536.

GT6 Mkl/II or Spitfire I/II/III panels: 908900 LH floor fitted and removed hence £15; RL 1484 (Rimmer part) LH inner wing repair new £22; 725563 LH rear inner wheel arch genuine Stanpart NOS (has strengthening for rotoflex shock mount) £85. 815279 boot floor new £60; 209398 and 209399 chassis outriggers £15 each; 813365 LH B-post repair £20. Chris (S. Bucks) 01628 523922.

WHEELS 4 x '5J' Spit 1500 type £85 set; Vit/GT6 4 x std rims £60; Spitfire/948 Her std rims x 4 £40 set. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

HERALD CONVERTIBLE hard top, cost £295. Never fitted. New condition. Sensible offers, call anytime. Paul Downs (Sevenoaks) 01959 526711.

SPITFIRE 1500 bonnet, new in crate. Lots of Stanpart panels: Wings, inner wings, rear valance, light panel. All to clear. Offers. Marc (Essex) 0870 991 2278 (day).

QUILLER TRIUMPH Spitfire/GT6 5.5J wheels with good tyres, set 4 £200. Weller Chrome wheels with legal tyres, set 4 £120. Large selection alloys from £100, set 4. GT6 II seats, pair, super condition £250. Spit IV/1500 seats pair from £80. Spit I/II/III seats pair from £120. Convert your Spit to GT6 doors: (qtr. light assy., door glass, regulator) £60. Herald/Vitesse convertible bodytub and chassis, choice of 2 £200. Herald/Vitesse Saloon bodytub mint £150. Spitfire IV/1500 bodytub with chassis £100. Spit/GT6 chassis choice 5 £80. Herald/Vitesse chassis choice 3 £150. Spitfire bonnets choice 3 £80. GT6 III bonnet mint £450. Herald bonnets choice 3 £40 - £180. Spit and Herald/Vitesse doors from £25 - take your pick. Doorhinges £6 each. Spit I-III/GT6 windscreen frame choice 2 £50. Spit IV/1500 hoodframes £45. Spit III hoodframe £150. Herald/Vitesse hoodframe £150. Spit/Herald/Vitesse seats from £25. Inertia or static seatbelt and anchor £20. Herald/Vitesse qtr. light assy. complete £15. Complete engines guaranteed and tested (good runners from insurance write-offs). 4-cylinder £235. 6-cylinder £265. Engines, unknown condition all at £60. Gearbox guaranteed (non O/D) £65. Gearbox requiring attention £25. Carbs from £20. Inlet/exhaust manifolds from £20. Airbox £10. Lucas 4-cyl. distributer £25. Spitfire/Herald radiator £45. Front windscreen Her/Vit £15. Front suspension corner (hub, spindle, vertical link, trunnion, wishbones etc) complete Herald/Spitfire at £35. GT6/Vitesse at £60. Early Spit/Herald differential (guaranteed) £70. Spit IV/1500/GT6/Vitesse diff (guaranteed) £120. Halfshaft and hub assembly complete (short) £25. Rotoflex suspension parts - ask.

Parts For Sale Parts For Sale Parts For Sale

Brake/clutch master or slave cylinder £15. GT6 tailgate choice £30. Window winder handle and knob £4. Chrome bonnet catch £5. Spitfire and Herald wheels £15. Hubcap £5. Dials from £5. We are continually breaking all Triumphs: dashboards, lamps, switchgear, badges, heaters, big stocks of everything - we will try to find the part you need. Also full range of new parts and workshop facilities. All credit cards taken for overnight delivery. See special offers on: www.quillertriumph.co.uk. 0208 8544777 Greenwich.

IV 1500 chassis, needs painting but seems solid £40. 1300 engine gearbox spares £30. Steel hardtop £45. Can E-mail pictures if required. M Huxtable (N. Devon) 01271 861304 - 97/49907.

HERALD 1200 Convertible rear body tub fair £125; good bulkhead £175. Perfect hood frame £175. 1200 engine recon not used £200; seats fair condition; s/h windscreen good £35. Full width radiator £25. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

Grove Components

Linking The World of Classic Cars Together

400 UNF **Value Pack.**
Over 400 Assorted Zinc Nuts, Bolts & Washers £14.99 + P&P.

450 UNF **Value Pack.**
Over 450 Assorted A2 Stainless Steel Nuts, Bolts & Washers
You won't beat this price £35.99 + P&P
The above items come individually bagged and labelled for your convenience

For the TRUE ENTHUSIAST
Why not treat yourself to one of our

NEW 'CLASSICPAC'S'
Which include our very high quality 24 compartment steel carry case.

1550 UNF **'Classicpac'**
1550 Assorted Zinc Nuts, Bolts & Washers £59.99 + P&P

1550 UNF **'Classicpac'**
1550 Assorted A2 Stainless Steel Nuts, Bolts & Washers £99.99 + P&P

'Classicpac's'
OUTSTANDING VALUE!

ASSORTED GROMMET PACK
Over 240 Blanking/Wiring Grommets £12.00 + P&P

Value Pack: 'Classicpac's' and individual items also available in METRIC, UNC, BSF & BSW Thread sizes

Tel / Fax: 0151 353 0008
15, Dawn Close, NESS, South Wirral
Cheshire. CH64 4DS
email: groveco.co.uk

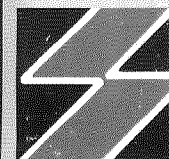
SPIT 1500 BREAKING inc. bonnet, bootlid, seats, driveshafes, hood. Also 1500 rollbar, sound bare chassis. Also some Mkl/II parts: Paul (Norwich) 01508 492892.

HERALD/Vitesse engines, gearboxes, radiators, sandblasted chassis and bulkhead, dashboards, door glass, Coupe roof, 948TC varieties, Stanpart 1200, bonnet top, Vit 2L Mkl bonnet, rotoflex, original wheels, chrome. Colin (North Wales) 07961 982668 - 86/14037.

P1.2.5 ENGINE early Saloon v.g.c. complete with all ancillaries and Pl system. View running £400. H/D diff 3.63 to 1 rebuilt not used £260. Mike (Coventry) 02476644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

BREAKING GT6 Mkl. All parts available. Vitesse bulkhead, chassis, bootlid, engine, gearbox, diff. 15 years accumulation Herald parts, new and used. Clearance! Eddie (E. Sussex) 01424 224 505 - 87/18117.

13/60 SPARES CLEAROUT: Chassis, doors, roof with aperture, valances, sills, carburetors, fuel tank, lights, instruments etc. Complete Convertible and Saloon. Offers. John (Stowmarket) 01449 711365 - 90/30982.



British Sports Car Spares

www.britishsportscarspares.com

Tel: 020 8748 7823 Fax: 020 8563 0101

28 years of rare spares experience
10% Discount to all Club Members

Applies only to Stock Items & Excludes Panel Work & Special Offers.

This months Special Offer - 4Cyl Alloy Rocker Cover £37.50

Worldwide Mail Order : Price Lists : Insurance Valuations

303 GOLDHAWK ROAD, SHEPHERDS BUSH, LONDON. W12 8EU.

e-mail: bscsuk@tiscali.co.uk

TRIUMPH TRADE SERVICES

TOTALLY TRIUMPH & TRADING TRIUMPHS

- ★ MoT work, servicing, mechanical work, rustproofing.
- ★ Welding and accident repairs.
- ★ Full or part restorations.
- ★ Engines, gearboxes or bonnets, chassis, bodytubs built to order.
- Cars and parts, purchases and sales.

01565 777 577

Near Warrington, Cheshire. Phone for directions.

DOUGLAS MOTOR SERVICES

SPECIALIST RESTORATION AND REPAIRS FOR THE TRIUMPH OWNER
SERVICING and MoT WORK
FULL BODYSHOP FACILITIES
EX TRIUMPH DISTRIBUTOR
40 YEARS EXPERIENCE
GRAFTON INDUSTRIAL EST
NORTHAMPTON
01604 632201

BRODIE MOTOR SERVICES

RESTORATIONS, MoT WORK, SERVICING ON ALL MAKES OF TRIUMPH AT VERY COMPETITIVE PRICES
OVER 20 YEARS EXPERIENCE
FRIENDLY SERVICE
TEL: 01206 562597
www.brodiemotorservices.co.uk
COLCHESTER

WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays
- ★ Full or part restoration, suppliers & builders of Spyder Corsa kit cars
- ★ MoT preparation, servicing
- ★ Cars bought and sold
- ★ Mail order



Tel/Fax 01666 822476

MALMESBURY, WILTS

TRIUMPH NUTS SPITFIRE HERALD VITESSE GT6 SPECIALISTS

Full or Part Restorations
MoT/Servicing/Welding Work
Cars Bought and Sold New and Used Spares
Open 10 till 6 Mon-Sat Closed Sunday
JCT 10 M56 WARRINGTON - CHESHIRE
TEL: 01925 732815
www.triumphnuts.co.uk

"OLD TRIUMPHS NEVER DIE 'COS NUTS KEEP REBUILDING THEM!"

TRIUMPH SPARES OF CHELMSFORD

01245 257739
NEW & USED SPARES SUPPLIED
MAIL ORDER OR COLLECTION SERVICE
WANTED FOR CASH
CARS IN ANY CONDITION
NEW & USED SPARES
UNFINISHED RESTORATIONS
CAR TRANSPORTER SERVICE

e-mail triumphsparesman@aol.com
Carlton Farm, Beehive Lane, Galleywood, Chelmsford, Essex. CM2 8RJ

Office 01592 722999
PARTS DEPOT & FAX
01592 722666



CONTACT THE EXPERTS
SCOTLAND'S LARGEST MG & TRIUMPH DEALER

FAST MAIL ORDER SERVICE
FROM A BOLT TO A BODY SHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU
WHATEVER THE CAR TYPE

