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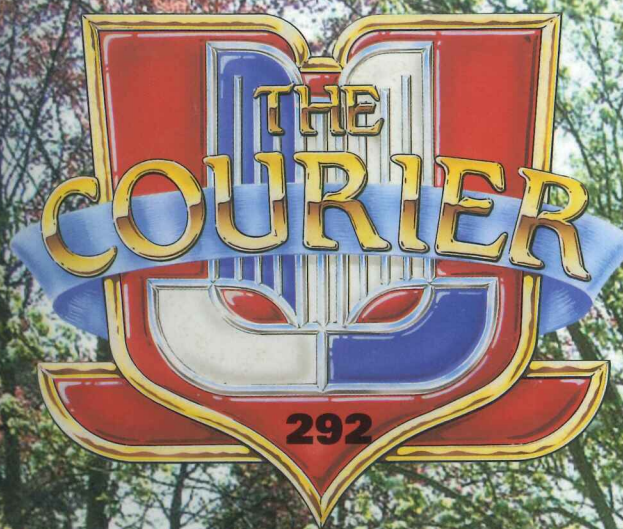
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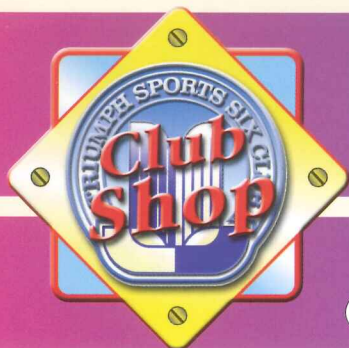
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OCTOBER 2004



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Welcome to the
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THE CLUB SHOP ONLINE WEBSITE IS NOW UP AND RUNNING TO PROVIDE MEMBERS 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



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

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Herald 1200 Semi Sport

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.292 Vol 24. OCTOBER 2004
Price £2.50 Free to Club Members.

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Saturdays - check Courier P.7

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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:
A Brace of TR's From
Norfolk Area - HQ Visit
Pic John Muggleton

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T.S.S.C. Events Calendar

www.tssc.org.uk/events

PLEASE SEND ALL EVENT INFORMATION TO

TRUDI PRETTYJOHNS AT THE CLUB H.Q.

HQ ATTENDED EVENTS

CONTACT TSSC HQ FOR MORE INFORMATION

July 2005

SATURDAY/SUNDAY 9/10 JULY 2005

**TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND**

CLASSIC CAR SHOWS

(CLUB INVITED)

October 2004

SUNDAY 17 OCTOBER 2004

**INTERNATIONAL TRIUMPH SHOW
AND SPARES DAY
SANDOWN PARK
JUNCTION 10 M25**

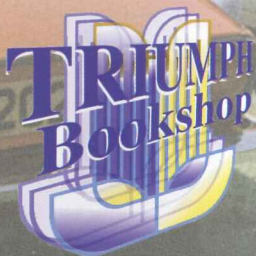
FRIDAY/SUNDAY 22/23/24 OCTOBER 2004

**CLUB STAND AT
THE NATIONAL CLASSIC MOTOR SHOW**

**VISIT THE CLUB STAND
AT THE**

CLASSIC MOTOR SHOW - NEC

22ND 23RD & 24TH October 2004



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Discount**

66 Comment

By John Muggleton

Out and About

Our local garage at Lubenham has just started selling proper 4 star petrol, which is great news for many of the local classic car enthusiasts. The price

may be something of a stumbling block though, at £1.19 a litre it isn't cheap. However my own car certainly loves the improved octane and runs like a dream. Only trouble is as it is running so well you tend to drive it a bit harder and the petrol consumption certainly suffers. Next time you are in the area try a tank full and see what you think.

The International Classic Car show at the NEC has been extended to a three day show this year and will take place on the 22nd/23rd/24th October. If you are thinking of attending Discounted tickets are available. Pre book and get your tickets for £9.50, saving you £4.50 per ticket (£14.00 on the door) either visit the shows website www.classiccarshow.co.uk or ring the ticket hotline 0121 7674767, and quote code CLX to get the discount. If you are attending please remember to hand in you ticket stubs to the Club stand as the Club gets something back for each one handed in. We do have a decent size stand this year and are hoping to have 10 cars on display, the main attraction on the Club stand will be the Jigsaw Lemans Spitfire Replica which competed at this years Classic Le-Mans. So if you haven't seen it out at other shows this year then this is a great opportunity. Also on display will be a concours winning TR4A, Stag, Spitfire,

Kev Stubbs' Racing Herald, a modified Vitesse, plus another 4 members cars.

This month also sees the welcome return of The Triumph Show & Spares Day at Sandown Park Racecourse on the 17th October. This has always been a very well attended show, and well supported by the trade, so if you're looking for parts for that winter re-build get yourself down there.



Chris Mills the organiser of the International Weekend at Stafford has started planning next years event already, and I will be attending a de-brief of this years event at the end of this month. As always we are looking for feedback on this years event, as this helps us to make improvements for next years show.

So if you have any comments or suggestions that you wish to make please let me know as soon as possible and I will raise them at the meeting.

The nights are now starting to draw in and winter is on its way, although the main show season is nearly over there are still a multitude of Triumph gatherings throughout the rest of the year, so don't get withdrawal symptoms get yourself along to your local area meeting, or be even braver and visit an adjoining area for your monthly 'fix'. If you have not yet had the chance to visit the Club HQ, we will be open as usual if you would like to drop in for a coffee and a chat.

Finally, this month sees the 29th Anniversary of Trudi Prettyjohns 21st birthday. So Happy Birthday Trudi. I promised her I wouldn't publish her age, so you'll have to work it out for yourselves.



TSSC NEWS

Review

Your Monthly round up
of all News of a Triumph Nature

Nordic TR8 Meet

OK friends, it's about one year to the Nordic TR8 meet, don't forget to mark the weekend in your calendars!

I want your preliminary bookings during the autumn of this year so as to be able to prepare things as accommodation, food etc.

If you need/want more details regarding this, don't hesitate to e-mail me and I'll send you what you ask for... Best regards

Odd Hedberg

E-mail: odd@triumphclub.se
Club URL: <http://www.triumphclub.se/>
Telephone/Mobilephone:
Int+ 46-17317131 / 46-706917131

Grove Components

I have to apologise to the suppliers of High Quality Stainless and Zinc Plated Nuts Bolts and Washers Grove Components as due to a print production problem their Website address has been missing from their advert in the Parts for Sale Section for the last few Issues. I have used the products from this company in my Latest rebuild and can vouch for their quality and service. Check out the advert and you will see their range which can be ordered by phone email or WEB at www.grovec.co.uk

Bernard Ed.

New from Revington TR



Upgraded Drive Shafts for the TR4A IRS, TR5, TR250 and TR6. The original fitment drive shafts on the IRS TRs are a well known weakness in these cars. Under load the splines can lock, especially when cornering, impairing the operation of the rear suspension. The UJs rapidly wear and become the source of clunks on power take-up, introducing shock-loads throughout the drive train. The splines themselves are also prone to rapid wear and the result is a poorly operating component which can fail prematurely and unexpectedly, particularly in tuned cars.

The new Revington TR upgraded drive shafts have been thoroughly re-engineered to address these problems. The shaft diameter has been increased, providing greater inherent strength and larger spline bearing surfaces. The splines are Teflon coated to greatly reduce friction and extend service life. The shafts are fitted with heavy-duty Universal Joints at both ends, in which fewer, larger roller bearings are employed, and the inboard flanges are pre-fitted for simple installation. Finally, to keep everything working as it should, grease nipples and high quality dust seals are fitted.

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MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 9TH OCT - 9.00 AM TO 1.00 PM

SATURDAY 30TH OCT - 9.00 AM TO 1.00 PM

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 13TH NOV - 9.00 AM TO 1.00 PM

SATURDAY 27TH NOV - 9.00 AM TO 1.00 PM

The Club Shop will be attending the following shows

SANDOWN PARK - 17th OCTOBER

NEC CLASSIC CAR - 22nd 23rd 24th OCT

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

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Cop Shop

by Mike Crewes

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Or you could use the windscreen.

Modern cars are fitted with laminated windscreens, which form part of the structure of the vehicle. There is very little 'give' in a modern windscreen and it will offer no protection in an accident.

Or you could use the dash.

The dash is a cosmetic layer over the vehicle's bulkhead; one of the strongest parts of the car and often with sharp brackets sticking out.

Or you could use another person.

If you kill another occupant of your vehicle as a result of not wearing a seat belt you may be charged with manslaughter.

Or you could take your chances of being thrown clear and use the road. The road will offer no protection at all if you hit it at 30 mph.



THINK!


Front or back always wear your seat belt.

If you have any queries, or topics on road traffic legislation why not write to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN**, or email copshop@tssc.org.uk


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FOR THE ENTHUSIAST



..stag..
..mayflower..



More Italian Influence

By Trevor Collett

It's going to be a short register this month, no spare time due to a major project on at work.

And since I have not had anything from you lot lately, I have resorted to a reprint of my words from August 1995:

I suspect a lot of you don't recognise this particular Herald

Simon Bartle's Mamba, NRC35E). The Mamba was, like the rest of the Moss range (Roadster, Malvern and Monaco), a creation of John Cowperthwaite. The model was first introduced to the kit car buying public in 1983; yes, people were actually buying kit cars in those days. At that time John Cowperthwaite and Moss Motors Ltd were operating out of slightly strange premises in Store Street, Sheffield.

I can be sure of this because it was during 1983 that Jackie and I drove up to Sheffield in our trusty Herald to check out the company and see a complete Moss Malvern before parting with a deposit. During that visit I was shown a fibreglass body



based kit car. I don't think I've featured this model before; they are Moss Mambas (In the January 2000 Courier I featured

that had just arrived from the boat builders John was employing to do the GRP work. That body was the first Mamba and was soon built up to be the company demonstrator.

Some of you may recognise the styling influences - an Alfa



Romeo model of the fifties, which made a refreshing change from the more usual offerings available from kit car manufacturers at the time. I don't have any idea how many Mamba kits were sold, at least four, these two and two more on my register, but I'm certain that they never matched the sales of the Roadster or Malvern models. During the second half of the eighties the Moss range changed hands and at one stage the Mamba model split from the rest of the range but was not actively marketed for very long. So the Moss Mamba remains a pretty exclusive car. Anyone out there got one? Or used to have one?

Talking about Moss Mambas makes me

think of another, probably even more obscure Herald based kit car - the AKS Continental. This was a body supplied by a company called Auto Kraft Shells during the fifties and early sixties. They were intended to use Ford 10 mechanicals but they also found their way onto Butler chassis and our very own Herald chassis. The connection with the Mamba is simply the shape, they are very similar, almost twins. I have just one record of a Herald based AKS Continental and no photograph to show you. Anyone know of any? Send me all the info and pictures you have on Mambas or AKS Continentals.

I finished my August 1995 register with this little anecdote, which, while nothing to do with cars, I think is worth repeating as real mind-bender, I mean, how do they know:

Before I close I must tell you this: the other day Abby, daughter number two, and I went out into the country for some nature study. The National Trust car park had a map fixed to a tree stump and Abby, who is six by the way, asked me where we were on it. I pointed to the words, "You are here". She read, thought, and said, "How do they know?"



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Seen at Stafford

By Colin Lindsay

Hi all, and post Stafford greetings from Northern Ireland !!

Every so often what seems like a good idea turns out to be something regrettable and this year's big mistake was to try autojumbling at Stafford. Having packed the car with every odd and unwanted part from the garage that I could think of, I spent a half hour on Saturday morning lining them all up to their best advantage in the car park only to run round an hour later in torrential rain throwing them unceremoniously back into the boot again. I then retired to Bingley Hall where I realised what I was missing - buying things and seeing cars - and consequently never bothered to set up shop again. Fortunately, I was able to find a MkI GT6 petrol tank since last month's telephone purchase still hasn't turned up, (yet another item gone astray in the post?) and of course I stocked-up on seals, grommets and all the little rattly bits you don't know the name of and never see advertised.

Sunday morning I had to make room in the car for my own booty, so there were a lot of bargains

to be had as I frantically tried to clear some space. I persevered, bored, cold and hungry 'til lunchtime when I finally shut up shop and got back to the stalls and display cars. Unfortunately, **a)** A lot of the GT6s which I had glanced at on Saturday didn't reappear the next day to permit a closer inspection and **b)** I brought the digital camera but forgot the memory (doh!) so had to rely on my trusty stills camera which meant I couldn't see the finished photos until a week after the event, and could only hope they were worth the effort. Thankfully, most of them were!

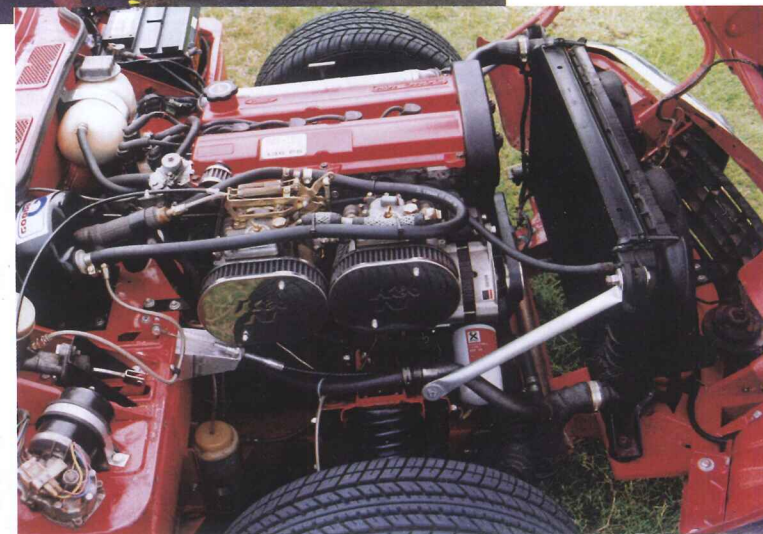
Sunday afternoon I managed to talk to a few GT6 stalwarts, but sadly only a few; Bill



Galloway with his lovely red MkII gleaming in Bingley Hall (it turns out his good lady wife hails from the town where I now work!!), the trio of yellow MkIIIs (a custard of GT6? - or



with the red MkII - a trifle? and the only MkI I saw all weekend, dark green and sitting despondently next door with nobody about. I still managed a sneaky comparison of how bits fit for my own rebuild ... Outdoors the crowd of interested onlookers led me to Richard Wood's Q-car MkIII with its Sierra 2-litre engine and gearbox, which fitted surprisingly well under



the notoriously tight confines of the GT6 bonnet - so much so in fact that there was room for a Ford Transit full-width radiator with Peugeot electric fans (not forgetting the Volvo expansion bottle ...). Richard couldn't tell me how it performs exactly since he can't yet get the speedo connected to the gearbox but it looks fast enough to me ... following-on from my article of some months back on bonnet

louvres, Richard has taken the term 'poor-man's E-type' literally and fitted louvres cut from the bonnet of the very same hallowed Jaguar; (Overpage) sacrilege to some but looking very nice on the GT6. I can't imagine there are too many E-types lying about in scrapyards for more of us to do the same! Note the interesting bracket for the cable operated clutch and the huge copper pipes for cooling. I do

envy his ease of oil filter change however I'm not so sure about the very long flexible brake pipes, clearly visible on the passenger side! Also down the field was this very nice pale blue MkIII; I know from the colour I've encountered it before although at this moment

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



which all use the same thread. I've fitted the sump plug already and will report on the debris collected at the next oil change.

Socially this year I spent an enjoyable night in the bar in the company of fellow Herald coupe owners (GT6 owners apparently being very shy this year!!), so hello to Mark, Rob, Richard and of course Bill Davies; thanks for the entertainment!

One thing I really did miss this year was the burger van outside Bingley Hall; the BBQ finally being dismissed as too much bother for one ... yes I know it was in the autojumble car park but it was too far to walk ...) so next year: no BBQ, no autojumbling ... I'll be promising no alcohol next! Maybe I should just stay in a hotel ... See you next month

Colin

E Type Louvres

in time I can't put my finger on the details.

A very nice shade which really sets the car off because it's so unusual.

Autojumble-wise as well as the Mk1 petrol tank I was able to get a few of the magnetic drain plugs mentioned a few issues ago and these are reportedly suitable for sump, gearbox and diff plugs



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G11 joins the growing collection of Triumph factory prototypes and early production cars at our Triumph Museum in Fillongley - including the oldest known surviving GT6.

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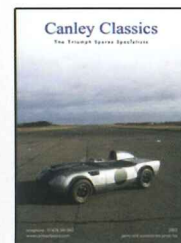
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2000 MILES IN A WEEKEND - THE RBRR !

Good luck to the many TSSC members participating in this year's Club Triumph Round Britain Reliability Run, over the weekend of 1st/2nd/3rd October 2004.

We shall be out there yet again - this is our 10th anniversary run - with a substantial number of cars entered from staff and friends. If you are not entered yourself, why not come out to one of the many controls/stops and soak up the atmosphere as 70 plus Triumphs drive through your area, we guarantee you will be hooked!

Full details of the route and timing available on our website, plus you can keep up to date on everyone's progress over the weekend with the SMS Text and Picture Message Diary online at www.canleyclassics.com/rbrr



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International Vitesse's

By Dave Rumens

How was your International?

T rue it was a bit cooler and wetter than last year but after so many years of hot and dry weather on the law of averages we had to have a damp one sometime soon. Judging by the high standard of the cars present and all the good banter I guess despite the weather we all had a good time. Having walked around the hall and talking to a number of the proud owners of some of the best examples of the Vitesse in the country I was disappointed to find the pictures I took in

Firstly I spoke to Howard Jones and his wife who have a superb original Signal Red MkII Convertible which he restored between 1985 and 1992. At the time this involved building most of the panels himself. Howard has owned his Vitesse for 25 years.

The second person was Steve Pedley also with a superb Signal Red MkII Convertible which he has owned for 12 months.

Thirdly Ray and Jean Parker with their White MkI 2 Litre Convertible which they both restored last year after retirement, to a very high standard. They are now both looking for another project which may be a Dolomite.



Picture 1

the Bingley Hall were such a poor quality they cannot be used. I think this is partly the camera and partly the lighting in the hall. A better camera will probably solve the majority of the problems so roll on Christmas.

Good to hear you are interested in restoring another Triumph.

Finally I spoke to Nick Bareham with a Cactus 1600 saloon with Conifer stripe which he rebuilt 5 years ago. I noticed DJE 564C is fitted



Picture 2

with Stromberg carbs, These were a standard fitment from late 1965 and provided a useful increase in the performance. Nice to see a 1600 in the hall as they are now becoming quite scarce at concours events. As luck would have it I did take a photo, Picture 1, of DJE 546C on the Saturday when outside.

Lots of hard work has gone into producing the very high standard of finish in these cars and the owners have every reason to be proud of the results. Sorry chaps for no



Picture 3

wheels really suit the 1600. Picture 3, 532 MUO is a 1600 saloon in Conifer with a White stripe. MUO looks to be an early car, maybe 1962. Picture 4 RVC 717H is a tidy MkII saloon, I also saw this car at Stoneleigh this year.

One of the cars outside that drew me towards it is shown in pictures 5 & 6. ACY 416J which is owned by Jon Beeston from Mid Kent. Jon's Estate is a Herald conversion and looks as if it has been completed to a very high standard. I know this is the second conversion Jon has carried out as his first was written



Picture 4



Picture 5

off a few years ago.

The Vitesse Estate is something of a Holy Grail as they were only available as a Special Order and were largely hand built. The purchase price was reputedly to be twice the cost of the saloon consequently only a few were built and sold. It is difficult to find out the exact numbers built but between 10 and 20 is normally quoted. Though

the survival rate is believed to be high it could take some time to locate one so I can understand why a number of Herald Estates have been converted. As the 13/60 uses the Vitesse Mk1 chassis, complete with Vitesse radiator mounting brackets, a number have been used to create Vitesse Estates. However, if you are considering converting a Herald Estate to a Vitesse Estate then please do not use one that is in good condition as Herald Estates are now starting to become a rare sight. It is far better to pick a Herald that needs a rebuild as a number of the parts will have to be changed anyway to the Vitesse version.

I do reckon the Vitesse Estate was a missed opportunity by Standard Triumph as they are a

smooth, fast and roomy car.

During the International I did my spell on the technical help desk and it was nice to meet a number of people who have e-mailed me and talked to me on the phone: it was an opportunity to put faces to names which I always find interesting. This also gave me the chance to see a number of old friends - it was good to see people you haven't seen for a while and swap stories. Thanks to all those who came up and talked to me.



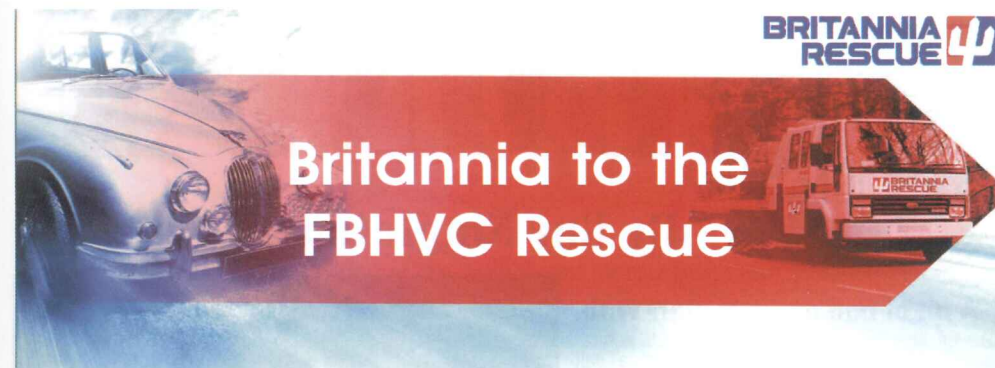
Picture 6

Well that's me for this month, see you all in November.

Safe Driving & Keep Running On All Six.

David.

**BRITANNIA
RESCUE 4**



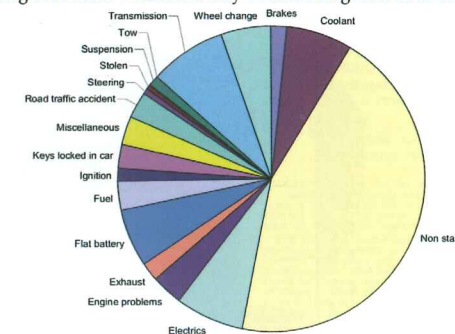
Britannia Rescue reveals some interesting facts on the reasons why FBHVC members have called for assistance over the last two years ...

Since FBHVC introduced Britannia Rescue as its official road rescue service, members who have taken up the discounted offer have enjoyed a first class service.

Nearly half of FBHVC members who joined Britannia Rescue have actually needed to use the service. The chart shows the reasons why those members had to call Britannia Rescue. By far, the top reason for FBHVC members calling Britannia Rescue was because their car wouldn't start. The majority of this type of problem occurs at home. Luckily for the 65% who experienced this, the housecall service that comes as part of Britannia Rescue's comprehensive cover also includes roadside assistance and nationwide recovery for member and partner in any vehicle they drive or travel in. This costs just £111.10 for FBHVC members (normal price £125.70).

Another popular FBHVC breakdown reason was running out of fuel. Whilst this may be something most of us think will never happen, the reality is that it does and usually at the most inconvenient time. With one call to Britannia Rescue you'll be on your way and all you have to pay for is the petrol.

Don't be caught out without cover. To find out more about the services Britannia Rescue provides call 0800 591563 or log on to www.britanniarescue.com/FBHVC. Remember to quote FBHVC to take advantage of up to 15% discount.



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BONDS

By Guy Singleton

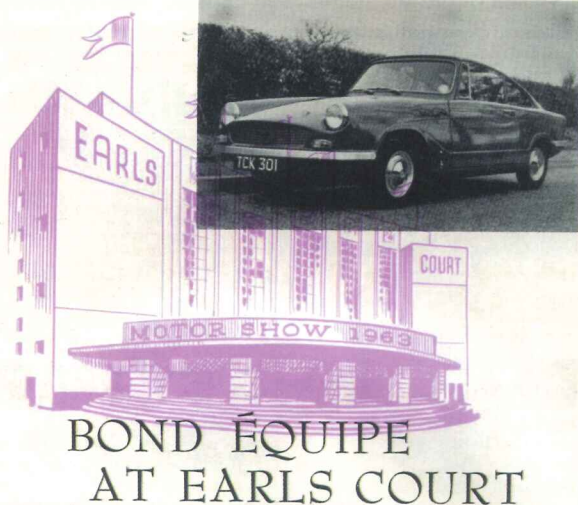
A bit of bad news to start with.

I have just had a call from Robin Shackleton who bought Philip Delamore's Mk1 coupe, mentioned in my August article. Unfortunately he rolled the car, at about 20mph. Fortunately he is ok, but the



car is beyond repair. He is hoping to sell the car complete as it would be ideal to help rebuild another one. If you are interested in the car or its parts please contact Robin on 01359 259386.

Thanks to Tony Pounder who emailed me a copy of the 2+2 launch article from the Standard Triumph Review of October 1963. He was selling it on eBay and we lost out on it at the very last moment. Suzie, not to be deterred, thought it could be worth being cheeky and asking for a scan for my collection and it paid off and Tony



BOND EQUIPE AT EARLS COURT

Bond Cars of Preston make their Motor Show debut with the Equipe G.T. Saloon



IN THE FIVE MONTHS since the introduction of the Bond Equipe Grand Touring saloon, orders for the car have exceeded all expectations.

The Equipe, which combines Italian-inspired Bond design with Standard-Triumph engineering, is a car that bridges the gap between sports car and family saloon.

Hitherto, the fame of Bond Cars of Preston has been solely in the three-wheel market, in which the company were pioneers of minicar motoring. The Equipe, which is on show at Earls Court this month

(October), marks the company's first entry into the four-wheel market and its first appearance at an international motor show.

The car uses the Triumph Herald 1200 double backbone chassis and the Triumph Spitfire 1,147 c.c. engine and gearbox. These have been combined with a body of reinforced glass fibre and steel to produce a custom-built, two-door family four-seater G.T. saloon at a retail price of £622 4s. 7d. (including £141 4s. 7d. purchase tax).

An enthusiastic reception from the

'Reviewed'

BOND

111

These split-personality people divide their talents between a bizarre device for marginal motorists (aren't we all?) with a glassfibre body on three wheels powered by a Hillman Imp engine and something for a different slice of the market in the well known if not to all tastes Equipe GT. This is a Herald with a Spitfire engine covered in a fastback glassfibre envelope, one-time advertised: 'Is this the best-looking, etc...?' The answer is that it seems to sell, and the original two-seat version was followed by a two-plus-two-half. There are rumours of further ameliorations before too long along lines that should raise the Equipe's status among the cognoscenti, but for '67 the only novelty is an optional sunshine roof.



Cosmetic with non-fattening base

October 1966 CAR

Courts Motor show in the October 1966 issue of Car, although it is interesting to see the comment on the forthcoming 2 litre car. I don't know how she does it but she also found an article from an Australian magazine, Sports Car World, with a rather more kindly write up of the 4s from March 1965.

Last month I mentioned our new acquisition, Monty, a 1929 Standard Teignmouth. At our first show with it, at Newbury Racecourse on the Newbury Area stand, we met up with Andy Belcher with his very nice 1300 4s, which we hadn't seen for some time. It's looking good. (Overpage)

I am currently getting the Estate ready for the Club Triumph Round

very kindly sent me a scan of the article. Good luck with your Standard 10, Tony.

Suzie also found a not particularly flattering preview of the 4s at the 1966 Earls

Britain reliability Run – hopefully she'll make it round for the third time! I have replaced the second-hand shock absorbers I had fitted when I did the telescopic shock absorbers conversion with some new Gaz units – better but I think I need to do more fiddling with the adjustment. I will no doubt be under the car tweaking the set-up on the trip! I've just got to give the engine an oil change and a general service then



Bond four-seater has effective styling, showing touches of Spitfire in grille treatment. Like the Triumph, one-piece bonnet hinges fully forward

WELL-EQUIPPED EQUIPE

The glass-fibre fraternity has done it again, and Bond's new four-seater is more than a Triumph Spitfire in glass clothing.

From British Correspondent, GORDON WILKINS

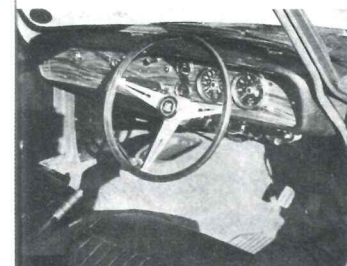
FOLLOWING up the success of the 2/3 seater Bond Equipe, which has been sold in 15 countries, a new four-seater Equipe, the GT 4S costing £675 stg before tax, made its first public appearance at the Earls Court Motor Show.

The GT 4S accommodates two adult rear seat passengers. Its body is made of glass-fibre reinforced with steel and mounted on the Triumph Herald double backbone chassis. Normal Herald doors are used. Dimensions of the car are similar to those of the 2 Plus 2, but 13 in. longer overall at 13 ft 11 in. and 1 in. higher at 4 ft 5 in.

The new car has four sealed-beam headlamps, fixed rear seat with parcel shelf behind, and a boot with flat floor under which is housed the spare wheel tray. A panel on the tail lifts to give external access to the boot. Twin reversing lamps, fresh air heater, screenwasher, tachometer, and seat belt anchor points are standard equipment. Power comes from the 63 bhp 1147 cc Triumph Spitfire twin carburettor engine, which gives a top speed of 85 mph and a touring fuel consumption of about 33 mpg.

Like the Equipe 2 Plus 2, the GT 4S is built by Bond Cars Ltd under licence from Standard Triumph and sold through the Standard-Triumph dealer network, in home and export markets. It will carry the full Standard-Triumph warranty and be backed by their worldwide spares organisation.

The original Equipe 2 Plus 2 continues in production.



Cockpit is primarily Spitfire, with better trim, wood-rimmed wheel and full carpeting. Pedals and hand-brake are also from the parent Triumph Spitfire.



Two adults can be accommodated in the rear of what is essentially a fairly small fast tourer. Note fine trim quality, wood veneering and carpeting.



Kamm-recessed rear houses a surprisingly large boot, accessible through top-hinged lid. Rear lamp grouping looks fussy, but bumpers wrap right around.

SPORTS CAR WORLD, March, 1965 53



keep my fingers crossed!! Any sponsorship for this mad endeavour on behalf of Leukaemia Research will be gratefully received.

I will let you know how we got on next month – assuming I can keep my eyes open!!.

Guy

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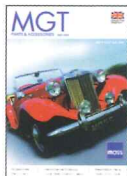
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Legal or Not?

By Derek Giles

I have just had a **NEW vehicle Registration Certificates (V5C)** from the DVLA.

These are replacing the old V5's, which are no longer valid and should be destroyed! I beg to differ and suggest you keep it as part of any history file you have on your car or use it as the start of your file! The explanatory booklet that comes with new certificate is quite informative and certainly puts the onus on the registered keeper to make sure **ALL** the vehicle details are **CORRECT!** There are a series of fines that can be imposed if the keeper fails to notify the DVLA of any changes to the vehicle. Even discrepancies such as wrong engine number or a different colour (shown up on some IVR forms) are offences! So have a good look at your current document (new or old) and car and **NOTIFY** the DVLA of the changes **ASAP!** Better to pay for a stamp than a hefty fine!!

'YOU HAVE BEEN WARNED'

Not quite following on from last months IVR report, but I guess, adding fuel to the fire I received via e-mail this from Andy

Jefferies of Dorset!

I'm afraid it's taken over a year of good intentions to get round to completing an IVR for my 13/60, but finally I've done it!

Although I have filled in the paper form, as I am e-mailing anyway I've put the details at the end. If you would prefer the form let me know.

My reply was **YES**, please let me have the **FORM** as it constitutes the basic register and is always useful as a back up! (Digital information can get bugs). To me it doesn't matter if you take a day or a year to get the form sent off, **JUST GET YOUR CAR IVR'd!**

'Dubrovnik or Bust'



The above was really an aside to the bulk of Andy's communication, which as he puts it may not have been as adventur-



ous as the African jolly but to Andy and his wife Rosie it was their great adventure! UHR 108J has been owned by the Jefferies for just over a year, and was the basis for their dream honeymoon!

Perhaps through rose tinted spectacles, visions of combining the 'Grand tour' and 'James Bond' whizzing through alpine tunnels (the downhill bits) prompted them to embark on their 2500mile journey of a lifetime!

Andy first gives a bit of background on the car, noting about 11 years ago it underwent a scrappy restoration.

This is also where the known history begins! During those years the mileage rose by about 1000 a year to the now recorded 110,000mls, which gives UHR 108J a well-worn look that does not pass the 10ft test!

But I digress, so it's back to the adventure of Andy and Rosie and 13/60, which included its own element of danger, namely the future success of a new marriage, in the hands of a high mileage Herald.

'Dubrovnik or Bust!' covered some 2500mls, many on crumbling foreign roads in ultra high temperatures (last year)!

As is the way on a trip like this the car became more and more heavily laden with strange/exotic booze that in the end must have contributed to the only problem encountered the whole trip; a 'puncture' courtesy of a Croatian nail!

Sign language and the payment of £3 solved their dilemma and gave Andy and Rosie a chance to educate another European garage on the virtues of British Classic 'Tree-oomph' motoring. Perhaps scribbling the age of the car in the dust on the boot lid also helped convince the mechanic we Brits are nuts after all!

Car related highlights on the trip included seeing a very large, white suited parking valet at the Negresco hotel in Nice squeeze into the car with a sneer that said, **'it's not a Mercedes'** but return the next day with a big grin and **'Nice car-how old is it?'**

A Belgian campervan chasing



them for over an hour on Bosnian roads just to have a chat and tell them he had a Herald lurking in his garage at home! The result of this encounter was the gentleman would set about a restoration as soon as he got home! Another Triumph for the Brits!

As you can see from the photos UHR 108J is a bit of a hybrid as it is sporting a 12/50 bonnet, which as Andy says, and I agree, is prettier (more aesthetic) than the 13/60 metalwork! (Cat among the pigeons time)!

What say you?

One last thing Andy has asked if any of you out there can help in his quest to find a 60's PERIOD Britax baby seat for the Herald, preferably in black vinyl. Just to save, one day, having to place an ad 'baby Triumphs over Herald'! In the meantime Rosie is hoping to pass her test soon and then UHR 108J will hopefully become her daily transport. Once she is hooked on the Triumph perhaps any baby seat may well suffice!

I personally, am not sure one of these seats should be used nowadays, as all the new legislation may well rule them unsafe!

Thanks for the info and IVR details Andy and good luck with the test Rosie! Cheers for now,

Derek

UHR arrives in Dubrovnik

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Serendipity

By Suzie Singleton

Sometimes I'm racking my brain trying to think of something to write – and sometimes things just come together so smoothly and easily it's just perfect.

TRIUMPH Spitfire
I-II-III Register

At the Le Mans Classic in July I met John Curtis and his Mk2 Spitfire who now both live in France. I was interested in the history of his car and he promised to send some information. This duly arrived and, to my mind, made an ideal follow up to last month's article. It must be coincidence but within a week I'd received photos and information on two more European Spitfires, another in France and one in Belgium. They made such an apt grouping that I decided they had to be featured together. So, let's start with John Curtis.

TRIUMPH SPITFIRE MK 2

My Spitfire story goes back to the Summer of 1980 when I was living and working in Germany - I had just sold my Austin Healey 3000 Mk1, with which I had raced in club events in the UK until

my job took me to Germany. There starts another story, because the

German 'MoT' authorities (TüV in Germany and 'tough' they are), proposed all manner of obstacles to pass the Healey, that I finally gave up in despair and I begrudgingly sold her to a Dutchman.

I No sooner had the Healey "door closed" than the Triumph one "opened" !

I was on the car park of my local supermarket one day and noticed FWJ 432C and a young couple loading their trolley full into the boot (and elsewhere!) Always interested to see British registrations and chat to Ex Pats, I didn't miss out on the occasion.

I discovered that they were both working on a temporary basis in the local town, but were planning to hitchhike around Europe until the winter and wanted to sell the Spitfire to give them their necessary finances - did I know of anyone who might be interested ?

I told them that I would do what I could and took their phone number.



With the Duckhams drips of the Healey still fresh on the garage floor, it did not take much to convince



myself that this little Spitfire needed some loving care (from what I noticed from a quick glance or two) and a good home - both of which I could provide. So within days the deal was done and FWJ 432C was duly delivered by our young couple to my house for an exchange of 700 DM (= to £ 150 at the time !) and I took them in my everyday car and dropped them off on the main road for Hanover !

I thought that this would be a nice little project for the coming autumn and possibly winter, although to work in the garage during a German winter is not exactly to be recommended ! My prognosis was rather conservative - my "body specialist

German friend" Günter knew exactly what he was looking for and found it and repaired it ! (once of course I had obtained the necessary panels from the UK). At the time the company I worked for had a regular lorry shuttle between the UK and Germany so the transport of panels, wheels and the like was luckily no problem!

As the previous owner was a television and electrical

"buff" I literally pulled out of the car yards of wire which seem to go nowhere, obscure home made instruments and warning lamps all of which was not only useless but a real hazard ! When Günter was not active with the body, an English work colleague (Alan) and I tackled the engine at weekends from rocker cover to

sump. Having said my prognosis was rather conservative, we finally wheeled her out of the garage for the first time exactly one year later !

She certainly looked rather worse for her long confinement, but underneath the patches of red-lead paint she was at least solid once again !



"First light of day after one year" - excuse the blemishes!!

Another year was to pass: Minor bits and bobs full re-spray in Triumph Royal Blue, a new hood, new European head lamps and sand blasted second hand 31/2J wheels plus Dunlop SPs.

We eventually got our German number plates (I might add that you need almost a year to collect together all the necessary paper work so that you can be "granted

a visit" to the Technical Control Centre!) So FWJ 432C became HX-C 543 (They especially granted the 'C' after my surname !!) The HX signifies the town in which the car is registered (Höxter) but the rest is irrelevant.

Having spent ten years in Germany and not wishing that my daughter became a Frau Schmidt or my son marry an Eva whatever, I decided to seek pastures elsewhere and remaining in a similar field of my business I ended up moving to Le Mans, in France.



What it looks like from the cockpit on the Le Mans Circuit

Well, always a dream to pack the tent into the boot of the Healey and visit the Le Mans 24H Race, just once, here I was living within ear-shot of the circuit ! But that is another story !

The fact is HX-C 543 was loaded into the back of the



removal lorry's trailer on a cold snowy last working day of 1985 and arrived at the French customs in Le Mans on 2nd January 1986. They didn't even open the trailer doors to verify this somewhat unusual cargo and all the paper work was over and done with and within an hour HX-C 543 was rolled out onto French soil!

The French are more active with their Classics than the Germans and I soon joined a local club, but to my astonishment I had the most modern car!!! However they arranged 'Sorties' (small friendly Sunday jaunts with wine, simple country fare and ambiance!) which was fun from time to time, but not too often!

Formalities are pretty simple here in France and all I had to change (at that time) were the headlamp bulbs from clear to yellow - I've since had to change them back again - "C'est la France"! So in 1987

we went along to the Technical Control Centre and HX-C 543 became 2151 SJ 72 ! The numbers here do not signify much except the two letters are the year and the 72 is the registration area - ie La Sarthe,

During the next few years two important improvements took place - one of my French "Classic" friends, an ex body-shop repair man, thought that the German "paint job" was not up to much and persuaded me, quite rightly, that I should have a good re-spray by a local professional. This fell exactly right as I had brought back from the UK, hanging out of the boot of my Peugeot, a very nice hard top in "Triumph Royal Blue" for which I had paid just £50!

As you can see from the photograph the combination of the 15 year old French re-spray, including the hardtop has done justice to 2151 SJ 72.

The second improvement has been the complete re-upholstery of the cockpit in the identical and original Triumph Pale Blue, the door panels etc in vinyl and the seats in real leather (I was very lucky to have been given a whole cow hide in the correct colour!) [Suzie note: if only I could be so lucky for Sybil!]

Living within 15 kms of the Le Mans Circuit, we are often to be found in the car parks, but especially during the Le Mans Classic when we had the good fortune to meet Suzie Singleton in the Triumph Parking and hence this little



story of a Euro-Trotting Spitfire - hope you've enjoyed it.

On the 6th April 2005, 2151 SJ 72 (alias HX-C 543; alias FWJ 432C) will celebrate her 40th birthday and I think she and I will deserve a bottle of Champagne - Cheers !!!

John Curtis

law I would be obliged to take a French reg number and I didn't want to lose JOP 81E.

The big problem was insurance, at first I could only get a 3 month cover but now with new CEE laws I can get a full year's cover.

I bought her in a very tatty state to say the least and it took me 4 years of weekends, swearing and shouting etc, etc to take her apart and put her back together again. I'd like to thank TOM at CHIC DOIG for all his help, I made him laugh a few times as I don't know much about mechanics. As far as the trim goes it was all changed bit by bit, carpets, seats, dash, hood,

steering wheel the lot.

I then changed the windscreen, the nearside door, repainted her and re-chromed parts as needed. I changed all the brake and suspension parts, fitting a swing spring and front anti-roll bar from a Mk 4. I fitted an electric fan



(it gets hot over here), an oil cooler, new radiator and K&N air filters, all the electrics are new and a stainless steel exhaust as been fitted. I then let a qualified mechanic have a go, he stripped the engine and carburettors making some slight modifications, she runs a lot smoother now. For the finishing touches I bought her a set of wires, a tonneau cover

The next car belongs to David Martin who lives in Mimizan in the South of France. He's been a TSSC member since April 1998 when he bought the car and in 2003 finished rebuilding his 1967 Mk3 Spitfire.

"She's not in my name because when I bought her in 1998 I was already living in France and my dad went to pick her up and he signed all the papers. I never changed the name over because by French



and door mirrors (very handy on French roads with a



RHD), she came with a hard top but I never use it.

What's great about these cars is that you forget about all the weekends spent stuck in the garage, once your behind the wheel, hood down, on a hot day with miles of empty road in view.

David Martin

air filter box), the bonnet was adapted from Mk3, a later overdrive was fitted and some more details do not match.

Last year I had new carbs fitted and as the distributor behaved erratically, a less worn item was sourced and fitted. Eventually a brake servo was fitted.

I do like to drive the car, be it on secondary roads as I still

is, at last, some news from Edegem.

My car started life as a MK2 in 1967. I bought it 3 years ago as an older restoration, but useable, as it was registered for daily use and not as "Old Timer" with limited use (a typical Belgian option).

As you can see I have wire wheels (with 155/80 SR 13 tyres) and an original steel hard-top.

It was not totally original when bought, as the engine is grafted from a Herald 13/60 (Mk3 manifold, Mk3

warm it has an unsteady idle (although I have the twin air hoses fitted). I might consider fitting the "Le Mans"-like grilles in an attempt to cool down under the bonnet, but am reluctant to cut in the steel bonnet!

Nico Haarselhorst



And the third car here belongs to Nico in Belgium.

"Hello Suzie, as time goes by, It seems I have less time to spend with the car than ever! But as I promised, here

have problems at higher speeds: the engine is reluctant to rev (at 4000 - 4500 rpm it sounds like a Belcar Racing Car, spitting and barking as it never was intended to) and

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Number one valve is now ready for adjustment.

When number two is to be done, take two from our total of nine, leaving seven, and turn the crank until number seven valve is just lifting, and so on with all the other valves.

With a six cylinder engine, there are, of course, twelve valves, and so our total is then thirteen, but otherwise the procedure is identical.

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All chassis outriggers/side rails/boot extn	£16.50 each
White rubber bumpers (full set)	£110.00
Rear overriders 703708/9	£35.00
Bonnet corner mouldings 706161/2	£24.00 pair
Wheel arch/bulkhead seal 704033	£2.75
Chrome bonnet catch 607663	£21.00
Door hinges 607824	£16.00 each
Door 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	£9.50
Set of 8 front suspension bushes 119451	£10.00 set
Front suspension shim 122022	£1.25
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12	£45.00
Recon exchange caliper type 14	£40.00
Recon exchange caliper type 16P/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	£42.00
Track rod ends	£7.00 each
Rear shock absorber GSA385	£17.50
Front shock absorber	£20.00
Herald 3 Synro exchange gearbox	£135.00
Herald 4 Synro 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 rotoflex drive shaft	£57.50
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

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TR7

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Petrol tank	£120.00
Petrol tank sender TKC3408	£25.00
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Gearbox 5 speed exchange	£380.00
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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
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Steering wheel (early) RKCS09	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon exchange	£75.00
Upgraded brake master cyl/servo assy (exch)	£200.00
Brake pressure valve TKC 3667	£40.00
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STAG

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Service exchange drive shaft 311914	£117.50
Recon rear hub assy exchange	£92.50
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Recon brake master cylinder exchange	£120.00
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Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£67.50
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TR6

Front and rear wings	£187.50 each
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Bonnet hinge tubes 811679/811680	£35.00 each
Side light mounting panel 907157/8	£48.00
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Battery box 806707	£15.50
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Dash top cover 714482	£32.50
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Gearbox 4 Synro exchange	£160.00
Clutch kit spring 305894	£69.50
Recon exchange brake caliper type 12	£45.00
Recon exchange brake caliper type 14	£40.00

Original head gasket GEG314	£8.00
Distributor cap	£4.00
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Rear wing rear repair panel	£19.50
Rear lamp panel 716182	£119.50
Rear valance 908970	£37.50
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Boot lid 911327	£265.00
Rear inner wheel arch 725563/4	£87.50
Rear outer wheel arch 909661/2	£55.00
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Hard top rear screen seal 911040	£36.50
H/ top seal roof/ door glass 716183/4	£8.00
Front windscreen chrome insert kit	£32.00
Door hinges 607824	£16.00
Exterior door handle (black) YKC2837/8	£47.50
Window regulator 911271/2	£45.00
Window regulator glazing channel	£55.00
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Water pump 216939/GWP128 (exchange)	£29.50
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£4.50
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£14.00
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/trunnion assy	£67.50
Front suspension top ball joint GSJ155	£10.00
Stub axle UKC697	£20.00
Recon steering rack exchange	£42.00
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
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Clutch kit GCK160 (original)	£77.50
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Recon distributor 1500 (exchange)	£47.50
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Recon starter motor exchange	£25.00
Recon w/wiper motor exchange	£40.00
Universal joint with grease nipple	£8.50
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Seat cover set, brown houndstooth material	£115.00
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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	£50.00 pair
Inertia seat belts less sensor OE	£60.00 pair

GT6

Bonnet assembly Mk II	£595.00
Bonnet assembly Mk III 913766	£600.00
Front wings Mk II 908113/4	£92.50
Front wings Mk I 907154/5	£69.50
R/H front overrider Mk I 710717	£35.00
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	£105.00
Steering lock 216449/UKC2719	£45.00
Seat belts	£50.00 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	£67.50
Front shock absorbers	£20.00
Track rod ends	£7.00
Rotoflex coupling 152273	£22.50
Rotoflex bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotoflex GBS750	£13.50
Brake shoe non rotoflex GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£7.50
HT lead set	£9.00
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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 quarter bumper (estate) for insert 917813	£85.00
Rear quarter bumper (saloon) plain 910158/9	£80.00
Rear quarter bumper (estate) 923444/5	£60.00
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Interior door knob 615888	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - 730397	£57.50
Dash veneer set 2500S 726421	£57.50
Interior grab handle ZKC 701711	£17.50
Drainage excluder grey 614628	£7.50
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Late Mk I 2000 steering wheel 307493	£20.00

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Recon manual steering rack exchange	£42.00
Gearbox exchange	£175.00
Mk II front side/flasher lamp 216149/216150	£35.00
HT lead set	£4.00
Clutch kit Q/H	£75.00
Recon exchange water pump GWP201	£29.50
Rear wheel bearing kit	£18.00
Rear shock absorber	£19.50
Recon exchange brake caliper	£45.00
Brake disc Mk I 209348 - O.E.	£40.00
Brake shoes Mk I (axle set)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
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Dolomite Rear lamp assembly R/H TKC938	£50.00
Head lamp assembly 1300/1500 Dolo	£52.50
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Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
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Set of Sprint H.T. leads	£37.50
Sprint Lucas distributor cap GDC134	£22.50
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Sprint clutch kit Q/H	£75.00
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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



Acclaim

By Michael Hancock

The following message was sent by David Paul to the Acclaim internet interest group, triumph_acclaim@yahoogroups.com, and is reproduced here with his permission.

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

It's great to hear from an Acclaimant whose enthusiasm is so evident and obviously infectious!

Hi Everyone. It's David here. I have been lurking in this group for many months or maybe over a year or so now without posting. Love the Acclaims and we are on our 5th now over 19 years; though I know many of you out there are on to your 7th and 8th. We have had a Blue CD Triomatic, Green CD Triomatic, Red HLS Manual, Green CD Manual and finally fast week I purchased a silver CD Triomatic.

I guess a lot of you first chose the Acclaim after seeing the 'Which' report in the 1980s. My mum was widowed in the 1980s and I wanted to get her an easy automatic car to drive. So it was suggested we bought a CD Triomatic for her. My mum has now progressed to a Golf MkIII Automatic with power steering and I am the one who drives an Acclaim!

I remember seeing my first

Triumph Acclaim Avon with leather everything in 1985 it was unbelievable. I have never seen one again. Sadly I go to bed dreaming of owning an Acclaim Avon. (There was an Avon at the Triumph Marque Day at Gaydon this year, David. MH). It's getting harder and harder to get good Acclaims now but I hope my story will give you some encouragement.

I am sure a lot of members will feel some empathy or should I say sympathy with me as I relate my story:

I am a particularly sad Acclaim owner who in the 1980s religiously visited the Unipart supplier and got the Acclaim Accessories brochure and purchased rear seat belts as well as front fog lights. Not once were the rear seat belts ever used nor were the front fog lights! I think the chap at the Unipart shop must have thought I was a real right one for doing up such a car. My mother persuaded or should I say, dissuaded me from buying the Acclaim 'go faster' stripes you could buy as well.

This particular Acclaim I bought last week was advertised on Ebay, a silver CD Triomatic for £350.00 and no one made an offer. After the auction I contacted the seller and travelled up by coach to Derby - finalised the deal and came away with a 26,000 mile two owner car.

With the car came the original invoice just over £6,000.00 in November 1981! A Haynes Manual, an Autobooks Manual, two Handbooks (I am not sure why there are two handbooks!) the original green Handbook cover and every MOT and Invoice since the car ever went into a garage, 4 original Acclaim rubber mats, a spare that has never been used, a 50p and a 20p in the coin compartment and tape of Ibiza House music!

Owners of Acclaims are such nice people - the owner threw in the the steering wheel lock as well! I drove the car down to London and have done over 1,500 miles in two weeks driving and touch wood (or the plastic of the keyboard) no problems!

I am a firm believer in not keeping things on the mantelpiece and am determined to use it every day.

I am not sure why we love our Acclaims. Robert Duvall might in Apocalypse Now 'love the smell of napalm' in the morning, but I sure do love to pull out the manual choke in my Acclaim in the morning ... so there!

Our neighbours over the last 19 years and other car drivers at trafficlights look down and sneer on us for being poor and impecunious Acclaim drivers and for driving such old car, but I do not care.

I know the Acclaim will always start and touch wood or plastic again, with 5 Acclaims not a single one has ever broken down. A love to put the Triomatic in 'L' gear at the traffic lights and see the expressions on some pimply faced youth showing off to his girlfriend with his BMW M3 or Mercedes Kompressor as I leave them for dust.

I know some will disagree, but I love the shape of the Acclaim which I feel is timeless and with a little bit of imagination looks like a BMW E30 series. OK only if you were blind drunk and from a distance!

Over the last few weeks since I have been driving the Acclaim I have never seen another one on the road. The only two I have seen were off the road and for sale and in each cases in serious need of bodywork repairs.

Anyway without being sycophantic, cheers to all you

disciples out there and to our Guru and Leader, Andy Ellis, who is doing a fine job with the Web site and everything else I have forgotten to mention.

So, if any of you are in West London and see a bald, serious looking chap driving a silver CD Triomatic, do not feel sorry for him as he is blissfully happy with his car and not ashamed about it just flash your lights at him and he will flash back his lights ... nothing else!

Before I log off now after my above

tirade I wonder if any Acclaim owner or the

great man himself ... Andy ... could help me with sourcing an air conditioning unit to put on the car. I presume all the holes are in the engine block already for the compressor to be attached and the hoses and pipes and belts would have to be purchased and added as well as the switch on the dashboard.

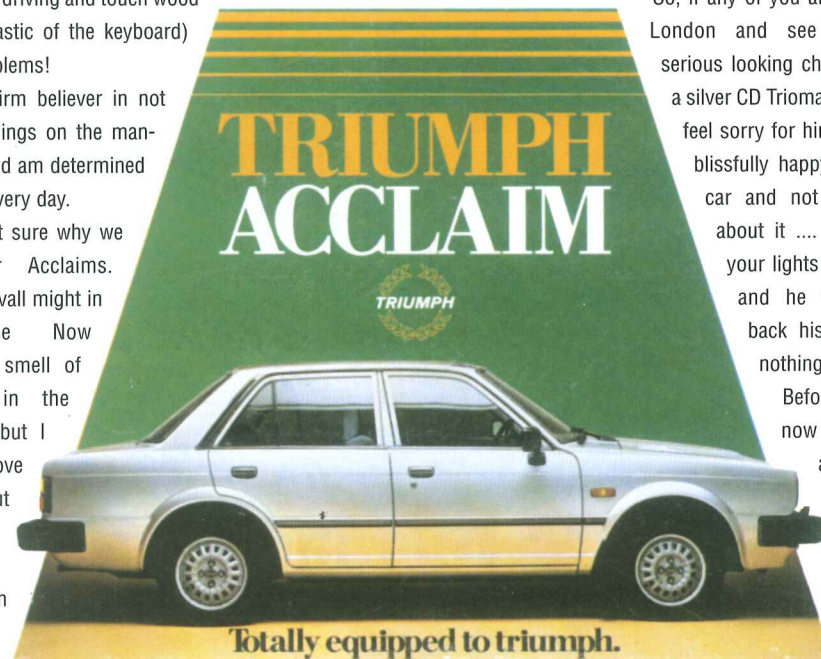
Does anyone know of a garage or an Acclaim or Honda graveyard specialist who could accomplish such an undertaking as putting an air conditioning unit including compressor, hoses, belts and switches to an Acclaim which never had one before? I am very hot and bothered with no air conditioning, being one of those people who suffer greatly from the heat.

The other subject I would like to raise is the benefit of any rust prevention measures like stone chip paint and additional under seal and Dinitrol injection etc. Any recommendations of garages which can do this?

Look forward to hearing from any of you with assistance.

David

(still very hot and bothered!)



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1959 or 1961?

By Bill Davies

I've been corresponding with Jeroen Noordman since late last year, when he wrote to ask a few questions about his Belgian assembled Herald Coupe.

I have to admit that I know precious little about the Heralds which were assembled at Standard-Triumph's numerous overseas sites. Jeroen's Coupe appears to have been first registered in June 1961, though it has a smooth roof and the distinctive early bootlid. The roof was changed in style around June 1960, whereas this bootlid became obsolete in December 1959. This suggests that the car was assembled from a kit of parts produced before the end of 1959, but not actually put together

until 1961. The other possibility is that the overseas subsidiaries were used as a way of using up obsolete parts. The car's commission number is BY3230L. Ignoring the "B" prefix, the number would be appropriate for a LHD Coupe built at Canley in late 1959. Does anyone have inside knowledge about what was going on with these early CKD (Completely Knocked Down) Heralds?

There are a few further oddities about Jeroen's car. Most obvious is



Later TRIUMPH letters on early bootlid – any others like this?

the use of the individual T R I U M P H letters across the bootlid. Canley built Heralds with the early bootlid used the one-piece TRIUMPH badge below the numberplate light, the individual letters



Jeroen Noordman's 1959/1961 Coupe

1961?



...I was expecting this.....



...or this!

produced plate, rather than a locally produced variation. Again, anyone else with a similar commission plate please get in touch.

2-piece tunnel cover may be original



being introduced with the later bootlid in late December, 1959.

Also interesting is the use of standard moulded interior trim panels. These panels were generally part of the locally sourced content for these CKD kits, along with all glass and various other minor components. Irish and South African assembled Heralds had their trim panels stitched together rather than heat welded, the heat welding here suggests the panels were supplied by Standard-Triumph in the UK.

The 2-piece gearbox tunnel looks like a good idea. This may turn out to be a later modification, but it does appear to be well executed.



More foreign Heralds

While I'm on the subject of foreign Heralds, it's been a while since I've featured anything from Shyam Krishnamachary, the TSSC's representative in India.

*"A big hello to all TSSCians- after an undoubtedly long time indeed! But I assure you that despite the pangs of guilt from not stepping forward to contribute anything to The Courier for ages (I guess that's called student life... *phew*), I haven't of course, lost touch with the Herald world, not*

the least with the Indian Herald family! In fact, I've constantly been in touch with my net-friend Karl Bhote in Pune, India- most of you might remember him from a brief-ish article I did on Indian Heralds back in the July 2003 issue, using some of his pictures. And despite being an equally



Unusual commission plate.....

Finally, Jeroen has sent me an image of the car's commission plate. This really intrigues me as I have never seen this pattern before, despite extensive research. Unfortunately this is in poor condition with most of the original printing being illegible. Nevertheless, it looks like a Canley

hard-working student, he's been (faithfully) sending me scores of pics of nearly every Herald (& Gazel) he's been spotting in Pune'- gosh there are so many out there! OK, moving on quickly....I've fished out some of Karl's long



Indian Herald with modified lights

archived pics of a very interesting Herald with a very interesting history and a Bombay regn. MRA 9831, owned by a gent named Mr. Kalyaniwala in Pune'.

Now this is actually a 1965 Standard Herald Mk1, although you find that difficult to tell as it doesn't have much of anything Mk1 in it! This car had been indigenously-and quite extensively- modified into a Group-A Rally car in the '70s and early '80s (until when Heralds were still popular in Indian rallies) and then bought by Mr. Kalyaniwala, who happened to be avid rallying enthusiast himself, in 1986. The bonnet is that of a Mk2 or Mk3, in place of the original Mk1 (1200 type) one, further modified with an 'extra' outer pair of Headlamps, a wider grille opening plus dual-lens indicators and Standard Gazel sidelights. Also modified are the wheel arches, front valence, bumper over-riders and the bootlid, which looks very much like that of a Mk3, although Karl confirms that its actually owner-modified with the recess removed!

The engine seems to be the standard 948 but fitted with a Spitfire camshaft and the gearbox is an imported Spitfire over drive.

About the interior, the dash does look original but is fitted with various extra switches and gauges (standard on all rally Heralds I guess!) and the steering wheel, which looks very suited for a rally car, seems to've been taken from a Ferrari-well, at least it has the Ferrari logo on the boss! The interesting part is that it actually bends inwards while the car rides over large bumps- I guess I'd recommend it for cars driven even on 'normal' roads if you drive in India! The car also has two fuel tanks, again typical of rally Heralds, but both are accessible only from inside the boot! And last but

not least, I recall Karl telling me that the wheels are actually imported, slightly wider ones that were used on the Herald Courier Vans(?) in the UK.

MRA 9831 has been in use, albeit on occasional drives, even after its retirement from rallying. And although it is said to still run superb, Karl rightly points out that the bodywork and cosmetics could do with a little more TLC from the owner! Aside, Mr. Kalyaniwala is very knowledgeable on all things Herald- and even Triumphs. He also happens to have personally known Nasir Hussein, who had designed the Standard Gazel and incidentally owned an imported UK Herald 13/60 (now you know the front-end resemblance!) On a sad note, I might add that Mr. Kalyaniwala recalls going rallying once in a friend's Mk3 Companion (like the one Bill's got-somewhere!), which unfortunately got overturned in a rallying accident and they ended up scrapping the car! *sniff*....

Oh well, that's quite a lot for this issue I guess! I promise to revert with more interesting news on Indian Heralds- hopefully soon....just don't hold your breath!"



Bootlid matches later Indian Heralds

Thank you Shyam. I can assure you that my Standard Herald MkIII Companion is alive and well, though it remains unregistered in the UK. Nevertheless, 2 out of my 10 Heralds are now fully roadworthy, having briefly hit a low point back in July when I couldn't claim a single roadworthy vehicle. Thankfully both of Karen's cars were fighting fit, so I could keep flying the flag whilst driving her Mk1 2000.

The recent improvements have spurred me to getting busy on my cars, so it's quite possible that the companion will see the road before too long.....

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Drive Shafts

By John Thomason

Drive Shafts.

It's well recognised that motor sport will soon show up any weaknesses in the design of a car. That's why in the good old days, apart from good PR, most car manufacturers would use motor sport as a proving ground for their cars, with improvements made for the track often finding their way onto production cars. Triumph were no exception.

Today motor sport continues to find weaknesses in a car and 35 years on, it would be fair to say that the Achilles heel of the Spitfire today in motor sport, is rear driveshaft breakages. Why this should be more prevalent today, than in the 60's when the dreaded tuck under stole the headlines is unknown, but unless they have been extremely lucky, most modern day Spitfire racers have experienced a rear driveshaft failure

at some stage or other. Miraculously, none have resulted in a serious accident. Many reasons, such as better, stickier tyres and more powerful engines have been touted as to why this should be. Many theories also exist as to how they break, but that would be an article in itself to explain the failure mechanism. However it is generally accepted that the small notch at the end of the key way on the shaft acts a stress raiser that initiates the failure.



This month's photo was sent in by Paul Russel of Rushden, Northants, along with his IVR. The car is in exceptional condition, and is well looked after judging by the extremely well documented history that James sent in, detailing all the work and money that he spends on the car.

Also that retorquing the hub nut on a new shaft after a practice/race several times extends their life (I've seen a hub nut that had been retorqued after practice, then retorqued a full turn after a race!).

As ever, a variety of solutions have been adopted to overcome the problem on the track. Some change the shaft after 3-4 races, whilst others have had the shafts made from a higher-grade material to try and raise the threshold above which failure is initiated. More elaborate solutions from the States, range from splining the hub and shaft, to machining the hub and shaft from a solid billet, which are reported to be indestructible, but cost the best part of £1000 a pair.

In my case, I avoided the problem entirely and fitted roto flex!

Yet despite this prevalence on the track, on the road, drive shaft failures are a lot less common, the front vertical link breaking takes the honours here - interestingly quite a rare occurrence on the track. The three drive shaft failures I have experienced on the road were possibly extreme examples. Two were on my London Cape Town Rally Vitesse and one on a Spitfire, which was transmitting the torque from a tuned 2.5 litre at the time! It could therefore be concluded that the standard drive shaft is more than up to the job for a road car, as originally tested by Triumph and proven by motor sport at the time. It is only more recently with more powerful engined cars and stickier tyres that the limits of the shaft are being encountered.

However, having said all that, there is a failure of the shafts that caused me to recently change both drive shafts on my standard road car.

They didn't break, they bent!!

This has happened to me twice now, and with the 'less than smooth ride' of the Spitfire it is very difficult to diagnose except in extreme circumstances. On both occasions it was only by chance and other circumstances that led to the discovery that the shafts were not running true. The first instance was my old road car OSW that I used daily without noticing anything untoward - as I say the Spitfire is not renowned for its smooth ride. It wasn't until I had cause to put it on a rolling road that the problem became evident. The car jumped about so much on the rollers that the car couldn't be tested!

The second instance has occurred on my current road car. Here first signs of something being amiss were a vibration under aggressive, heavy braking. Naturally this led to a complete check of all the usual culprits on the braking system, concentrating mainly at the front, but to no avail. The problem persisted, eventually, deciding that the problem was at the rear under braking. As time went on a very slight vibration could just be detected at high motorway speeds - not as severe as prop shaft vibration.

In the end with the drum fitted inside out, such that a dial gauge could be run on the smooth friction surface of the drum (the outer cast surface of the drum is far too rough) a run out on the shaft was detected. Under hard braking, the drum on the hub running out of true, was juddering on the shoes. Thinking back, the vibration had started nearly 18 months ago following a driving holiday in Southern Ireland. The roads had been very rough!

The following is an article I wrote over 14 years ago (doesn't time fly) for the Courier which may prove of interest, on how to change the rear hub bearing/driveshaft on our cars.

REAR HUBS

Diagnosing a worn or failed rear wheel bearing on the Spitfire (or any other Club car) can be very difficult. If you can hear a regular clunking noise coming from the rear of the car, particularly when turning a corner, then it is likely to be a worn halfshaft UJ.

Replacement of the rear wheel bearing is one of the few jobs on the Spitfire that may prove difficult for the less experienced enthusiast. The task is made extremely difficult, if not impossible without the use of a good, strong vice. It is a job that can take as short as half a day or as long as a week, since removing the unit from the car involves undoing a lot of bolts that are quite often seized, such as the spring eye, trunnion bush and tie rod bolts. Whilst going to the trouble of stripping down the rear suspension, it is well worth replacing the halfshaft UJ and trunnion bushes at the same time. However, we will concentrate here on the bearing replacement which is demonstrated by the following sequence of photos:

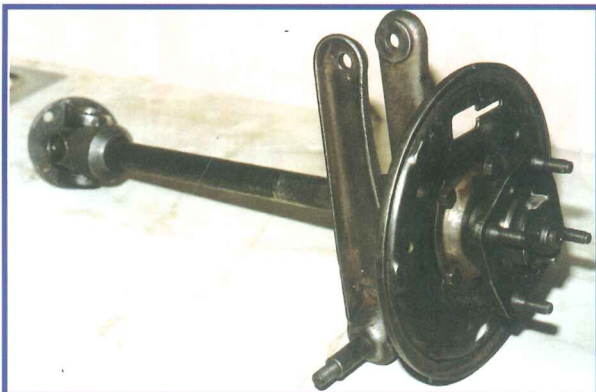


Fig. 1 Starting with the halfshaft assembly on the bench, remove all the brake components from the backplate, i.e. brake shoes and retaining clips, brake shoe adjuster and the slave cylinder. Remove the vertical link from the bearing housing. Easier said than done I know, especially if the bolt wasn't greased/lubricated when the bushes were last changed. You may have to resort to hacksaws and big hammers! Next, remove the large nut on the end of the shaft which is very, very tight. One tip here is to try and loosen it while the whole assembly is still on the car. The nut is exposed by removing the plastic hub cap. Refit the wheel without the hub cap and with the wheel back on the ground you really have something firm to pull against when undoing the nut.

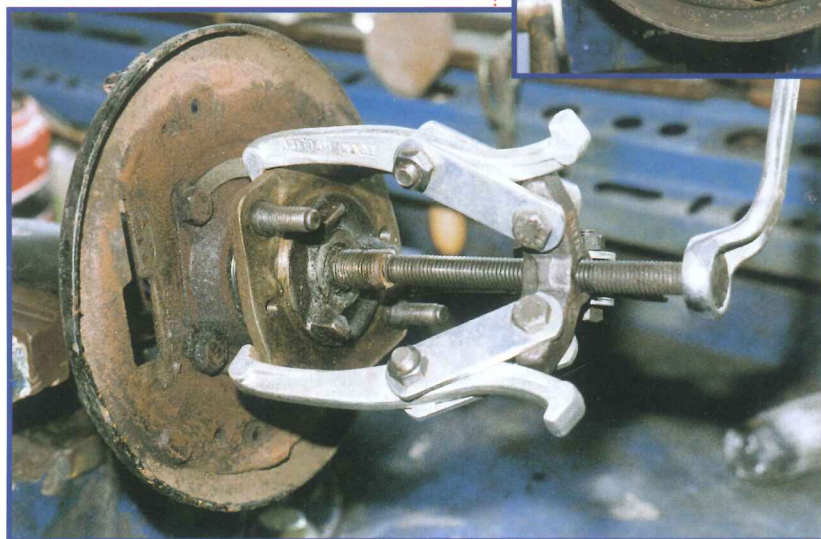


Fig. 2 Removal of the actual hubs from the halfshaft is the most difficult task of the whole operation. Proprietary hub

pullers are available as shown but without fail over the years I have never had any success with these or the more heavy duty versions. The Club sell a hub puller based on the original Churchil tool. I have had an 85% success rate with this. As a final resort use a hydraulic press at a small engineering firm to remove the hub from the halfshaft taper. The loading that has to be applied is quite phenomenal; in one case the hydraulic pressure reaching 6 tons/square inch, clearly indicating why the type of hub puller shown here isn't up to the job. I have tried some the 'homeade' dodges, such as using an old hub

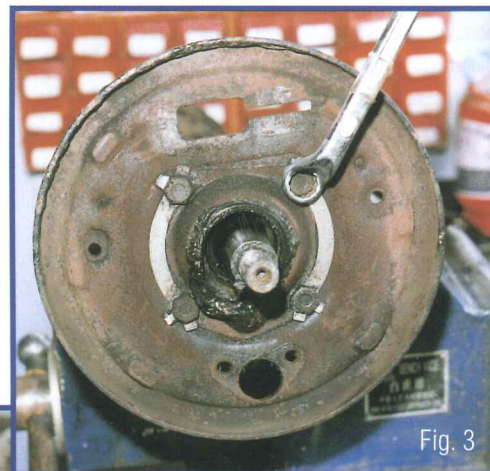


Fig. 3

hub 'split' using a hydraulic press, apart from avoiding a lot of banging and crashing and cursing, is that there is less chance of damaging the components, particularly the thread on the end of the shaft.

Fig. 3 With the hub removed, bend back the tab washers and

undo the four bolts securing the back plate, grease trap and front seal.

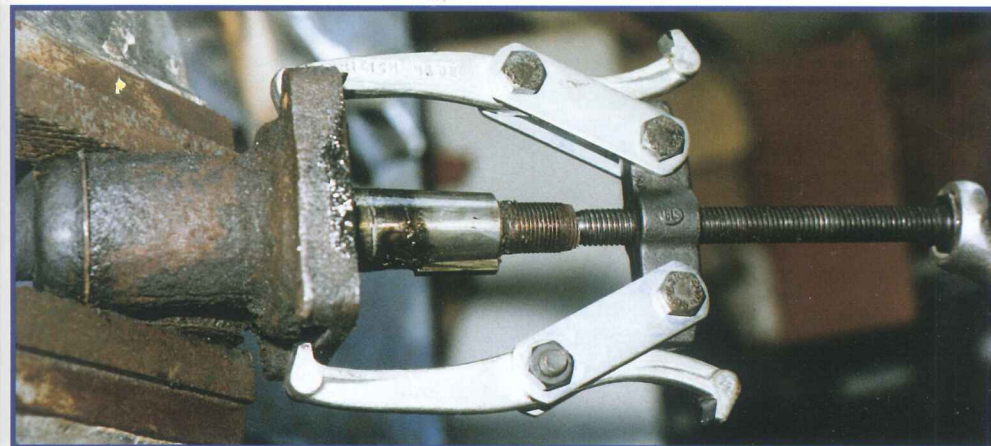


Fig. 4 The bearing housing/trunnion can now be drawn off the shaft. The proprietary hub puller is usually man enough for this job but the engineering firm may as well do it for you at the same time as the hub.



Fig. 5 With the housing removed, all is revealed. Hope that the shaft looks like the one at the top and not the one at the bottom, where the needle bearing has obviously failed and caused serious damage. Check also that the shaft (new or second hand) isn't bent. You don't want to reassemble everything as I once did, only to find I had a wobbly wheel!

Fig. 6 Holding the housing in a vice, drift out the inner oil seal, followed by the needle bearing. I am not really using a screw driver! Turn the housing over and drift out the large roller bearing. Keep the old bearing for now.



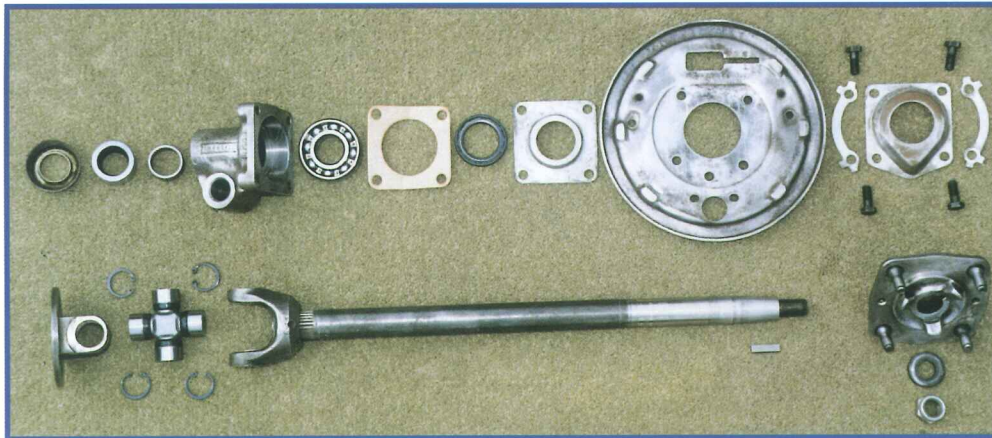


Fig. 7 Shown here are all the components ready for reassembly onto the halfshaft. Cleaning all the components prevents you getting dirt into the new bearings during reassembly.



Fig. 8 Using a large socket, tap in the new needle bearing, lettered end trailing, followed by the new oil seal, with the lips and 'spring retainers' trailing, i.e. facing outwards.



Fig. 9 Using the old bearing and a socket as shown, drive the new roller bearing squarely into the housing.



Fig. 10 Make sure the bearing and housing are well greased.



Fig. 11 Refit the flinger/stone guard, followed by the bearing housing. The question is how far along the shaft do you push/tap the housing? The method I use is to use the hub and socket as shown to drive the housing down the halfshaft until the hub reaches the halfshaft taper. Make sure you grease the taper, otherwise you won't be able to remove the hub again!

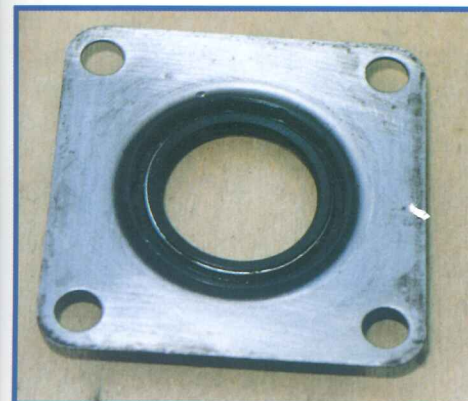


Fig. 12 Fit a new oiled seal into the seal housing such that the retaining spring is visible.

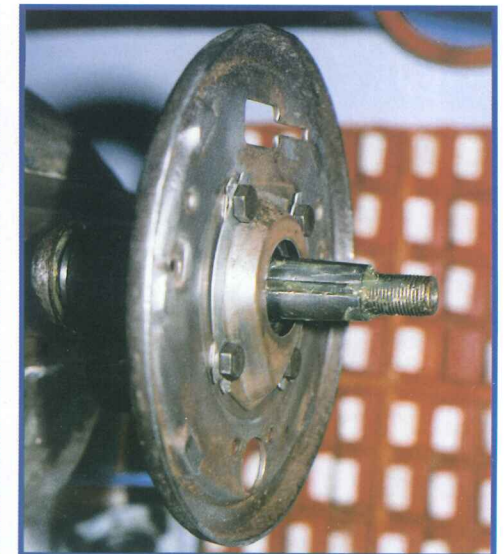


Fig. 13 Smear the paper gasket with grease and reassemble with the oil seal, back plate, grease trap and tab washers to the bearing housing. Remember to fit the back plate such that the wheel cylinder cut-out is at the top and also the grease trap taper faces downwards. Don't fully tighten the four bolts just yet, wait until Fig 15.

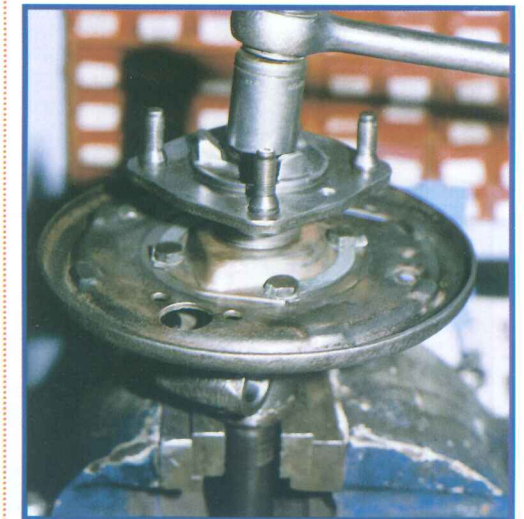


Fig. 14 Ensuring that the taper is clean and that there are not burrs on the hubs and the keyway, fit the key and hub to the end of the half shaft. Secure the hub with the larger washer and nut and tighten to 90 - 120 lb/ft. It may be that, as with the removal, you can only finally torque it up when back on the car.

Fig. 15 The front oil seal actually runs on a machined surface on the end of the hub. By holding the halfshaft and turning the bearing housing/back plate several times the oil seal can be centralised onto the hub. Once centralised, tighten up the four bolts and tap back the tab washers.

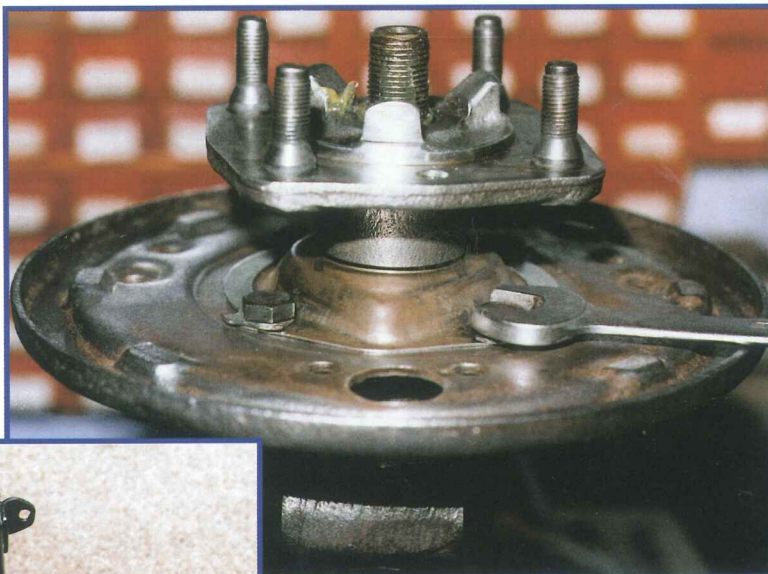
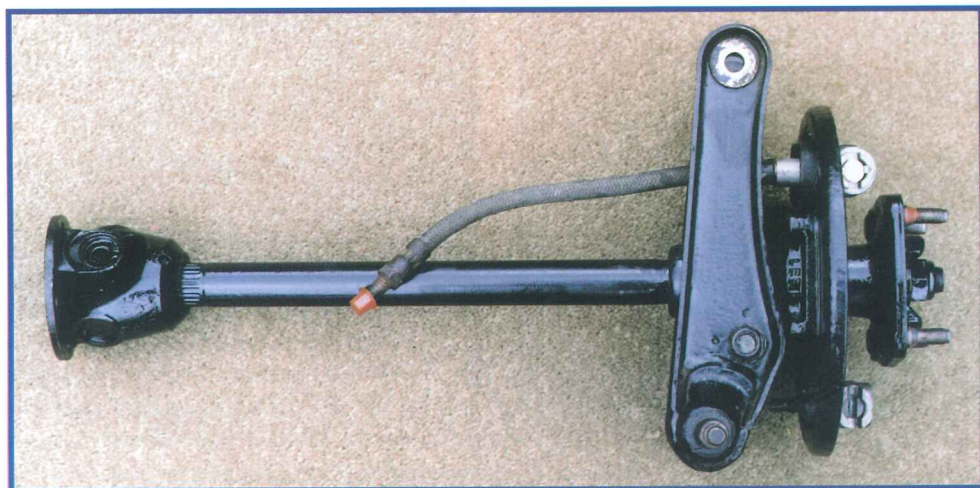
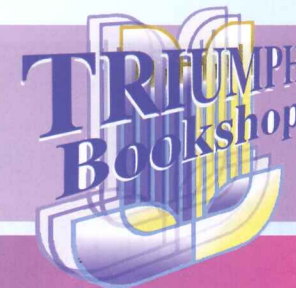


Fig. 16 Finally, tap back the flinger to provide a working clearance with the end of the bearing housing. Fit a grease nipple and pump grease into the housing. The outlet for the grease is a small 1/16th hole drilled into the top of the bearing housing. Unfortunately, this becomes blocked with paint/dirt etc. and the grease usually overflows past the needle bearing, seal and flinger.

Fig. 17 The completed unit with new UJ and nylon trunnion bushes. With the assembly back on the car and the brakes bled, you will have completed one of the more difficult DIY tasks on the car.



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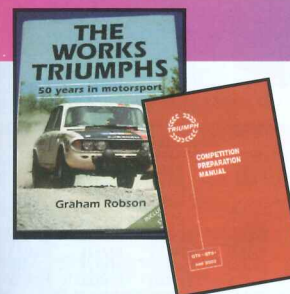
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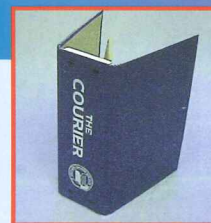
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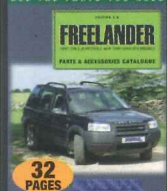
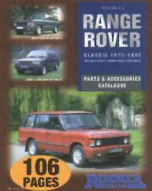
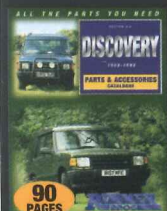
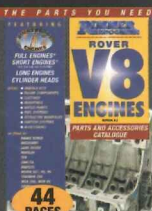
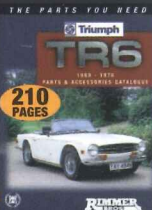
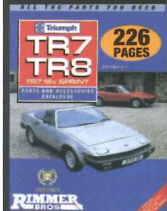
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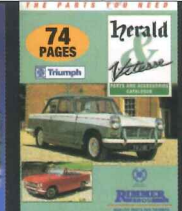
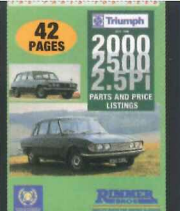
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TR4	-	£156.87	-	£234.94	£287.88
TR4a	-	£182.13	-	£222.08	£287.88
TR5/6	-	£152.75	£213.92	£229.13	£311.38
TR7/8	-	£164.50	£243.23	£223.25	£299.63
Spitfire	£123.38	£146.88	£206.68	£199.75	£270.19
Herald/Vit	£132.19	£177.00	£155.69	£200.67	£294.30

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TR6	£201.83	£201.83	£71.92	£29.38	£317.76	£227.70	£205.63	£207.98
TR7/8	£152.69	£311.38	£58.69	£44.66	£170.26	£170.26	£99.88	£99.88
Spitfire	£43.64	£87.26	£40.53	£33.64	£667.58	£315.68	£282.00	£293.69
GT6 (Mk3)	£43.64	£87.26	£40.53	£33.64	£701.73	POA	£282.00	£293.69
Herald	£113.28	£106.06	£87.50	£31.56	NLA	POA	£146.88	£146.88
Vitesse	£133.10	£106.06	£87.50	£31.56	NLA	POA	£146.88	£146.88
Laminate	-	-	-	-	-	-	-	-
Dolomite	£82.21	£223.25	£85.59	£22.91	£129.25	£129.25	£217.38	£135.13
2000/2500	£455.27	POA	£80.63	£32.31	£194.52	£151.26	£310.11	£184.18
SD1	£52.88	£105.75	£70.44	£93.94	£146.88	£205.63	£81.08	£81.08
Range	£182.13	£176.25	£146.88	-	£599.25	ENQ	£88.13	£88.13
Rover	-	-	-	-	-	-	-	-

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Pembrey & Mallory

**Pembrey,
22nd August
A Triumphant 'Welsh' GP**

Driving from one end of the M4 to the other (twice) is not my first recommendation for a restful weekend, but then it's at

and then hung around while everyone else went through... all passed, no issues 'you see' it can be done!

As I have mentioned, the circuit is a bit out-of-the-way and this was shown in the grid of only 14 cars. However, nine of those were TSSC cars! Six in class C and three in class A.

The circuit was a little damp after a light sprinkling of rain at breakfast, but a dry line was forming by the time we went out for our practice session. Of the 14 cars it seemed all but me simply blasted off around the circuit. And in the following 15-minute session I only saw three other cars. It felt like I had the track to myself.

The circuit is a great little venue for racing, with a long back



Pembrey Grid

the weekends that we do our racing. So how can we complain?

The five-hour trip had us arriving in plenty of time for this Aston Martin Owners Club meeting - the weather report was for rain but that wasn't going to stop us.

Being the fourth race of the day meant a pretty leisurely morning for the usual signing-on and scrutineering. But not wanting to have it all happen in a mad rush like Donington previously I was first Triumph in the queue for the scrutineers. Passed with no problems

straight with a 'flat out' kink in it, a hairpin at the end of the start/finish straight and long, long left hander and a corner called 'Spitfires'! It is truly a great drive and well worth the trip.

The session was going fine until the last lap when I became the only casualty as when I applied the LOUD pedal coming out of the long left-hander the engine suddenly lost a small (but very noticeable) amount of power. Round the next corner and on the next straight it was beginning to 'clank' and down the back straight it was clanking more,!!? Yes, you guessed it, a big end had given up and my day was over.

Off came the head to reveal an impacted piston (with the head); no real damage but lower down were the tell-tale signs of a spun bearing... time to pack up and start spectating.

Now down to 13 drivers, it was Andy Vowell who had qualified on pole,!! yes, outright pole, along side him in second spot but



Nig rings the engineer

2 seconds adrift was John Thomason followed closely by Kev Hadfield. Then we had a couple of TRs and Dave Thompson, Steve Adams and myself (although I would not start). Barry Blakeley had taken the pole in class A, with

expected, got a flying start and was up to fifth by the first corner!

Andy held the lead over John and Kev and that's how



Pembrey Class C

Mark Hadfield half a second behind and Martin Stackpoole being new to this circuit was a couple of seconds adrift.

The surprise, though, was that Graham Miller (TR7V8) was at the very back of the grid. He said claimed he was bedding in some new 'bits' but seeing as Martin Adams was the only other Class F car, we all agreed he had just set himself the challenge of overtaking everyone in a single lap!

they circulated for the first lap with Graham breathing down their necks. Graham made his move while passing the start line on the next lap and they went three abreast into Hatchets Hairpin.

It was John Thomason who came out in front followed by Andy and Graham. Followed a little too close it would seem, as when John 'lifted' slightly for the next corner Andy overran him, which resulted in a shunt. John was

Rounds 7 & 8

By Nigel Gibbins

In the lunch break, it seemed as if half the drivers had their cars in pieces. Martin had been 'black flagged' after his exhaust had worked loose, Dave was replacing the differential, Steve was trying to fix his traditional fuelling problem. But by the time the race came around all was ready to roll.

Thankfully the rain held off and the track was dry as the cars exited the assembly area and when the red lights went out Graham, as

knocked off the circuit and Andy and Graham went through. Graham was to stay behind Andy for the rest of

slipped through - or had Barry slipped back? Then it was Mark's turn to lose out as he slipped to the back on lap 4, leaving Martin in class lead in only his second race.

That's how it stayed until lap 10, when Barry got it all sideways and spun to a halt on the long left hander, only to recover and lose it again half a lap later. This time though Barry wasn't so lucky as it was the pit wall that brought him to an abrupt halt and made an awful mess of his car. Barry was okay, if a little stiff, but it looks like his racing is over for the year. Afterwards, we recovered Barry's stricken car and helped load it onto the trailer, his own excuse for the accident was 'I just ran out of talent'.



Pembrey Podium

the lap until the start line came around again and the V8 grunt put him in front.

John regained the track at the back of the pack and drove a blinding race to recover, picking off driver after driver for the rest of the race. Obviously he had something to prove as he set the fastest lap while doing so, eventually finishing fourth overall and second in Class. Andy finished second overall and of course first in class.

Kev started in a seemingly comfortable third slot until around mid race when Dave started to catch him, and it was only a few laps from home when a rather rude overtaking manoeuvre (Dave's description) put Dave in front. Steve Adams suffered gremlins that forced his retirement on lap seven and of course I was a DNS.

Class A, was sheer entertainment in the first few laps as first time through it was Barry leading Mark and Martin with less than half a second covering them all. But by lap 3, Mark and Martin had both



Mallory Scrutineering

Mallory Park, 29th August

Mallory munches engines!

It's official now; race days start the night before! Saturday night saw most of the Triumph 'village' firmly deployed around barbeque, beer and birthday cake to celebrate the birthdays of both Diane Hadfield and Andy Vowell. Champagne was flowing and apart from Angs' amazing technique at lighting a barbeque there were no mishaps and though I apparently now owe Ang a haircut as somehow it turned out to be all my fault!!?

The next morning, after a light sprinkling of rain (again), it was business as usual. With my engine in pieces with a scrapped con-rod, crank and bearings I was there only in my official capacity. Barry was also there but again without his car which was still rather twisted. We consoled each other by trying to win a sulking contest of some kind - Barry won!

The contenders of the day were of course Andy 'Birthday boy' Vowell and John Thomason as usual in Class C, also in attendance was Clive Gimson, Karl Dandridge (who had quickly repaired his car after a half shaft failure while testing the Wednesday before), Rej Jane, David Thompson and Steve Adams.

talk was all about the weather. Rain was forecast and the only question was when would it arrive?

Practice was dry even though there was a slight 'spittle' of rain during the period and in the fifteen-minute period most drivers managed fifteen laps! The unlucky ones were Edwin Driver (TR2) who threw a rod at the end of the session and Karl Dandridge who destroyed a bearing in his GT6. So there were two more entrants on the sulking competition for the day - Barry still won although Karl was a close second now.

So the grid panned out with John Thomason (4th overall) beating Andy Vowell to the pole by a third of a second with Rej in third and Kev, Clive, David and Steve following up.



Mallory Class C

Martin Stackpoole was eager to capitalise on his Pembrey win and Mark Hadfield was equally as keen to stop him. Michael Davis, who has been driving his racecar to the meetings since Rockingham, was busy changing his points as they were giving him trouble but was confident of making the race.

Scrutineering went without a hitch and everyone was given the green light for a days racing. But as usual the

Martin had taken the Class A pole in a staggering 58.9 seconds followed closely by Mark and then Michael.

Lunch was the usual smattering of spanner work on various cars, fixing the small oil leak, water leak, changing brakes attending 'drivers briefings' oh, and getting something to eat!

Second race of the afternoon put the race start at 13.50hrs and still with no sign of the rain, everyone



Martin Stackpole

despatched themselves to assembly with fingers and everything else crossed.

When the red light went out, Mike Hazelwood, who was directly in front of John Thomason stuttered away slowly from the line and John had to swerve violently to avoid running into the back of him. This of course hampered his own get-away but not nearly as much as the stationery car and John's swerving must have hampered everyone else and no-one got in front

to give up, as he reeled John in until on lap 10 he was only 1.5 seconds behind and less than a second on the following lap. But Andy couldn't get on full terms with John as neither was letting up or making mistakes. It was evident how hard they were trying as they both smashed the current lap record by over half a second! But as consolation for second place Andy took the fastest lap in Class C by a mere 0.056 of a second!

Slightly further down the field Rej Jane was well clear of any competition in third slot until lap 11 when he started to slow.



Mik being lapped

of him, and by the end of lap 1 he was in second place overall. Andy Vowel was up into fourth and only a second and a half behind.

John pulled out a lead of around five seconds over the course of the next few laps but Andy wasn't about

This revealed itself to be another sick engine as a bearing gave up on the penultimate lap and Rej finished to the cacophony of a blown big end, which had dropped him down to fifth place in class.

Kevs' fourth place was cruelly taken from him on lap 8 when

his engine also developed problems and gave up on him. This left Clive and David to battle out for the third place trophy. Clive initially had the advantage of nearly five seconds on Dave, but a spirited final few laps from David put him a mere 0.746 seconds behind at the finish.

In Class A, Martin capitalised on his pole by staying ahead of Mark for the first lap. But Mark hit back on lap two and got in front. Martin wasn't playing this game as he immediately came back in front on the next lap and started building a lead which he kept until the chequered flag came out.

Mik had a difficult race when his clutch gave up and he had to drive nearly the whole race without it!

By the time you are reading this, the championship will have been decided and both Cadwell Park and Brands Hatch will have been and gone. However, if you are still feeling like you want to see a Triumph race then if you can make Lydden Circuit by the 23rd October then you can see our last gasp non-championship race for all and any Triumphs.

Mallory Pics Courtesy of James Carruthers

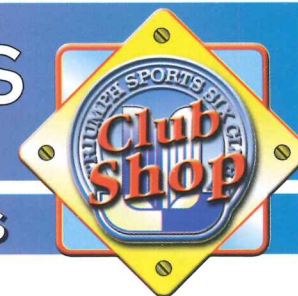
Championship Table 2004

Class A		POINTS
83	Barry Blakeley Spitfire	47
62	Mark Hadfield Spitfire	38
65	Richard King Spitfire	25
33	Martin Stackpole Spitfire	22
76	Kevan Hadfield Herald	19
43	'Mik' Davies Spitfire	16
Class C		
50	Andy Vowell Spitfire	58
77	John Thomason Spitfire	40
70	Dave Thompson GT6	36
70	Karl Dandridge GT6	30
54	Ralph 'Rej' Jane Spitfire	13
5	Paul Lucas Spitfire	11
56	Clive Gimson GT6	11
21	Nigel Gibbins Spitfire	10
58	Andy Winterton Spitfire	5
55	Steve Adams Spitfire	4
//	John Davies Vitesse	0

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Spanish Event

By Philip Willcocks

Hola!, I'm pleased to see that Wayne Matthews in Spain has not only found time to write a report for The Courier but also to promote an event he is holding next Spring.

It's really important that he gets feedback from anyone interested so that he can gauge the organisation required. Batea is stunning area just south of Barcelona and a feasible drive from the UK with or without a club car. I'm planning on going there in the TR6 - see you there! Philip

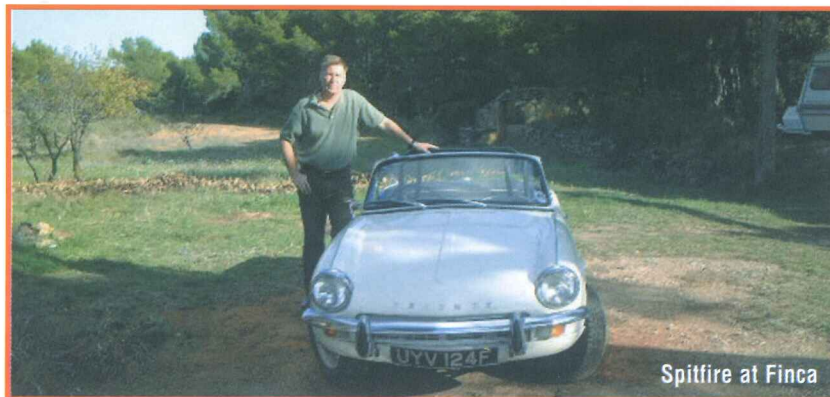
Hi folks, Wayne here.... Since I last wrote we have been busier and busier with the farm. In

addition to my Triumph, I am now the proud owner of a SAME 45 Aurora tractor (1978), soft (or no) top like my Spitfire. If anyone out there knows where I can pick up a repairs manual I'd be grateful!



SAME 45

It has become clear to me over the last few months here that there is an ever growing interest in classic cars in Spain. Cars hold their price and are a good deal more expensive than in the UK, probably to do with the weather and hence lack of rust. There is particular interest in SEAT and Porsche classics. Even in our small village there are a few enthusiasts other than myself. The



Spitfire at Finca

other week we saw a whole series of classic SEATs driving through our local town.

As a result of the level of interest and the fact that this is a stunningly beautiful, and relatively untouched corner of Spain (Batea, Catalonia -

Batea Wine fair



North East), we have decided to hold a car rally next year. The proposal is to host a classic car rally one weekend next May or June (dates to be confirmed) incorporating :

Judging of cars and cups & medals for the best cars. Boot sale, hopefully with classic car part stalls. A gentle drive through stunning countryside to the village of Horta de St. Joan where Picasso spent a year during his 'Blue' period. Wine tasting in local cellars, possibly combined with a regional



wine fair (4 wines of the region (DO Terra Alta), including one from Batea were recently judged as Excellent in the new edition of Robert Parkers wine buyers guide). Rally at the farm with food, bar and entertainment (evening meal on the Saturday in a local restaurant, with music and dancing, will be optional)



Horta from Picasso Museum

As it is the first year there will be low cost entry for classic owners. Basic camping and BBQ facilities will be available on the farm for the weekend of the show, and longer if desired (itineraries for longer stays in the region can be provided). More luxurious accommodation (hotel or rustic farm house) is also available close by.



Corbera as it is Today

Any war enthusiasts will also be interested to know that this region played host the last bloody battle of the Spanish civil war (the battle of the Ebro). The local village of Corbera was completely bombed and can be visited today, as it was left after the war. There is also a museum in the nearby town of Gandesa.

Other attractions are Tarragona, with its Roman history, around 1 hours drive away and, of course, Barcelona, 180km from Batea. For children, the coast and Spain's equivalent to Disney, Port Aventura is less than an hours drive away. Bird Watchers will be interested in the Ebro Delta (just over an hours drive), home to flamingos and other interesting species.

Information on ferry and travel times will be provided. To minimise the drive, the Plymouth to Santander or Portsmouth to Bilbao routes are the best options. We will also check out the possibility of Motor Rail.

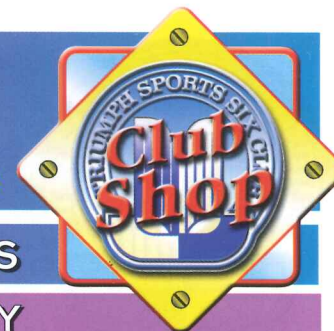
It is important at this stage that we gauge levels of interest. If you want a cheap, entertaining holiday in North East Spain and are interested (interest does not imply commitment at this stage) please e-mail me at wr_matthews@hotmail.com.

Hasta luego,

Wayne.

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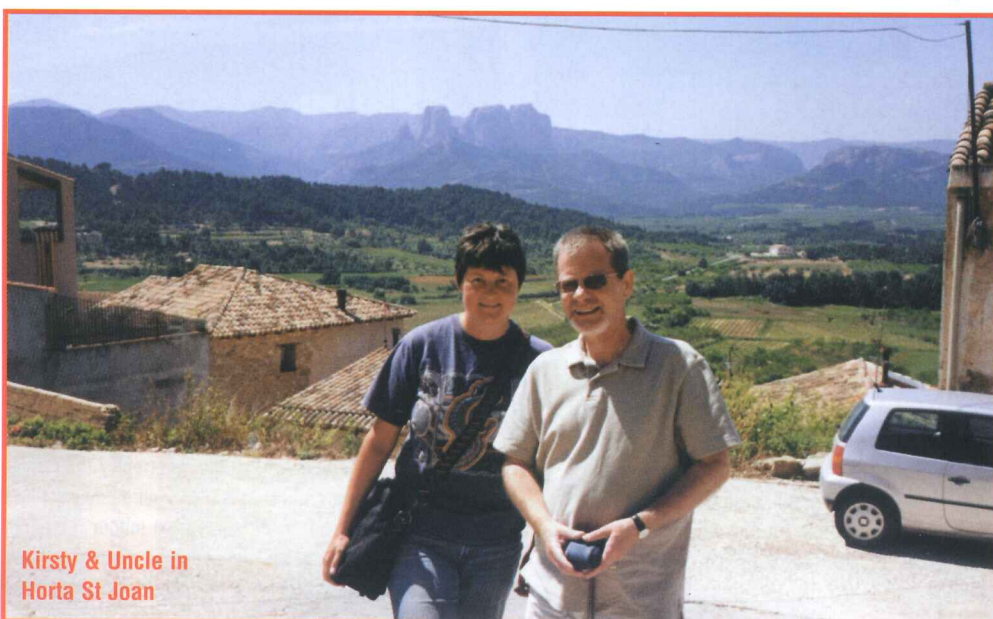


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Kirsty & Uncle in Horta St Joan



By
Bernard Robinson

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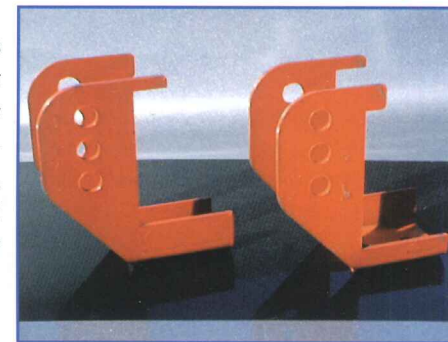
Distributor Pedestal

As requested by the racers but also suitable for all you road racers is this lightweight aluminium 4 cylinder distributor pedestal. Machined from billet to the highest specification, it actually works out cheaper than the last price we had on the original heavy old cast iron when available! With the amount of lightweight aluminum products available for your Triumph, your engine bay should slowly but surely be changing colour, your performance improving dramatically and your handling improving to boot (improving weight distribution front to rear). Part number; 121530A, price £19.95 inc VAT, in stock.



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Assembles and disassembles in minutes.



Centre lift bridge can be placed anywhere along the car to jack for wheel removal or to support individual parts.

RFL can be contacted on 01207 590163 or e-mail sales@robertsforgelift.demon.co.uk



READERS

Write . . .

Well Done!

Congratulations to Angela & Andy McGowan on winning the gold award in the standard class at the TR Register International with their superb Wedgewood blue TR5A
cheers

Chris Mills

May I Point out...

I'm writing in connection with the letter from Christine Hughes that was published in the September 2004 Courier (page 71) concerning an alleged Stag fraud on eBay.

The wording of the last paragraph (see below) is presented in such a way that it implies the seller involved was Classic Triumph. I would like to point out that Classic Triumph, which is both my company name and eBay seller id, is not in any way involved in such activities or do I have any knowledge or involvement in the alleged Stag fraud.

Paragraph in question reads; "To make matters worse, the car is back on eBay (at the time or writing) albeit with a slight alteration to the wording, but still not giving a true description of the car, but my main bone of contention is that they are still using pictures of a very good and different car. It's on the second half of page 2 of the Classic Triumph listing if you would like to see the pictures"

I regularly buy and sell Triumph related parts on eBay as Classic Triumph and when you consider



Andy McGowan Collects his Trophy

that an item for sale on ebay is considered to be a listing, perhaps you will understand why I'm concerned at the implications of what has been printed. Such implications, intended or otherwise can be immensely damaging.

By coincidence, I'm currently selling my own Stag which also happens to be white! Fortunately, I've not tried to sell it on eBay as yet.....and now probably couldn't in any case!

I suspect the author meant to say (or perhaps should've said) something along the lines of "it is on the second page of classic cars for sale-Triumph".

I acknowledge that this is nothing more than an unfortunate choice of words but I would like a correction in the next Courier magazine clearly pointing out that Classic Triumph eBay listings or myself are not in anyway connected with this alleged fraud.

Steve Phillips

82/03806

Copper Hose Replacement

The purpose of this letter is twofold.

(1) To thank publicly John Macrow Area Organiser of the South East Area for a solution to a problem with my 1965 Triumph Herald and

(2) to pass on his idea to anyone who may find it useful.

I have a Delaney heater that had its original 90 degree hose attached. Although it had not split, I was looking for a replacement on the basis that prevention is better than cure.

Instead of what I assume would have been a fruitless search for a replacement hose, I mentioned my need to John. He immediately said that he could replace it by soldering a right angled copper joint (available from hardware stores) to two short straight copper tubes, to which he could attach (with circlips) short pieces of straight rubber hose, that in turn would be attached by second circlips to the heater and the engine.

After about 30 minutes, I had a connection that will probably never need replacing

Again thanks to John Macrow for his kindness and a job well done.

I hope that the idea will prove to be useful to others

I. John Gasson

Le Mans Weekend

We would just like to say a big thank you to Phil and his team for organising the Le Mans trip. We thoroughly enjoyed ourselves, an experience not to be forgotten. Also a big thank you to Mark and Jo and Team Jigsaw for entering the event and making everyone so proud of them



and of ADU 1B. A very well done for winning your class. Team Jigsaw has managed to bring the Triumph name back to the forefront of motor racing, albeit classic motor racing. We look forward to the next classic Le Mans! We also enclose another picture of a sign we spotted in New York while on holiday and to set it off it had the Empire State Building behind it!

Tony and Frances Locker-Lampson



Thanks for the Warm Welcome IOW

My family and I would like to thank the Isle of Wight Area for once again giving us a warm welcome. Lots of people always thank them for their weekend event in the May bank holiday that they organise, but due to work commitments we can never make.

So we make a point of attending club night at the Woodsman's Arms at Wotton, when on the Isle of Wight: This is two or three times a year.

They are a great bunch who always include us in whatever is going on. Even our 9 year old Joseph, when there are no other children there. We now try because of this to arrange our island visits around the 3rd Monday of the month, and can't wait 'til we can at last be full time attenders.

**Allan Jannaway,
Janet Hopkins and Joseph Hopkins**

Knock Knock ... what's that?

It all started about 4 years ago with a slight knock on the rear wheel, drivers side, as the wheel turned. It was worst at 15-25 mph, even coasting with the engine off. So the easiest way out was off with the drive-shaft and the worst worn UJ ever seen - the nearside one was near perfect. Fitchet supply a recon. one complete with brakes; a lovely thing but the knock was worse. Many mechanics looked and said "Something is wrong - the driveshaft is wobbling as if bent. It might be the flange on the diff". A very nice man changed the bearings and checked the diff. - it was not the flange. By now, when driving near home, people on bikes passing were stopping to let me know there was a knock coming from my back wheel and did I know about it? The propshaft was reconditioned and balanced.

The whole car was a body-off job about 15 years ago and had only done 20,000 miles since. The knock when on a jack under the vertical link to get the driveshaft into driving position is just behind the back plate and is clear with a tube in the ear and touched around the bearing at 20 mph, it shows the wobble has to come out somewhere and as the UJ is new, it can't come out anywhere else. I have now put the old driveshaft on with the worn UJ and the knock is a lot better but, of course, the wobble which is still there

can come out as the clicking UJ we all know. The near side drive shaft runs with no wobble. All bushes, including the rear of the diff are OK.

What can I do next?

C A Morris
Shrewsbury

Ministry of Silly Plates?

Oh dear me Michael! It's not your whole article on page eight of Courier number291. Just the last four lines. 'I don't make the rules' do I hear you mutter? No of course you don't. But it's your reaction and comment in open forum that is upsetting, my friend. Control over people eh? People who feel it 'necessary' to alter plates to fit their whim? Stupid. Ridiculous. Nonsensical. No Mike, not really.

People still love and value their freedom of expression. After all GB and its allies fought at least two world wars for the freedom to be able to do just that. If the 'silly' number plates you mention were unreadable (assuming that such identification is necessary at all - and I would



actually contend that, over the years - oops that should elicit a response!) then I would agree with the DVLA and vote for total uniformity of letters and numbers.

But such number plates, far from being unreadable are often easier to read, easier to recall and thank goodness, bring a little humour and light into the snarl ups of today's traffic. Safer I think than constantly watching our speedos which we have to do now it seems instead of just driving carefully. After all, what is it the highway code says? Oh yes I remember from my driving test back in 1953! One must be able to read any number



plate easily from a distance of 25 Yards. Well - dear DVLA (and Mike too) what is the difference between reading DICKY and D 1 CKY? I reckon the first arrangement is actually clearer.

And whilst I am airing my view do have a look at the number plates in the photos, taken by me in Australia, New Zealand and in the USA. Are you saying, Michael, that all Aussies, Kiwis and Yanks are equally stupid too? I do hope not 'cos people in those countries relish the freedom they have to show how they feel. It's good, it's



great and long may it be so. Never mind, now the DVLA can have another department as in Monty Python. Perhaps it will be called the 'Ministry of Silly Plates'. Should be good for a few hundred extra employees!

Russ Henshall.

Classic British Quality Charter Announces New Chairman

CBQC is delighted to announce the election of Geoff Smith as Chairman of the Board of Directors. Geoff, pictured with one of his own cars, replaces Charter founder John Quenby who has retired for personal reasons.

Geoff, who has been a Director since the incorporation of CBQC as a limited company, comes from a background in industry, mainly the motor industry, involving manufacturing, engineering and human resources. This culminated in Jaguar cars from which he took early retirement. More recently

he served as Chairman of the Federation of British Historic Vehicle Clubs (FBHVC) for five years and is currently Vice-President of the Federation Internationale des Vehicules Anciens (FIVA) whose main role is to monitor, and where necessary challenge, safety and environmental legislation from Brussels that may put at risk the freedom of the road for historic vehicles.

Geoff strongly believes that the concept of the CBQC is valuable for historic vehicle owners. The old vehicle movement generates approaching £2bn per year and it is important for customers to have guidance on a range of companies they can use, for parts, restoration or any of the many other services they may need, who are committed to quality and good service. The continuing aim of the Charter is to provide just that.

In accepting this post Geoff said - 'I believe the future of the Charter is to continue to monitor standards and to steadily expand its membership, enabling owners of all types of historic vehicle access to suppliers of Charter recognition.'

NB. CBQC is a 'not for profit' company limited by guarantee set up to act as a standard bearer of high quality workmanship and excellent service. It provides a demonstration of the commitment to excellence to potential clients - the owners of classic and historic cars and motorcycles. For more information please go to

<http://www.classcar.com>



STANDARD TRIUMPH

Berkeley Square London W1.

GROsvenor 6050

I don't know about you, but personally I find these 'new style' number plates about as interesting as dried parsley on a piece of badly boiled fish.

I suppose those who dreamed up the latest configuration of new area codes, registration periods and alpha suffix combinations knew what they were doing - but it all seems rather like telephone numbers that are getting longer and longer by the year. What makes it worse - as far as phone numbers are concerned - is that with increasing frequency, I key in the number I thought I wanted, only to get a plummy accent with a clothes peg on its nose telling me the number doesn't exist! As for Directory Enquiries, there was a time when you dialled 192 and got an immediate response from a human being. Now, you dial 118 and three extra numbers, a voice tells you you're in a queue and "to serve you better it would be helpful if you called at another time"!

I digress.

Trawling through some recent copies of 'Courier' I was pleased to see Suzie Singleton probing the issue of registration numbers and that ARW 575 B (a Mk 2 Spitfire that appeared on factory brochures in the mid-sixties) is still in the land of the living and appears to be as hail and hearty as ever. I was interested too, in Dick Plumridge's IVR treatise in the same issue with particular mention being made of a Saffron Vitesse VRW 655 J

By John Macartney

- but I'll deal with that a little later.

Dick, like many others within TSSC and Triumph Clubs as a whole, is to be commended on all the work to trace build histories and record production/manufacturing techniques, because this all helps the enthusiast who 'wants to know more.'

However, I must take issue with Dick on two very minor issues - and for no other good reason than that if they remain unchallenged, there's a good chance his words may become Holy Writ. There's an awful lot of poppycock talked about Standard-Triumph, especially in North America, by casual and uninformed enthusiasts, masquerading as 'experts' - who haven't done their research, jump to a few conclusions (often the wrong ones) and before you know what's happened, it's all cast in pre-stressed concrete and irrefutable. A recent thread on an American email list that is totally TR6 oriented about 'why the factory felt it necessary to make a provision for external oil feeds to valve gear' is typical. The fact is, the factory never did this and David Eley told me only a year ago that he never designed his engines to have one - even in competition! As he so succinctly expressed himself at the time, "yes, I acknowledge there is a drilling at the back of the head to which I suppose you could connect a high pressure feed - but that was not the purpose, because my design never needed a high pressure supply - even in competition conditions. Have you ever tried to drill round a corner inside a casting to change a vertical supply into a horizontal one? If there are any right-angled drill bits, I'd be interested to see one."

But back to the July copy of 'Courier' where, on Page 45, Dick commented - "Now the point has been made a number of times that the string of cars coming down the production line weren't all the same colour. Think about that and it's reasonable - on the output side, the

Plates and Paint

factory would want to keep Sales flowing at their best BUT on the input side they'd also want to paint a large number of Bodies (of whatever model) the same colour at the same time in the same paint run."

There are two issues here and while I know the point Dick is making - because we've already reviewed it privately by email - there's a bit of room for misinterpretation and possibly a bit of cart in front of horse - if you're a purist!

True, the factory did paint large numbers of bodies in the same colour for the simple fact that it didn't have any alternative - and black cars were only painted on Friday afternoons, when there were enough orders to justify switching the lines.

The paint supply feeds from the colour reservoirs to the hand-held and

the new colour hydraulically pushed out the old one with minimum wastage, while unwanted air and other impurities were purged. Every weekend, the paint shop, lines and ovens were thoroughly cleaned - and the process started all over again on Monday!

The fact that cars came down Final Finish in a mixture of different colours, in Dick's words "to keep sales flowing at their best" isn't quite as altruistic as it might appear. It's simply because the Production Control computer automatically adjusted the availability of the painted and partly trimmed body to meet up with their mechanical assemblies whose availability was heavily



Factory Painting Bay

automatic pistols in the paint-booths were not just a few feet of special hose - but many yards of steel pipe with interruptors, check-valves and pressure stabilisers. Moreover, a colour change required the body line of unpainted bodies to be stopped and the line pressure to be maintained, as

governed by components coming in from external suppliers. In its own way, the logistics were rather like those hand-held children's puzzles where you can only move interlocked tiles up and down, left and right, to

make a complete pattern. It also (hopefully) explains why vehicles were not built in strict commission number sequence - as many think they were. Sure, the Comm number was sequential before the car came into existence because it had been determined and allocated at least six weeks earlier when the original production indent was first submitted to Production Control from the Home or Export Sales Department.

After that, the rules 'got bent' to fit. Additionally, the desire to 'keep sales flowing' was nothing more than the hard-nosed necessity to despatch finished cars as quickly as possible to meet a variety of dealer based sales incentive programmes - and to obtain payment for export cars, governed only by a deadline date on a Letter of Credit and a sailing date. Standard-Triumph, like any other manufacturer, was motivated by strong, positive cashflow and certainly in the Leyland days (before BL) Lancastrian pragmatism prevailed to the extent that very few cars were made for Home or Export market stock - i.e. a car was built that someone might later like to buy (?) and Export took priority anyway.

And now to the Saffron Vitesse - VRW 655 J. Dick commented favourably on a Coventry dealer registering two cars, VRW 654 J and VRW 655 J in quick succession.

In this case, the dealer was no less a body than Standard-Triumph itself in the form of S-T's Personal Export Department, before it was relocated to Longbridge. This is where I worked before going to London in 1966 and we registered cars daily from a special allocation of numbers. I'll be the first to agree there are still lots of Triumphs - and Jaguars and Rootes Group cars still running around on the original 'Coventry' numbers - and there is a way to distinguish them. Personal Export - the facility for a private individual to buy a car for Export AND drive it in the UK without paying Purchase Tax before taking it overseas, was very big business for all manufacturers. A slight fly in the ointment was that the cars had to be identified by HM Customs and Excise at the port of shipment as supplied free of tax. Simply, HMC&E needed to know the car had left the country within an agreed deadline date, otherwise an HMC&E representative would quickly arrive at the owner's last known address with a big, black dog and start asking rather meaningful and pertinent questions about purchase tax evasion - the penalties for which could aptly be described as somewhat discouraging. Suffice it to say that comments along the lines of, "Oh dear, I'd forgotten - is it that important and would you like a cup of tea?" were likely to see notebooks being produced with a view to early prosecution.

The only quick and reliable way to identify such potential Defrauders of the Exchequer

(because everyone was assumed guilty before proving themselves innocent by exporting their car in the allotted time-frame) was to allocate a special range of registrations. These were issued by Coventry Council at the behest of

Brum number. The Coventry Personal Export prefix letters to these plates to make them into three letter combos were D, H, N, U and V. Any other Coventry number with prefix letters outside those mentioned is probably either a former

1962 and the early to mid seventies, it is (or formerly was) a Personal Export car that either left the country and came back after a year abroad, or had the outstanding tax paid on it and stayed at home!

Does this profile fit those of you with a car in the above alpha series? If so, maybe you'd like your car registration plate to look as it did when fitted?

I'm confident Mr. Crewes can offer specific advice as to when reflective plates had to be issued (1972ish?) but if you're a stickler for originality, you could give your car the original PED look. Cars from 1962 (B suffix) to the 1977 pre-reflective plate era (L or M suffix?) have black plates, white raised letters riveted to the backplate and a bright yellow border about 1cm wide around the plate edge - front and rear.

Cars having the reflective plate format, had the border changed from yellow to bright red for front and rear

I must say I'm not a stickler for originality myself but if I owned a former PED car, I'd certainly give it its earlier number plate look - 'cos it sticks out like a sore thumb and may have a more than casually interesting past history.

I can say this with some conviction about a specific TR6 - an early North American spec car that I 'ran in' as a Personal Export demo car and had a pic of it until very recently which I took at home. It was UDU 69 G and Signal Red.

Only a few years back, I saw 'it' for sale in a magazine and described as a "TR6 injection prototype used extensively by Standard-Triumph's Engineering Department as a proving vehicle."

What a load of old cobbles - and if only the truth was known! That car was based in Berkeley Square for over a year as a base (no extras) US demo unit, during which time it seemed that the world and his brother caned the living daylights out of it. In those days it was left hand steer with twin Strommies, no overdrive, those ghastly rattly wheel trims and disc wheels - in which state it remained until it had a dramatic coming together with an oak tree at Box Hill near Dorking - and was declared a right-off.

The fact the driver at the time (not me, I hasten to add) was using it without permission for entirely personal purposes with (ahem) another employee's wife in the passenger seat, brought an interesting complexion to the whole affair - especially as he didn't appear to get sacked for his trouble.

Well, was UDU 69 G written off - or rebuilt? Or did the registration get re-allotted to another car?

Who knows.

Suffice it to say the car offered for sale in the magazine with the plates UDU 69 G, was now right hand steer with a PI lump, overdrive, wire wheels and a hardtop!

As the old saying goeth - "there are times when things may not be entirely as they seem." and I'll give my former colleague who did the business against the oak tree the benefit of doubt - but that doesn't too effectively explain why his passenger was cited soon afterwards as a co-respondent in what was rumoured to be a rather messy divorce.



HMC&E and used only by manufacturers. As far as Coventry is concerned, the Personal Export Departments at Jaguar, Rootes Group and Standard-Triumph all shared exclusively in a particular issue of 'Coventry registrations' that were unique to Personal Export cars and used the unique Coventry identifiers of DU, HP, KV, RW, VC and WK. Longbridge used special 'Brum' numbers for all its personal export stuff - and even if the car was an MG from Abingdon, it had a

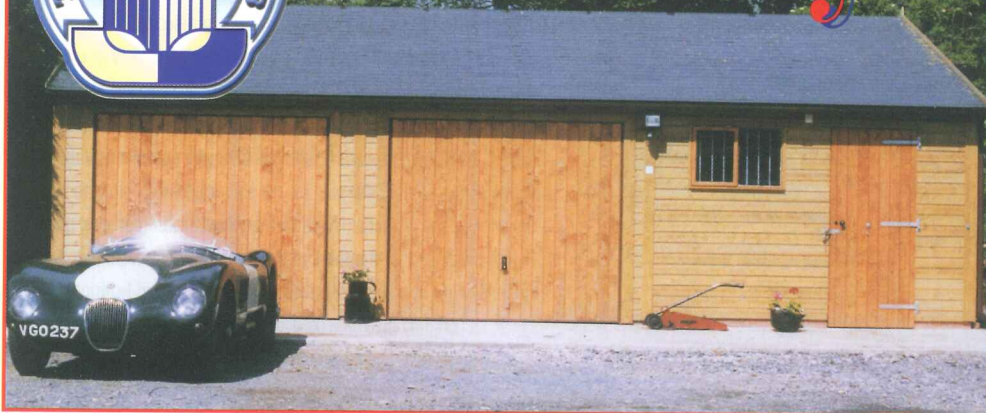
Press car or was licensed by a Coventry area dealer to a private individual or company.

So, deep breath.

If you own a car that still carries a number plate with DDU, DHP, DKV, DRW, DVC, DWK, HDU, HHP, HKV, HRW, HVC, HWK, NDU, NHP, NKV, NRW, NVC, NWK, UDU, UHP, UKV, URW, UVC, UWK, VDU, VHP, VKV, VRW, VVC - and gasp, VWK - in a number range from 1 to 999 issued between



Ordeal By Frost, Damp & Dark



I was on Cloud 9 when I first got a Vitesse 20-something yrs ago. Soon though I wanted a better home for it than my remote-garage-in-a-block.

Mind you, remote-garage-in-a-block was luxury having being used to working outside on cars and Kawasakis, invariably in biting cold and rain, numb fingers and wet tools, in the gathering November gloom!

Hence a move from my much-loved Flat, to a house and more space (ok, and open fireplaces).

If any of that's familiar to you too, you'll see what I want to do here. Thousands of other Owners and their cars still face Ordeal By Frost, Damp and Dark. One of the best ways we could help I thought, was to look at some ways to cover-up! It's such a fundamental thing to get sorted - half our problems might never arise with better storage and a better place to work - but rarely gets a mention.

I can only try to give an idea of the variety available, and hope to get somewhere near whatever you might want. I'm no expert or builder, just maybe an expert on what it costs NOT to sort this out early-on. But I very much want to hear your own experiences - what you'd have different next time, what works, what doesn't, pictures, if you can! Write, or email dick.plumridge@btopenworld.com

At home I'd thought about a possible attached garage, but found it's not necessarily the best option: despite using the flank house-wall, and a door

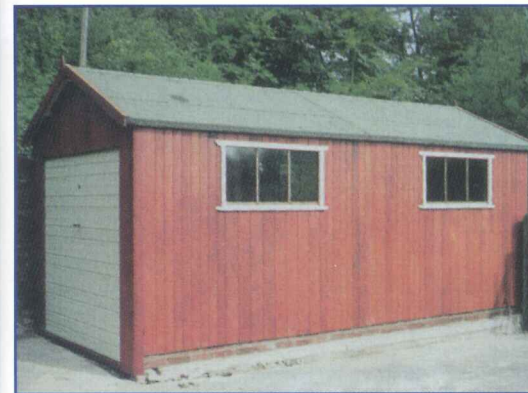
Something we might all like to dream about a
Timber Double Garage with Workshop
from Warwick Buildings

constituting either end, being a 1-off it was expensive - from my builder, anyway! In my case also, it'd pinch the spot a car-port would otherwise sit - a definite loss - or, possibly, any future house extension might have sat! I'd also be creating problems by cutting-off my access to upstairs windows and gutters, and concreting-over the house's "services". These just apply to my own location but may give food for thought.

But for now I'll concentrate on where we've all got most in common: a garage as a separate building.

To start, Above is something we might all like to dream about: (the garage, not the car of course.) This lovely thing from Warwick Buildings must be around the £6-£7000 mark. The pre-prepared concrete base you normally get some guidance on, but in all these examples is your separate responsibility - and obviously is vital.

More realistic for a lot of us, quality sectional-built single garages in timber start around £1000 for basic storage but no working room around the car. A larger and taller single garage in timber such as this next one (20' x 10'), from Hodgson's in Co. Durham, would be about £1900.



For comparison, a sectional concrete garage of similar size (20'5" x 10') such as this brick-effect one by Compton would be a bit over



£4000 (or a bit under without some of the nice options here such as the Cedar door).

Each supplier I've seen so far, does a wide range of sizes, prices, and custom options - finish, roof material, extra doors, windows, etc. Some suppliers' prices include VAT or Delivery or Erecting on site but others don't - check carefully. Some suppliers provide plans to help your submissions for Planning or Building Regs approval.

£££.

It's important to remember, money spent on a good bit of building, well thought-out, suiting the property and maybe with a good manufacturer's name attached to it, is not just money blown! It's a great asset,

By Dick Plumridge

selling. Yet meantime, it'll preserve the car's value. And most important, save us so much personal grief! Most of the suppliers here do bolt-together assembly and some say you can disassemble and move. Freedom to shift position in the garden may be good.

A timber garage you must expect to maintain (ooh good, creosote?), but a good design, professionally assembled and well-maintained, ought to live decades, and can be very attractive. Concrete must have a longer life still, but is it invariably more prone to condensation?

Damp: something I'd particularly like to hear your experiences of! I can see two angles to plan for: stop damp getting

in, and whatever does get in (not easy to stop warm moist air), ventilate it out again! So we have to get floor levels right, a damp-membrane in the floor, roof and wall materials that are proof from the outside yet breathe; and there must be ventilation. If a garage is damp from whatever cause, then adding warmth without ventilation is no good

- it only accelerates wood rotting and steel rusting. Don't let warm air/ cold boundaries condense water out before you can ventilate it out - steel roof-ridge a classic cause. And sealing-up a wet car in the garage, not a good idea at all!

What about Insurance?

In certain postcode areas our Insurers will require Classic cars to be garaged as a condition of cover, so I checked with Footman James in case timber might be deemed a different risk from concrete or brick. Garry Carlin at FJ explained there's no predetermined bias against timber; if the building as a whole is secure, the location reasonably close to the

house rather than say, in the middle of a dark deserted field! these are the important criteria for the garage, whichever specific material they're in.

As far as Insurance of the car's concerned then, timber needn't be a disadvantage. Insurance of the garage building itself, as part of your own Home Buildings Policy, should also be checked!

Car-Ports.

Can be great. It can keep a good area round the car dry, and of course ventilates the car beautifully before you put it away, if you have that luxury. For Planning, we're not permitted to enclose more than 2 sides or it's no longer a car-port! But if it's in the lee of nearby trees or buildings, that may help protect the car-port itself in our regular Autumn storms. (I think more and more, it's worth looking for

"wind-breaks" for any garage, as well as a car-port.) A car-port usually is still subject to Building Regulations and Planning Approval, but is normally a simpler prospect than a garage. Needless to say, this doesn't qualify as "garaged" for Insurance purposes!

Some other options can be a big help short-term. The most famous "car in a tent" story ever, must now be our own Editor's Macau Spitfire project. But this gazebo set-up took an awful lot of restraint to stay put during the worst weather, Bernard warns me! But I was very struck by the more purpose-built looking "tent" behind David Purdy's lovely Jasmine Saloon here - can you tell us more, David?

A couple more quick

points. If a car's got to be stood out, do think about the ground it's on. If you've got any choice, avoid the ground that'll percolate damp through it day and night!



Breathe-able car covers (with a soft lining, or your paint will suffer) can be a great help. I even use an "outdoor cover" inside the garage

- it's uncanny when you take the cover off in midwinter and find the car just as sparkly as weeks ago when it was polished and put to bed. No speck of dust!

I'll do a follow-up article on all this, anon - with all your top tips! If you're looking for contacts immediately, here's a few - you'll find more listed in your local directory, under "Buildings, Sectional".

Compton Buildings
(concrete) 01295 770291
Clydesdale (timber)
01663 746784
Warwick Buildings
(timber) 01926 815757
W.S. Hodgson (timber)
01833 650274

Dick



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35625 Red Spit MKIV

£17.99

P+P. £4.95

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



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All magazine material must be received

BEFORE 10th of each month prior to the

month of publication.

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

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

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OCTOBER 2004

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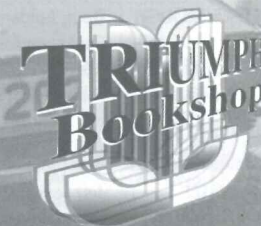
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AREA DIRECTORY

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 LAWFORD	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, Pand-y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Brian Morris: 01792 587204	PONTARDDULAI'S CONSERVATIVE CLUB	1st Tues. 8pm
	Ken Bradley: 01269 594578		3rd Sunday Run
SOUTH WALES	Neil Hicks: 01684 290494	Tredegar 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.
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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.
HANTS & BERKS	Jason Chinn: 07715 770689	Crooked Billet - HOOK	1st Tues. Eves.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Bull Inn - WHITWELL	4th Mon 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	Rose & Crown Hotel - TRING	2nd Thurs Eves.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
MID KENT	Colin Jackson: 01634 246205	The Freemasons Arms - SNODLAND	1st Wed. 8pm
S.E. LONDON	John Macrow: 01689 829231	Contact only. No meeting Venue	
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th 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: 0777 362 3807	The Fox & Castle, Burfield Rd - OLD WINDSOR	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.

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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: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.	
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.	
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.	
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671	
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		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.	
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SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.	



AREA LIAISON OFFICERS REPORT

Hi everyone, hope you, re all well. If you haven't received your latest Pen Torque, it should be winging it's way to you shortly (electronically and in hard copy). Some AOs commented at the last Seminar they would prefer to receive Pen Torque electronically as this cuts down on paper and you get it in colour. If you do, I'd be very grateful if you could drop me an e-mail to that effect and I'll inform John.

By the way, at this years International AOs Seminar, the subject of a third Seminar was raised. AOs attending still thought this was a good idea and although last year when we tried to arrange one in the north and it failed to get any interest, if there is sufficient interest we're keen to try again. This time however it was suggested we hold it in the South. This time we do need the help of Southern AOs can you suggest a venue? If you can we need contact details and an approximate price to hold a half day meeting there in November, you're assistance would be gratefully appreciated. Failing any alternatives being put forward, I would suggest we hold in at the Club's HQ, it's reasonably central and the cost would be extremely competitive, so it's over to you. All the best

Victor & Vivien.

AVON

Great to see Les and June's Police Herald in Triumph World! Look out for an Avon Area Spitty in it soon! Also great to read that the Jigsaw Spitfire came 1st in Class, and 42nd overall at the Le Mans Classic fantastic and well done to all involved!

Fay-on-Wye Vintage Rally - Kindly organised by Mick and Jude (thank you both!) who were joined by June, Les, Mark, Mary, Eddie! So sunny, and so hot! Great campsite, right next door. Ten minutes from the Pubs, takeaways etc. and 10 minutes from the show! Saturday eve was a case of - sampling the country's smallest pub 'Lucy's' Fish and Chips/Chinese, then back to the showground for the beer tent and some steam! Still warm at 11 pm. Finished off with Bacon Rolls! This is another 'must do' for 2005!

We had our own parking area for the Sunday show, where we had a Police Herald, Vitesse Conv. and Mick and Jude's lovely Spitty, which is now for sale! Twenty full size Traction Engines there as well!

Glos Heritage Weekend - found Chris and Ali with their Spitty, along with a nice 1200 Herald Conv. who may of been to the Glos Area meet by now?

Sorry to Essex Area, for not being able to

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

make the Hot Rod Supnationals - normally a great show not to be missed! Good luck to Russell the new Essex Scribe! Lizzie/Paul and Annie are a hard act to follow though!!

September's Meet News Nev's looking at a one owner Dolly, albeit a 1300 - just a few horses short of the Aero eh Nev? Pete's got himself a nice looking GT6. Richard turned up for the first time - in need of a door brace! Ben also came along for the first time (rebuilding a Spitty). Brioney and Nicole excelled themselves with another great raffle thank you both! Andy and Cathy turned up, complete with a new pipe for Nev! Lisa brought along her lovely recently restored Spitty - very nice too!

The Round Britain Run Good Luck to the Swindon/Oxford Triumph 2000, and I know I'm biased, but also to Ashley. Pete. and Harry in the Acclaim! Just bear in mind, that having had an Acclaim (courtesy of Rob, Sean and I) shame the Big Guns (tuned 2.5's and a Stag) they will be out determined not to be shamed again! Just follow our example 3500 RPM 40 MPG, and don't stop to pick up the 'Dolly Bird' and all her luggage up in the Highlands it's probably one of their decoys! Do stop however if you see a damsel in distress in a Herald on the M25 hard shoulder! Go for it Boys and Girls - raise some money for a good cause, have fun, and kick Big Gun But!!!

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

24-26/9 - Brean re-visited - Hen's Birthday bash!!!

7/11 - Bristol Autojumble & Restoration Show - Shepton Mallet Cars required for clubstand = free entry? Don't be shy!!!

29-30th Jan 2005 - Advanced Warning - Bristol Classic Car Show!!! Hi!!! We start all over again!! We need a red, white, and a blue Spitfire, for the themed Clubstand! First come, first served, so Don't be shy!! Party On People!

Col

EAST BERKS

This seems to have been a long time between writing the reports! Back with the warm weather of August I went to the Le Mans weekend at Silverstone. Duncan and I arrived for the practice sessions, which were full of spins! After lunch was the 6 hour endurance race, which we watched the majority, but the noise was a bit too much, so we gave in and went home!

At the end of August I went with mum to the Littlewell Show, which is held by junction 8-9 of the M4 just outside of Holyport. I would recommend this show for next year. There were plenty of cars, animals and crafts to see. It's definitely a family show with something for everyone! I got chatting to a GT6 owner after stopping him on his way from the show ground! He lives in Maidenhead and although not currently a member, I think we may see him at one of our meetings in the near future.

Last Sunday saw the Triumph World Picnic, which was not blessed with the lovely weather we had been having! I felt it had a poor turnout with only five traders and the place being dominated by TRs!! It

was supposed to be the Dolomite weekend too, which in past years has seen the second field half full, but numbers were significantly down. It was good to meet with Trevor who has a lovely 13/60, and Peter Game who has a Spitfire, hope to see you both at a meeting soon! Two TSSC cars were in the line up of the ten top cars of the day that Tony Beadle had chosen. One of which is Peter Game's Spitfire and the other Mickey Hazell's (AO for Thames) with his Vitesse, which he only collected from being restored on the Friday before the show! Well done to you both and happy polishing the shields!

Our September meeting was held at Ace Café. It was a very good evening, but only three members managed to come, Peter, Michael and myself. We met with Thames and South Bucks members at the Café. I felt a bit like being in a scene from Grease!! Being classic night there was a good range of cars with the car park full! From American Cadillacs to an Alfa and of course Triumphs! Marcus from South Bucks was trying to give me a lesson about one of the cars there, which was from the movie American Graffiti. I would recommend another trip up to Ace Café, maybe next year we will forgo another of our club nights and head that way!

There is also the Triumph night, which I will find details about.

The next club night will be back at the Shire Horse on the A4 on **12th October**. Hope to see you there,

Helen

SOUTH BUCKS

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

For a change, a very short report this month! Ace Café meet Tuesday 10th August was a good turnout, despite the only reasonable weather! A few looks of oh my God, as the parking Marshall found the Acclaim and I a space right outside the front of the Ace! Just a few Triumphs, but as always, a great mixture of cars.

A mix of work and other commitments meant that the bbq at Marcus's house didn't happen, and neither did the run for the monthly meet on the 18th August. On the plus side, the weather was pretty rough for all planned dates, so we didn't miss too much! A good turnout for the monthly meeting. Paul and Liz in the new truck, (very nice Paul!) and telling us that his race went well, and was very close to an overall 3rd, but won the TSSC class. Dan who was most surprised to find water leaking from under his car after he came back from the Le Mans trip. Surprised, as it was his Vectra, not his Spitfire, and it was the Spitfire that had been to Le Mans! Robin who has been studying and working as hard as ever, so too Pauline with her very nice and loud Spitfire!! Marcus brought along the TSSC South Bucks polo shirts which look great, so thanks Marcus! We now have the plans so if you want one, let me know! Rob came along too, still yet to get a Triumph! We also had very welcome visitors from Tring area, Patrick and Sam. Nice to see you both, and hope to see you again soon.

CANTERBURY

Sunday 5th September was a rare summer day, with many, many people making the most of it and heading to The Crown at Penn! South Bucks members were there too for the summer lunch. Dan and his brother Nicky, Rob and Sofia, Marcus, his kids and Tracy, Robin took a few hours off studying to come along, but his Spitfire didn't seem to want to! A bump-start managed to get him and the Spit home, so hopefully a minor problem. My wife and kids came along too, so all the kids were running around the wooded area, having a great time, the adults enjoying the food and weather, also having a great time (I hope!). Also a new member from Camberley with a very nice TR6, Shane paid us a visit. Shane works in Kazakhstan, and was telling us the former Russian country. Most amazing was the temperature changes, from over 40, to minus 54! Hope we see you again Shane.

Well, as the summer has now gone (when did it arrive?! it's the time for the inside show, or the outdoors for the brave, or for the even braver, the Club Triumph Round Britain run which runs over the 1/2/3 of October. South Bucks members Robin and Marcus are planning to do the run in Robin's uncle's P.I. estate. Good luck guys! We have plans for karting on Sunday 10th October, but I'm unsure of where yet! Aylesbury is close and cheap, but it is a little like banger racing! If you fancy it, please let me know asap, and I will let you know! Tuesday 12th is the Ace Café night. Another attempt at an outdoor Triumph show is on at Sandown Park. I can't make it, so let me know what it's like if you go! Wednesday 20th is the monthly meet at The Squirrel, Penn Street village from 20.00hrs on. The big indoor show is the Classic Motor Show at The NEC. The TSSC will have a big stand this year in the show which will also include classic speed, tuned classics and classic restoration. Details www.classiccarshow.co.uk. Tickets will be about £10.

If you want to go, let me know and see if we can get a group together. Take care,

Carl

CANTERBURY

tim@canterbury-triumphs.com

What a busy couple of months we've had! In my absence Del has been attending and writing the show reports and as such here are his musings on the Lydden Race Day, the Hop Farm and Detling:

"The Hop Farm was attended on the Sunday by myself (Del), Graham and co and Tony, Mike and Angie had arrived on the Saturday and camped over. The weather was its usual indifferent self and tried to put the dampeners on the whole day. The show was well attended and the West Kent Area put on a most impressive display. Reminded me of us in our heyday (something for you to aim for next year Del! - Tim). The most interesting exhibit was a very nice Amphicar, I hoped he wasn't expecting the weather to deteriorate further. A good show, it would be nice to experience it in the sunshine for a change.

In contrast to the Hop Farm Lydden Race day started sunny. I met Andy, our latest

member, on the A2 as I had a spare ticket. Steve B and Mark were already there and although Mark had brought his MGB V8 we decided to park near him. Must be getting soft in my old age. Of course the thing we all go for is the run around the track, the idea being to hold back from the pace car, get enough distance between you and him and floor it. Great fun, even in a Herald. The only trouble was this year they got wise and as soon as Mark, who was just behind the pace car, backed off, it stopped, not allowing any room for Mark to give it a blast. Most disappointing. So we pooled around a race track at a speed that had us looking for the chap at the front with the red flag!

The racing itself made up for the previous disappointment by being manic, with plenty of off track action, but no injuries. All in all a good day out.

Thank you, thank you, thank you, for such a great turn out at Detling. Especially as a few weeks ago it looked as if we weren't going to go. Easily the largest club stand apart for the Jaguars, and it was their National! We could have done with a bit more room so that it didn't look like a car park, but who's complaining. I will try harder next year. The weather was better than expected, staying dry and sunny both days, which was just as well as we had quite a few camping over Saturday night. Thanks to Dave for doing the BBQ again, he probably saved Charles and myself from poisoning everyone. After so many years cooking for us Saturday nights only to disappear Sunday morning this year he actually stayed and saw the show. Hope he enjoyed it. We had a good selection of cars, but we're short on the GT6 front, might have to persuade Charles to let Steph have a run in his; keep her away from the tractors though! Although I hear Stuart has just acquired one so maybe next year? A very nice Amphicar made an appearance, driven a fair way to get there by all accounts, he would have been laughing if the roads had flooded on the way home. Couldn't get him on our stand though, but nice to see just the same. I think the show was larger than other years with model aircraft and cars as well as the boats for the kids and the new exhibition hall is quite something although it was mainly full of trade stands. Some nice Jags though, including one of the James Bond cars and an F1 racing car. I understand some old friends popped by namely Dave the water and Phil Wilson, must pop over some time Dave, nice to see them both. So all in all Detling is still one of the top shows in our calendar, although hopefully I have one or two in the pipeline to compare. Roll on next season. Del"

Thanks for the reports Del, I'll try and join you at some next year! One event I did make it to was the CT Treasure Hunt, good job too as Ali and I organised it. At the risk of Bernie having a fit here's the report:

The weather was more than shining on us it was burning us! We couldn't have chosen a better day for a drive around the Kent countryside around Dover, Ali and I had planned the 40 mile Treasure hunt over the past few weeks and as we waited at the Whitfield Roundabout we were on tenderhooks, not knowing who, if anyone, would turn up! I was very please, and not

a little relieved, when the first car turned up, and to my surprise it was Mickey Hazell, the recently elected Thames Area AO in his dove grey FWD. The brave, or is it mad, fool had decided to attempt the run single handed as his co-pilot had let him down. It wasn't long before Del, Ed and Tony arrived in Del's two-tone Herald and Tony's Vitesse, next on the scene was a Dolomite full of happy faces, Steve, his wife, Linda and Mark had forgone the Dolomite national to attend our local event, what can I say guys? Thank you very much. Whilst discussing tales of blowing up rocker covers on V8s the Bingham clan arrived in their Vitesse, roof off as normal, followed by Andy and navigator, John, in their MkIII Spitfire, and very nice it looked too with its sparkling green paintwork. I don't know if the relief showed but I was so pleased that people had made the effort. Time to start sending them off... Having been given the Route they were pointed in the direction of the A2 and wished luck. As the last car pulled out Ali and I breathed a sigh of relief and waited for any late comers. We were not disappointed, as a Primrose Yellow Vitesse Convertible pulled in; it was Michael Witham and his son, who had contacted me earlier in the week as they lived in Gravesend but would be in the Dover Area over the weekend and wanted to join us. After a brief prece of the rules and the normal niceties we waved them off on their way. As we were thinking that was it, a powder blue Mk4 Spit pulled in with two rather warm looking occupants! It was John and Anthea Lisle who had blasted 100 miles down the motorway to join us after oversleeping. With the participants safety sent of their way Ali and I decided to try and get some photos, so set off in the opposite direction to the rest of the cars, running the route in reverse. After waiting quarter of an hour on the village green for the cars to arrive I was beginning to worry, then Graham arrived, much to my relief, after a further 10 minutes the was no sign of any more of the participants so, with the time approaching midday we headed for the end point to ensure that we had a table for when everyone arrived. Sitting at the Coastguard at St Margaret's at Cliffe, enjoying a beer and the sun we waited ... Graham was the first to arrive, and over the course of an hour or so the rest of the cars arrived. The pub was chaotic, as the weather was so good everyone had decided to make a trip to the sea. The answer sheets were checked and Graham was pronounced the winner, with a very brief presentation of a box of chocolates and a bottle of fizzy pop, the day drew to a close. Well not quite ... I said earlier that all the cars had arrived, well that isn't strictly correct, we were still missing one: John and Anthea were still to arrive, it





CANTERBURY . . . CHESHIRE . . . CORNWALL COTSWOLD . . . COVENTRY

● CANTERBURY Cont

wasn't until everyone had left that a blue Mk4 Spitfire drew into the car park - what a relief! Whilst we had been waiting for people to arrive Ali and I had hatched a plan. A Treasure Hunt in '05, based around the north of Kent and a combined event with other Kent Areas. I have yet to clarify my ideas or in fact even talk to the other AOs, but I think the The Garden of England Run is on the cards for next year so watch this space ... I'd like to say a very big thank you to Chris Mills who not only joined us from Gloucester for the weekend but also took all the photographs that are on our web site (www.canterbury-triumphs.com), even if he was Triumph less. I think that I've now taken up far too many column inches in The Courier (makes up for a short report last month) so, I better sign off, hopefully we'll have a report on the Mile of Triumphs next month. See you all soon.

Tim

● CHESHIRE

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Last month we had our last run of the season in what can only be described as the wettest weather for a while. In 2003 we did do a September run, which was rather cold (on the road from Buxton Macclesfield at least) and dark despite reasonable weather and so we decided not to do September again. Perhaps a mistake as we had a lovely day this year.

We had a rather crowded meeting in The Cock and Wotsit this time round, as Thursday evening was quiz night and our usual area was occupied by diners. We did try and tell Mike how to mend his clutch, but I saw his eyes glaze over at the first mention of lifting the bonnet. Mike kept saying 'I have a man who fixes my car...'

The quiz should happen at the March meeting, as attendance tends to fall a bit over the winter months. This should give Mike plenty of time to get the questions ready. Be assured there will be no mechanical questions!

John was also telling stories about building TR7s (at Speke, I presume) and mentioned the little dose of 'dog ****' that was added to the radiator of every TR7 to stop the coolant leaks. My own TR7 leaked coolant for most of its five years with me, consuming some five gallons of antifreeze in the process. I also think I went on rather a lot about Stag timing chains, while trying to remember what I had done to the TR7 timing chain. We look forward to more tales about building Triumphs.

Word is that Adrian's GT6 is progressing,

but Adrian was nowhere to be seen on meeting night. Paul has also admitted to washing his Vitesse sometime in the last three months.

As well as organising the runs out and the quiz, our Mike has also been on the A6 run. Here's what he had to say. Organised by the Tame Valley Club the annual A6 Charity Run on Sunday 8th August was a lovely day out starting in Hyde Road Manchester working its way up the old A6 road through Salford and Pendlebury stopping outside Bolton Town Hall for a mayoral viewing and continuing to the Reebok Centre for lunch. After lunch we headed off to Chorley but just after passing their Town Hall (another mayoral viewing) yours truly unintentionally formed a breakaway group getting slightly lost. However, we arrived at the British Leyland Commercial Vehicle Museum (from the opposite direction) at the same time as everyone else where picnics were had (chilled chardonnay in our case!) and a pleasant hour was spent viewing the exhibits.

Your Area Organiser's attention hasn't been on Triumphs, or anything much in the normal domestic line, for some time now. I was made aware of Frank and Pippas' words in the August Courier at the August meeting, but I have only recently read them. There is no response from the Manchester AOs at the moment, so I cannot establish what has gone wrong here.

Our next meeting is on **Thursday October 7th** at the usual venue. See you all there.

Henry

● CORNWALL

Hi, September already! Doesn't time fly when you are enjoying yourself! Or is it that the years seem to pass more quickly as you get older (no comments please) Anyway, enough waffle. As I mentioned at the end of last month's report we all enjoyed another memorable BBQ at Dan's. Thanks Dan. Also by the time I am writing this the fitter members will have enjoyed (I hope!) a weekend camping and CYCLING!!! If I can get somebody to write me a report of this it can be included in next month's missive.

Due to the rather long report of the Le Mans trip I did not have space to include anything about the excellent Branscombe car and air show in south Devon last month and I am grateful to Craig for the following report.

"For Sue and myself, Branscombe is always one of the highlights of the year, and this year was no exception. The camp site was as good as ever but the weather was a total contrast to last year's 12 hrs rain. We spent Saturday exploring Branscombe cove, and what a lovely spot to pass a hot Saturday afternoon.

Sunday's weather was just as good, Anthony and Sally Ann joined us at midday after waiting in an endless queue of traffic and we set about the show. So what did the show offer? Well there was a car boot sale with craft stalls and autajumble; there were some 600 classic cars to enthuse over, and not forgetting the vin-

tage aircraft. The display was opened by four small planes powered by VW beetle engines trying to burst balloons sent up from the runway, next we saw the Utterly Butterfly wing walking display, followed by a triplane and two biplanes showing a display of versatility. The silence was then broken by two North American Harvards showing some dog fighting moves, air displays were rounded up by two v12 super-charged Mustangs filling the air with their unmistakable whistle. What a show!

Well, that's about all for this month-ian and Jane's BBQ and Beaulieu coming up soon, read all about it here next month! Cheers

John D

● 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!! **1st Monday** of every month. It's the Avon Area meet but it's on your doorstep and all are very welcome. Or go along to the Glos Area meet - **3rd Monday** of the month at The Kings Head, Norton A38.

For what's happening, see Avon. Cheers,

Col

● COVENTRY

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Corley Moor Group

There was a fair turnout at our September meeting at The Bull and Butcher, with 6 Triumphs, mainly Spitfires. Welcome to the 'new faces', Dave Clark and his wife who have owned their Spitfire for decades, and Tom, who is currently restoring a Spitfire. It was a fine late-summer evening, so we sat outside on the benches, discussing Triumph summer events and shows, and those holidays that now seem a distant memory. Duncan has put together a most useful file/notebook to be circulated at future meetings; it includes items for sale and wanted, recommended local and national suppliers and services for car restoration, future events, Club news etc. This book has already been put to use, as a colleague of mine was searching for a specialist aluminium alloy welder to repair his son's mountain bike. The frame gear-mounting bracket re-welded for just £5.00 by John Ward Welding of Holbrooks, Coventry. Please add your comments and recommendation so others can benefit from your local knowledge experiences.

As we enter autumn, there are few events on the horizon. However, we will have visited the Coventry Transport Museum by the time you read this article. I have put the Stag into hibernation, but the Toledo is serving me well as a second car. Please let me know if you have any ideas or suggestions for future events. How about a

CUMBRIA . . . DERWENT VALLEY DEVON



● DERWENT VALLEY

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Christmas meal at The Bull and Butcher? There is a cosy restaurant at the rear of the pub, which would suit the size of our group. I will enquire with Anne Huckvale, the publican, if enough people are interested, and propose a date in **December**.

Our next meeting is at The Bull and Butcher, Corley Moor on **Tuesday 5th October** at 7:00 pm. as usual. Hope you can make it. Regards,

Kevin

Church Lawford Group

Another shorter than usual report this month, as I have been really pressed for time. The combination of a new job and several DIY projects (including some Triumph type DIY) has kept me very busy. Amongst the jobs I have been doing on the GT6, I have fitted the TSSC car strut bonnet stay conversion and very neat it is too! The bonnet is now much easier to raise and to lower. I also fitted an alloy rocker cover; anyone who has tried this on a GT6 will know how tight under-bonnet clearance is.

After carefully chamfering the front of the rocker cover fins, adjusting engine mountings and bonnet mountings, everything fits (just!) and it looks very smart.

We had another good meeting at the Old Smithy in August, with weather just good enough to sit outside and about half a dozen club cars in the car park. The season is now coming to an end, but let's try to make a large turnout for the **October** meeting (**Sunday 17th October** from 1pm), as we often get fine weather in early Autumn. The dates for the remaining meetings this year are **21st November** and **19th December**, and I hope to see you then. Regards,

Nigel

● CUMBRIA

Well here we are in Autumn, the leaves are falling off the trees (or they should be by the time you are reading this) and it's the end of another British summer - September may well have brought a heat wave! compared to a very damp August. Very little news and goss this month as we have had no formal Area events to attend - particularly given that Sizergh decided they were over subscribed for the 5th September show and only let me know late in the day. Hopefully we will have enjoyed our final Club Stand show of the year at Selkirk later in the month. We will be back at The Troutbeck Inn for our regular monthly meeting on **31st October**. My two year stint (or should that be sentence!) as AO will be over at the end of this year. A willing volunteer is required to take up the role - including the calendar and bookings for shows etc. from **January 2005**. Alternatively someone will need to be persuaded ...? If there is sufficient interest and support I would be prepared to have a go at 'Weekend Commander' to resurrect the annual Area Camping Weekend next year. Hence plenty to talk about at the **October** meeting. Bits & Pieces

Several vehicles for sale - ring me for further details if interested: GT6 Mark III, Red, tax free, on the road to end of September but needs TLC hence going fairly cheap. Spitfire 1500, 1976, off the road but not

much required to re-commission. Banham X21 Audi TT lookalike - part finished kit car based on Metro. And finally we had an excursion up to Rockliffe to visit Rosie's Tea Shop at the end of August. Well worth a visit and a must for next year's calendar for an Area excursion. That's all folks Cheers

Phil

raffle - well it's all for a worthy cause. Dates for your Diaries

2nd October - Clay Pigeon Shoot against Staffs Area - contact me on 01773 531580 for details - non shooters welcome

3rd October - Club stand at Boston Car Show - contact Stuart Charles for details 07971 957053

5th October - Monthly meet at the Smalley Common Ex-Serviceman's Club at 8:00 pm

17th October - Peak Run Re-run A chance to drive the Peak Run for those who could not make it the first time or those who want to do it all again. Meet at the Bear Inn Hotel, Alderwasley at 9:45 for a start at 10:00. Bring a picnic. Contact me on 01773 531580 for details.

2nd November - AGM (Nominations have been received for all positions so there is no need to hide) and 'Triumph Drive' Nite with spot prizes - a fast action game - Children of all ages welcome - a great time to be had - Come and give it a go at the Smalley Common Ex serviceman's Club at 8:00pm

7th December - Xmas Party - games and buffet plus the traditional 'everyone's a winner' prize draw at the Smalley Common Ex-Serviceman's Club at 8:00pm That's all folks

Colin

● DEVON

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Firstly, there's good news on the AO front. Sue and John Franklin have kindly volunteered to take over the post next year, so many thanks to them. We couldn't make it to September's Sunday meeting (had to be at a wedding near Liverpool - our estate performed faultlessly cruising easily at 70+mph and returning 45mpg for the 600 mile round trip, not bad for an old car shaped like a brick), but it sounds like the meeting was another success. In Sue's words: "We had a great turnout today - the usual crowd of us, Ian Gail and Charlotte, Jim, Paul Wendy and Molly and William, Bob and Di, Jackie and Alan, and new faces to us, Steve and Sue from Kingsbridge with their children Kate and William. Steve now has a very smart 1971 2000. We had a good lunch at the California Inn where there is a vast car park. Following that we went for a drive, taking in Modbury, Bigbury on Sea where the car park was so packed we could only drive around it and out again, then through Aveton Gifford to Loddisswell.

We stopped at Blackdown Rings, an Iron Age fort where we all had a wander around. Thence to our place for a cuppa and a natter. We were in the garden 'til gone 6 pm. A lovely day, blessed with



DEVON . . . DORSET ESSEX . . . FOREST OF DEAN . . . GATWICK

DEVON cont

wonderful weather."

We have been contacted by a gentleman who is selling a MkIII GT6 on behalf of its late owner's family. It sounds to be in very good condition from his description (probably A1, although we haven't seen it), so if you're after a GT6 and may be interested in this one please let us know and we'll put you in touch with the seller. The next couple of Sunday meetings are:

October 3rd, meeting at the Cowick Barton Inn, Exeter, at 10.30am (NOTE THE EARLIER THAN NORMAL TIME) for a run to Castle Drogo. Bear in mind that Castle Drogo is National Trust run, so there will be an entry fee if you want to go in the grounds or use the restaurant. **November 7th**, in the King's Arms, Otterton (at our normal time of 12.30 ish). That's about it for now...

Rob and Helen

DORSET

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I'm pleased to report that my Spit passed its MOT in August with nothing more than a number plate bulb to replace. August is a busy and expensive time - not only is the MOT due, but so is the insurance and road tax (sadly its too young to exempt - thanks Gordon). I also had a stainless steel exhaust fitted, which has a life time guarantee, provided it has an annual inspection, so that is due around MOT time, since it was fitted initially in order to pass the test. I also managed to find time to properly refit the 'H' frame, which has been out for 2 years along with the knee pads and other trim. All this and a wash and polish for the Yeovil Festival! This year's Festival was more like how it used to be until the 'bottom field' was taken over by the rugby club and the organisers were not allowed to use it (other than for camping). Someone managed to reverse this decision, and judging by the crowds on both days, it seems to have been a very good year for the festival - the return of the tractor pulling seemed to help!

A number of club cars were present, though mostly entered in the non-concours (not judged!) section - next year I will get a club stand sorted (any volunteers **August 12th and 13th 2005**?). I thought the numbers of cars in the concours was down on previous years, but Seb Balch and 'SHY' took a trophy (not sure what for yet). For my liking there were far too many baby-racer cars - you know the ones, blacked-out windows, suspension so low I'm surprised they could drive across a field, ridiculously oversized wheels with tyres the thickness of a rubber band,

exhaust the size of a drainpipe and a loud stereo going boom boom boom all day, driven by an acne-faced youth hardly old enough to be out of school, wearing a baseball cap backwards! The only good thing was they were all together and a long way from me! Rant over, enjoy what's left of the sun before we put the clocks back at the end of the month. Cheers

Steve

ESSEX

Hello Triumph fans in Essex. The September meet was another good one, with more new faces. Sorry if I didn't say which end of the A128 The Dog and Partridge was situated (Alec). We all know now it's the Bulphan end, in contrast to the other, we hope. Well it gave Alec's very nice 13/60 a run. Another 2000 Club member turned up in a nice, yellow 2.5 S (Carl). Don was there with Tomboy. It was nice to see them both. There were lots of other faces at the meet, all-in-all about 20 people, 5 Club cars and the usual Mustang. Carl kept us up-to-date on the progress on his V8 tune-up for his Spitfire. My car made it after 11 months, all but the slave cylinder on the clutch playing up at the last minute. But we made it all the same.

Lizzie is getting the dates for our Crimbo Bash and Curry, taking place on the December meet.

We will meet at the pub around 8 ish and then move on to the restaurant after. More details to be given at a later date and phone Lizzie for any info.

Changing gear now, on the **10th October**, there is a car show at Canvey Transport Museum, which I will be attending and I think it's a case of turn up and just book in. It would be nice to see you there. You can find me easy enough as I should be there in my Vitesse 6. I know most cars will be away in October for Winter but it would be nice to see more new faces again with or without the cars. So, I hope to see you in **October**. Keep all four wheels on the road.

Russell

FOREST of DEAN

Hello again and first of all, I have got the Triumph results from the Ross Traders Historic Tour which run as follows: Class A1 TR3 James Campbell and Alan Smith: 2nd in class and 20th overall This is a local car belonging to Terry Pickering, is one of the hottest rally TR3s around and during Terry's enforced sabbatical from competition has been loaned to a variety of other drivers, on this occasion, his usual navigator. Terry's constant refrain during the day was along the lines of "Go on wring the bloody thing's neck, so what if he stuffs it, it's what it's built for!". Amazing generosity, the engine alone cost Terry over £10K!! Class B2 TR4 Jim Howe and Adam Dewhurst: 7th in Class and 44th overall Class C2 Triumph Vitesse MkII Peter Lambert and Keith Cram 2nd in Class and 34th overall. This crew and car came up all the way from the Isle of Wight and their only rally prep. was to purchase a tankful

of expensive Optimax fuel which they promptly lost down the drive! Excellent result lads and true Olympic spirit!! Class C2 Triumph 2000 MkII Andrew Twort and Claudine Bloom: 5th in Class and 41st overall. This car really made me think, it looks identical to my wife's car, is completely standard and they entered the rally having only owned it for 5 weeks. Maybe a Speaks' entry next year then? Bet I'll have to navigate! Well done to everyone concerned and hopefully next year we'll have even more TSSC support for an excellent local event.

The Mid Wales Mountains and Lakes run went very well, leaving at about 11.00 am and all returning by 7.30 pm. Gorgeous scenery and some spectacular driving with a mid-day stop at Aberystwyth Via the Eilan Vally, Clearwen Dam and the Devil's Staircase. Aberystwyth itself, other than excellent fish and chips, was less than welcoming thanks to a jobsworth at the Marina "YOU CAN'T PARK THAT HERE!", bearing in mind that the engine's still running, the maps are out and other cars were already parked. As we left, a boat owner was having a go at him about lack of security in the Marina car park. Nice! Oh yes, and Effie was not welcomed on one end of the beach (no signs that we could see) but a local 'galloping Spider' was left in peace. The weather was kind to us, well for Wales at least and the roof stayed down all day. John A's 1200 Herald Conv. was three-up plus Effie and shrugged off the whole thing with ease. We alternated the driving and I'd forgotten how much fun a properly sorted Herald can be especially on these sorts of roads and on Cross Plies as well!

We are Trying out The Saracan's Head at Symonds Yat for the Sept. Meet and will let you know how that goes in the October report. The alternating venue idea seems to be working with the Leominster Spitfire crew appearing at the Yew Tree in August for it's first run in 9 years and the landlord Mike treating us all to sausages and fried potatoes for supper! The idea has been floated that we change the area's name to "WyeDean TSSC" to better reflect the spread of active members so any thoughts for and against would be appreciated Don't forget that the **October Meet** will be back at the Yew Tree, Preston-on-Wye so see you there.

Clive

GATWICK

There were eleven of us at Kingsfold on August 18th - a dull, rainy evening. We admired photos of James' GT6 and look forward to seeing it up and running again. Joining us were Adam and Sam who we had met at the Cranleigh Show in their Herald 13/60 Convertible. Talking of Cranleigh, this was a nice little show with a real mix of cars. We joined up with Karen, Adam and the Surrey Area, putting on a really nice line-up of cars and enjoying a piece of Karen's birthday cake.

Our GT6 managed its first big outing of the year with a Track Day at Goodwood. We had a brilliant day and special thanks go to the band of supporters who came to watch, particularly to Martin Marison, without whose banjo bolt, the day would

GLOUCESTER . . . HANTS & BERKS HERTS & BEDS

have been yet another disaster. Highlight of the day for me was seeing David overtake a V12 Jag!

We couldn't attend the Shoreham Airshow, but those members who did joined up with the Sussex Area.

September's first meeting at Ardingly was well attended. It was nice to see Tony's car back on the road after the diff went on the way back from Le Mans. Welcome to Hugh and family. We met at the Track Day and it turned out he lives in Ardingly, so they all bicycled over to see us.

David and I were back at Goodwood for the Revival Weekend. It was great to see Mark Field's Spitfire on display. The crowd round it was so busy I couldn't get a photo! Highlights of this weekend were the 24 litre Napier and the whole Chicane Grandstand on its feet to cheer a tiny Austin A35 which held off a very fast Jag to win its race. Two Standard 10s put up a very good show too.

Forward Dates:

Oct 3rd - Shoreham Southern Classics
Oct 6th - Ardingly
Oct 17th - Sandown Spares Day (We are going for an evening meal afterwards)
Oct 20th - Kingsfold
Nov 7th - Ardingly Autojumble
Nov 14th - LL at Midhurst (we are going for Sunday lunch after)

STOP PRESS:

The December meeting at Kingsfold is cancelled. Instead we will have our Xmas Dinner on **Thursday 16th** at Ardingly. See you all soon.

Lynn and David

GLOUCESTER

www.tssc.org.uk/glooucester

Hi, welcome to the next chapter in the enthralling area report ... Well it would be but Andy is off on yet another holiday and he didn't even ask if I wanted to go! You now have to put up with my inane drivel. As I write this I have been basking in the fantastic sun and heat of the early September summer. Unfortunately, I am off work, but am able to convalesce sat out in the garden. Ooh! It's hot. August was a quiet month for us club wise. It saw Chris and Ali meet up with Colin (Avon AO) at the Great Gloucester Heritage weekend. They all enjoyed it but it would have been better with a larger group! We will amend that next year. Chris managed to collar an unsuspecting, Herald driver and invite him along to the following club night. His ears stopped bleeding and he came along mad fool, welcome Gareth we look forward to seeing the family and car at Malvern. The club night was as usual well attended. We would also like to extend our welcome to Rebecca with her 12/50 Herald. Chris Mills posed a question on behalf of the international team. How can we improve the international weekend? Please give it some thought, either let Chris, Jane or I know your views, they count. Sunday 29th saw Paul and Andy attending the Cleve Vale Rotary Club, Classic vehicle Rally drive Prescott Hill. Paul took his GT6 along handed over £4 and duly thrashed it up the hill. With smiles that resembled cats from

Cheshire they swapped seats several times. Andy even managed to get Lyn to sit in on one of the runs, she was only there to take photos. Paul just pipped Andy with the quickest time of 1.10 secs to Andy's 1.12 secs. If it happens next year we'll plug it. Good cheap fun.

Talking of cheap, Barry spent the first weekend of September at the Goodwood revival. He went in his usual garb and fitted in perfectly. The weekend was a scorcher. There were many vehicles and people of interest. The highlight was seeing an A35 win the race where it was pitted against Jags and other large saloons. He tells me that a Standard 10 led the first 5 laps; unfortunately it blew a head gasket. If you receive The Courier before the middle of the month, tell us and the other half of Gloucestershire, the curtain raising event is Classic Malvern not to be missed **2nd -3rd Oct**. Must dash still have a few bits and bobs to sort for the BBQ. A few dates for your diary:

Saturday & Sunday 2nd - 3rd
October Malvern Motoring Show
Sunday 17th October Triumph Show & Spares Day Sandown
Monday 18th October area meeting at Kings Head Norton
Friday Saturday & Sunday 22nd - 23rd 24th October
Classic Motor Show NEC

Fan

HANTS & BERKS

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Firstly an apology for the lack of Area News last month, I was away on holiday and well, you just can't get the staff these days. I'm dashing this off during an evening lull in a hectic week so I'll try and make worth reading!

Great to see Tim Bancroft, TSSC and Club Triumph member at our meeting. Tim is organising the Round Britain Reliability Run, a little drive around Britain in 24 hours - it all kicks off on the first of October so we'll bore you with tales of daring do next meeting! Craig and Sarah, Carl and Becky and myself are all doing it. I'll be crewing a Triumph V8 Saloon prototype with Dave Pearson from Canley Classics. Craig and Sarah are taking their Vitesse and I understand Carl and Becky are taking Becky's Spit 1500.

September's meeting was a little down on numbers but we did manage to welcome Julian a newbie Spitfire owner who I've been in email contact with recently. Nice to have you along, I hope we can help solve some of your oil leak problems, Mark knows all about oil leaks having left a large puddle in the car park at the July meeting.

It was also good to see Chris Climpson again - Chris has grown far too fond of hospital food either that or he's got a 'thing' going with one of the nurses as he's had to go back into hospital. We wish you well mate, get it sorted and we'll see you out in that Herald of yours again soon.

Nice also to see Sue again, what did you do with Bob and when are you going to get yourself a Triumph?

So what's everyone else up to? Well Craig and Sarah are moving house, they've

found a place in the Wiltshire countryside and will be building garages by the sound of things.

When's the house warming party Craig? Mike was busy, couldn't stop but did manage to donate some very classy high fashion raffle prizes - real quality gear Mike, I had to ration them.

Good to also have Colin and Con turn up and help me diagnose a poor running problem with Jasmine, a split Stromberg diaphragm was diagnosed, confirmed and repaired with a piece of tape - that got me home without drama and a new part was ordered for immediate fitment. Jasmine retained her record of never stranding me.

On the subject of Jasmine, I've been busy buying and selling. I had an email from a member looking for a Jasmine 13/60 and asking if we'd consider selling her. Now we had been thinking of selling Jasmine in the Spring and buy another Triumph so we decided to see if we could sell her now. By the time you read this Jasmine will be in Aberystwyth with new TSSC member Jean Goodson. Jean's friend Ronnie is happy to tackle Jasmine's bodywork issues. That left me with a garage space to fill and despite this being for Claudia's daily driver she said she wanted a Spitfire. I started looking, saw a few whilst out and about on business but didn't find 'the one' then a tip off from fellow AO Colin Wake alerted me to a GT6 Convertible for sale and well you'll see what happened at the next meeting.

Anyway, enough of my ramblings, back to business. Here's a good one for you - I know it's still only September but we'd better start thinking about where we want to go for a Christmas do - any thoughts or recommendations?

I'm looking at the events calendar to see what's on for us as the Summer finally fizzles out - there'll not be a lot left by the time you read this but I see that The National Restoration show is on at Stoneleigh on **31st October** and that's always good for a days rummaging.

HERTS & BEDS

August meeting was very well attended. Peter and Lesley with the MkII Vitesse, stripped his Vitesse and bought a new chassis and is getting on like a house-on-fire. Dick bought his red Mk III Spitfire just had quite a lot of work done on it, looks very smart Dick.

Pity you did not get in down there in July I am sure you would have won a prize. Chris turned up in his 1500 Spitfire; he is selling his GT6 for about £1,000, give me a ring if you are interested and I will pass on his number. Eddie is getting on very well with his MkI Spitfire.

I think I need to put a bomb under myself,



HERTS & BEDS cont

as I have not done very much to my car this year. A guy turned up in a MkIII GT6 (sorry I forgot your name). His dad had bought it from new when he was a year old. It looked very nice I hope to see you again. Lloyd turned up in his dark blue TR6 again a very smart car. Kevin a new old member came down in his Mark 4 Spitfire it had only done 20 something thousand miles, and has never been welded. He also never paid very much for it either. Matt was down finalising the show at Duxford. Ashley Acclaim should have all the stickers on ready for the Round Britain Reliability Challenge. He will be doing this along with Sam in his Triumph 2000 Estate. We wish them the best of luck.

Sam did not turn up at the meeting, which was a surprise, but I found out why the following Monday when he phoned me and said he could not make the meeting that night. Next meeting **Monday 25th October** (that's the fourth Monday of the month Sam) The Bull Inn Whitwell. Cheers

Les

MID KENT

Hi all and Happy October. Apologies for the lack of news last month no excuses! Lucky there wasn't too much going on what with summer holidays and the like. I did manage a run of 8 months!

Well, it has been a busy month. Early August saw Colin, me, Ian, Sarah, Neil and Sam, amongst others, head off to Morzine in the French Alps for a mad extreme sporty week. Mountain biking, para-sending, mountain-walking, canyoning and drinking! A great time was had by all - even despite cuts, bumps, crashes, bruises and hangovers!! Sarah and Ian had never mountain-biked before and took to it like fish to water. Sarah takes the record for having the biggest kahunas that girl has no fear!

Phil and Joy, settling nicely into wedded bliss, invited us down to their 'house' on 22nd September for a picnic at Sissinghurst Castle. This year had a very good turn out, along with a high percentage of unwanted guests - the wasps. The boys set to making a science project of making wasp-traps out of lemonade bottles, while the girls sipped glasses of Pimms in a rather civilised fashion, with the Savlon at hand. Sian wore through each of us, one by one, playing hide and seek and bat and ball, while Kelby exercised his muscles beating Colin up. Big Thanks to Joy and Phil for baking yummy cakes and for providing us with a great, sunny afternoon.

Chris had his Stag day at the end of

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

August down in Sittingbourne. The boys did some clay pigeon shooting and quad biking. By all accounts, Jon was a liability with a rifle and Jamie with a quad-bike. Sounds like everyone had a great time but the Groom got off very lightly.

The September meeting was busy, with two new faces, David and friend - who came for advice on whether to buy a Spitfire or a GT6. David had made his mind up by mid-evening! Chris and Lorraine were looking surprisingly calm and collected, considering their wedding was only three weeks away 19th September. Congratulations to both of you - hope it all went smoothly and you had a fantastic day.

Only one big Happy Birthday this month, to Sian, who will be celebrating her 7th birthday in style, no doubt!

Well, that's it for this month. Next area meeting you'll be putting in some thoughts for things to do up to Christmas, including the Christmas bash. Ten-pin bowling, Playstation night, pub drive, Fish and Chip Run, Scalextric, Cheese and Wine, Retro TV night, Fireworks Night?..... you decide!!

Bring along some ideas!

Take care and see you on **Weds 6th October**.

Carol

WEST KENT

WestKent@tssc.org.uk

Regrettably I missed two of my favourite local car shows namely Autorama and Detling due to a clash of dates for our holiday. I'm told both were very good.

Frank kindly put pen to paper to give a report on Autorama :- Well having been pressured into writing up the Autorama show in Tunbridge Wells I will do my best. I attended on Sunday accompanied by my wife Irene, Keith and Maureen. Keith in his GT6, myself and Maureen in her lovely 12/50 and Irene (traitor) driving her MR2. Must not blame her though, I still have to put the Vitesse Convertible together. Having spent some time working on Maureen's 12/50 we were pleased to find it is now a little 'rocket ship'.

We arrived to find a good turnout of everything from stationary engines right through the range of bikes, cars, trucks and steam loco's, including three fully working I think, 1/8 scale trailer towing loco's. A good day was had by all, particularly so for John Macrow whose Airdale took first prize in the dog show and forth prize as the dog the judges would most like to take home. The dog gets more attention than John's wife Penny. Frank McTighe

The September meeting went well and as usual a variety of subjects were discussed ranging from herbal remedies to scent blasting and finally the area Christmas dinner. It was suggested that a New Year dinner would give us more flexibility in terms of venues and dates. Many of us are heading to Duxford for the 10th All Triumph day. Sue and I will again be supporting the Norfolk Area's Mile of Triumphs. Many thanks to everyone for sponsoring me for the Round Britain Reliability Run. By the time you read this we will have completed this epic task. Please don't forget that

the **Oct.** meet is quiz night to be hosted by Sue and Julian. If you have never been to a meeting before this will be a perfect time to come along. Go on, you know you want to! Cheers for now

Harry

LANCASHIRE

At last a tadge of good weather; at least for the Saturday of John and Julie's Camping weekend in Penrith. 2 club cars, a Spitfire and a Vitesse, a TVR, plus a collection of Euro boxes, all housed in 5 tents attended the gathering. Following the obligatory 'getting to know you better' meeting on the Friday evening the main event was the welly walk on Saturday. Dave also turned up just for the walk and gave a new meaning to the term 'skid marks' when he decided to take a short cut down the hillside. The weather even stayed dry for the evening BBQ but returned with a vengeance on Sunday just in time for striking camp. At least this year everybody managed to leave the field without assistance.

August's meeting was well attended, the sunny evening certainly helped. What a shame it goes dark now at 8.30 pm. There was a wide variety of cars on display: 5 Spitfires (one a yellow 2.5 litre special with matching alloys, very nice), 2 Dolomites, a Stag, 2 Herolds, a GT6 and a Vitesse. Other cars of interest were Hairy Graham's ongoing Mini project, Bernie's new beast, a Nissan Skyline. And believe it or not a 5 litre Mustang Engine Mk 2 Cortina! The winner of the most thirsty car went to the 2.5 ltr Spitfire, 16mpg! The three men in a boat story took a new twist when Todd, Geordie and Dougie told me they had recently took up a BOGOF offer and travelled 520 miles in a Transit to pick up two Dolomites! They promise to give a progress report at the next meeting!!!!

Future Events: This weekend (10/11/12th September) it's Paul and Geordies Heartbeat Camping Weekend in Pickering, all welcome. The next meeting on the **26th October** will be taken up with the annual Blackpool Illuminations Trip, hosted by Dave on one of his Open-topped Double Decker Buses. NOTE for this trip the meeting will be held at the Phantom Winger Pub, adjacent to the M55 roundabout in Preston. 6.30 for 7.00pm.

There will be a small charge for Diesel. November's meeting (30th) will host the annual Scalextric Challenge; I intend to use this as an excuse raid my attic and retrieve all my, sorry my children's, old Scalextric set just so I can practise!!!

The Christmas meal will be held on the **14th December** at the Plough at Eaves, please pre-book at the next meeting or ring Mark/Pam on 01257 482569.

And finally some good news! We now have volunteers for the vacant spot of the Lancashire AO in 2005. Chris and Annette, who hail from Nelson, have put their names forward and if there are no other contenders this will be ratified at the Christmas meeting. On a sadder note we also need to consider a change of venue for the Area meetings. Despite the excellent support from Doreen and Mark at the Plough at Eaves, their good beer and good

LEICESTER & RUTLAND LINCS & NOTTS

food, its location in the depths of the Fylde is becoming a problem. A significant number of regular attendees now come from the Eastern side of the County and therefore it has been proposed to move the meeting to a more central location. If you have any suggestions for a location please advise Chris or Pam the next meeting following which a vote will be taken at either the **November** or **December** Meetings.

Finally a couple of area cars for sale: My son Lee's 1967 1250, a Club Car for 20 years now in need of TLC and a new engine, but with a 10 month MOT! Offers around £450.00 to myself on 01772 713895. Also James is selling his very nice low mileage 1970 Herald 13/60, £1250.00. Call James on 07834 515667 or his dad Steve on 07966962399.

Glenn

LEICESTER & RUTLAND

Winter cometh, lovely jubbly. However, the area have had a very busy summer this year. Firstly, a final report on our own 'Sunshine Rally' held at Stanford Hall on Sunday 8th August. Glad to report that for the third year running attendance numbers were up and so was the quality and variety of cars on display. The opening up of the club to other Triumphs is having the results we all hoped in keeping the Triumph marque in front of the public. According to one of the judges at our show who also judges at Stafford, we had the best four Vitesse's in the country on display, and the other winners were of very high quality. Once again thanks to all the area members who helped both on the day and in the months prior to the show. To clear up a point of confusion, we are charged by the owners of Stanford Hall for each person entering at the gate, which entitles them to the grounds only.

To visit the hall is a separate charge and we will ensure this fact is displayed on next years programme. Considering that the remainder of August was wet, wet, wet we were so lucky with the weather on the day and we all had the sunburn to cope with.

The owners of Stanford Hall say we can come again as we left the site in such a clean order so our 22nd show is booked for **Sunday 7th August 2005**, so keep it free.

Just returned from the Notts & Lincs camping weekend at Woodland Waters. What a superb venue and a well put together relaxed weekend it was for the club by Garth and mates. Yet again the weather was fantastic and our casualty from Stafford is slowly learning to pace himself, eh Dave J. During the long, lazy evening barbecue, it was noticed that he had disappeared and just as we were beginning to get worried, lo and behold he re-appeared with a tray of drinks, and not a drop was spilt. The clubhouse was starry across the parkland. What a star, as the wine and cans were going fast. R.. having already put Vanessa to bed in its own tent (it's a Vitesse, before you jump to the wrong conclusion) did the fastest impression of falling asleep ever seen, and so joined Vanessa for the rest of the night!! Sunday was a scorcher and in the morning it was a peoples' choice for the car that

they would like to take home. Eighteen cars lined up out of the cars present, and it was nice to notice that nine of them belonged to our area. Graham Nobbs still went home in his lovely Stag, despite the majority wanting to do so. Members test drove other members' cars and were in such a rush to do so that we were left to turn off the singing kettles!

Reminders for the rest of the year:

Next meeting, **Tuesday 5th October** is not, I repeat, not at the Brant, because we as an area are visiting HQ at Lubenham, meeting there at the normal time of 8.00 pm prompt. So best suits and dresses on, white gloves and hide the spanners down the trousers. Its a long time to Stoneleigh! Slot car is being booked for **Saturday 9th October** at the usual race track so if interested please contact me, as only 20 can race. Tenpin bowling will be **9th November** and I will finalise details and numbers at the next meeting. Sad, but Xmas bookings are with us already. By popular request we will be going back to the Swan at Sibley for our Xmas extravaganza and will try and book for **10th or 17th December**. Details to you as soon as confirmed.

Dave

PS. Graham says hi to Pete Gardener!!

LINCS & NOTTS

What can I say, we had a great camping weekend, the second one at Ancaster and the numbers were up a bit on last year. We were a little worried as only three booking forms had been received by the week of the camping weekend, we put this down to the constant rain we have had during August. However, when I looked at the weather forecast I began to have a better feeling that we would get a reasonable turnout. I went to get our trailer tent and put it up on the Thursday evening to save time on the Friday as I could not get the afternoon of work! Tony came with me to help. The dawn broke on Friday to a lovely sunrise which was a good omen, Ellie was able to go down the site a little earlier and put out the flag and banner, by the time I had got home and stocked up with beer from Tesco's it was about 6pm when I got to the site. I was greeted by 16 or so tents and caravans which allayed any fears I had of the event being a failure this year. Ellie got some food from the chippy and we retired to Woody's bar on the site for a good old chin wag. I had prepared a feely bag competition and when enough people were there I handed out the black mysterious parcels! The majority of the items were guessed correctly, but there were a few devious items in there which I had a feeling would be hard to guess. It did not seem long before it was time at the bar, so off to bed.

Saturday started with the sun streaming through the canvas of the tent, I got up and looked over the lake, I have to admit the view at the site is absolutely gorgeous over the lakes with the swans gliding majestically over the still water. Breakfast and a few headache tablets were the order of the day, it was soon time to get people assembled for the convoy. The destination was to be Newark Air Museum which as the



crow flies is only about 11 miles, but our route was more like 42 miles. The convoy was well run and we did not split up too often, after about an hour and a half we all arrived at the Air Museum, Tony had gone ahead and arranged things. When we had all paid we were let through from the usual carpark and were allowed to park under the Vulcan bomber they have there. Tony handed out a quiz sheet to everyone and we all headed to the small cafe and loos. The poor woman behind the counter said "if I had known you were coming I would have made more sandwiches" which considering Tony had been up to the Museum several times in the run up to the event to organise things was a little surprising to say the least. After an hour or two most people had been round all the exhibits and had finished their quiz sheets, so we headed off back to the site via Tesco's to get some salad and rolls for the BBQ. Back on site we connected the gas bottle and eventually fired up the BBQ, Mike from Radcliffe on Trent had brought the BBQ with him but had never used it! Luckily it fired up and soon got nice and hot. Ellie, Claire and Catherine were busy chopping lettuce, tomatoes and 3kg of onions. The onions were soon on the hot plate to get them nice and brown and soggy, the way they should be! We started off mainly with people from our area around the BBQ, but within 20 minutes or so just about everyone on site had brought their chairs and food over. The onions were going great guns and after many cans of beer with no food as I was on onion cooking duty I had to admit defeat and asked Trevor to take over for me so I could get something to eat. As the night went on, people drifted away into their local groups and were chatting well into the night. It was amazing how warm it was, I was colder at Stafford last year at 11pm than it was here. The next morning I was woken along with many others I suspect to the sound of several geese or swans noisily making their presence known as they waddled through the tents. After breakfast we arranged the cars on a clear bit of the site for the peoples choice and prize giving. The peoples choice was a close run thing as there were quite a few very nice cars there, but in the end Graham Nobbs pipped the other contestants to first spot. The aviation quiz from the air museum was won by William Jones, and the Feely bag competition was one by Mike from Radcliffe on Trent with Phil Jones and Tony Hall picking up second place.

After a lot of tent packing and goodbyes we set off for The Hare and Hounds at Fulbeck to have lunch, by 2pm or so it was all over again for another year. I would like to thank everyone for coming and I hope you had a great time, I would also like to thank Tony, Mike, Claire, Catherine, Toby



LINCS & NOTTS Cont

and of course Ellie for their help without which the event would not happen.

On other matters the turnout was not too bad at the meeting this month with eight of us there, most of the discussion was the forthcoming camping weekend, however I brought along samples of embroidered clothing so we can get t-shirts, polo shirts, fleeces etc. made with our Areas logo on, we have to order a minimum of 12 garments, they don't all have to be the same type, however, if we get more than 25 garments ordered then we get some discount. At present we are up to about 15 things so if anyone else is interested then let me know and I will add you to the list.

Future events, I want to get a bowling evening in before Christmas, and hopefully a firework party, but we are in desperate need of a venue for that.

'Til next time.

Garth

MANCHESTER

www.tssc.org.uk/manchester

I was really pleased when I first heard that Pip and Frank had the opportunity to spend three months holidaying in the sun, and I can't tell you how delighted I was when Pip asked me to act as Area Organiser while they were away. Thanks a lot Pip! I hope you don't get too wet in the monsoons. Seriously though, I am sure all those who know them, appreciate the time and effort they put in throughout the year and hope they have a great time. They deserve it.

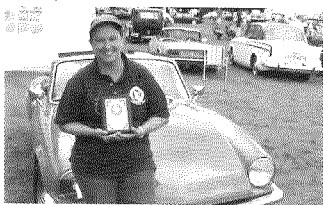
We have had a busy month since the last report. (Notice the different style of writing? Not once has football been mentioned and we are into the third paragraph). Woodvale was seriously hot on the Saturday. We didn't dress the stand, which gave us a chance to look around the show for once. There were five cars on the space allocated to us, and as usual we spent some of the day sitting around chilling out. Oh, except Gary who didn't take a chair. Oh, and Laraine who spent most of the time out of her chair running away from wasps. Which gave Gary a chance to sit down. Sunday was the A6 run organised by Tame Valley Vintage & Classic Car Club. As usual the organisation was brilliant and a great deal of money was raised for worthy causes. Congratulations to Bernice, Peter and the rest of their team. The weather was fine, which was a bit of a surprise looking the forecast. We went in the opposite direction along the A6 this year finishing at the commercial vehicle muse-

LINCS & NOTTS MANCHESTER . . . NEWBURY

um in Leyland, with a stop at the Reebok stadium for lunch. There were six cars from the Manchester area when we set off, Gary joined late and Pat and Colin unfortunately decided to drop out after lunch due to the dreaded handbrake clevis pin failure. Pip and Frank's Millie won a prize in the 70's sports car class. I think that's for a car built in during the 1970's rather than the age of the owners, but who knows what was in the judge's mind.

The area barbecue didn't happen. The torrential rain on the Friday seemed to be concentrated on our house, leaving the garden and cellars flooded. I did not fancy the idea of donning wet suit and flippers, as was suggested, just to be mocked by drunken reprobates. We didn't go to Tatton on that Saturday, for obvious reasons, but went on the Sunday. The weather was very kind to us again and not dressing the stand left time to look around.

We were all sat around (except Gary who didn't take a chair again and Laraine because of the wasps, etc.) and had a really good laugh. Congratulations to Angela and Andrew McGowan who won the Master Class in the Autoglym concours and to Jenny who won first prize for the best Spitfire at the show.



Well her car won really but Jenny tried hard with a good suntan and a bit of lipply. We were all really pleased that her efforts have been rewarded.

The Tuesday meeting saw the usual crowd, 19 of us in total. The fine weather brought out 9 Triumphs, and all of them were topless. Thanks to Kate for taking the minutes. Last time I stood in for Pip, Laraine took notes, which were more seconds than minutes, so she was glad not to be asked again. The meeting was a lively affair, as usual, with much volunteering of tasks. Martin tabled details of a brewery tour, which looks quite interesting, but we are still exploring other options for the Christmas do. Jenny seemed to come off worst, promising to look into future events and alternative venues for the Christmas do. As the show season is at an end we thought of arranging a Sunday meeting or two for the coming months. Phil (a man of his word and with a better memory than I) volunteered to organise a treasure hunt. He, Jenny and the girls won the last one and said at the time that they would organise the next.

Sunday 14th November was chosen as the most likely date, giving enough notice for peoples diaries and not clashing with football matches. More details will appear in next months report but mark it in your diaries now to avoid disappointment! It seemed fitting that Phil won the monthly raffle. The next area meeting will be at the Rope & Anchor, 8 pm ish on **2nd November**. See you then.

Les and Len

NEWBURY

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mary.rumens@btinternet.com

On the August Bank Holiday Monday we went down to the Broadlands event at Romsey with Roy from the local TR Group. This was the first time for Broadlands and was well attended by other classic car owners. We all had an enjoyable time and it will be worth a visit next year.

The Goodwood Revival was on the 5th September and four of the area, including Dave, went to the event. So let's hear how they got on. We all met up at Waitrose carpark Thatcham at 8.30 on a superbly sunny Sunday morning. The journey down to Goodwood was a joy following all the old country roads with Sean in the lead with his 13/60 Convertible, me (Dave) in the middle with Vitesse and following the golden rule of putting the fastest car at the back, Nigel and Dennis were at the rear in GT6. Sean and I were in period costume which with the very hot weather may not have been a good idea. Still we looked the part straight from the 1950s. There was a long queue of cars from Midhurst leading down to Goodwood, but it was all well organised and well behaved so there were no problems. We started off looking around the pits at some very old and very expensive machinery. I guess that means that they were not Standard Triumphs! Walking up the banks Sean was having trouble getting traction in his 1950s leather sole shoes or was that a crossply soles! As last year we were Dads Army doing their stuff, we asked Dennis if they bought back any memories. Hmm I think I should leave it at that. Then we moved on to what has now become a tradition of have a pasty for lunch with Glenn Miller music playing in the background. At this stage the very hot weather forced Sean and me into drinking a pint, normally we don't touch the stuff you understand guvner, it was the weather condition honest. So after lunch it was off to see the racing in the form of expensive 1960s sports saloons playing at bumper cars.

Don't let anybody tell you these guys at the Revival just potter around the track to put on a show. This was the real stuff. I reckon about a third of the car there had body damage as a result of real competitive driving. As well as the racing there was also an air show with 4 Spitfires, a Mustang and Thunderbolt doing aerobatics overhead. Plus a fly past by the Battle of Britain Memorial Flight. The day went very quickly and on the way out Nigel was seen drooling over a Ferrari, as most of the best Ferraris in Europe were at the event Nigel must have become quite dehydrated by the end of the day!

The journey home in the evening sunshine was what driving a Triumph is all about - sheer joy. Thanks go to Sean for organising the tickets and suggesting the idea in the first place. Plus choosing an excellent route for driving ones Triumph old boy, help I am trapped in the 1950s. Quick, back to Mary I can hear Take It From Here on the wireless.

This is a message for Eddy with the red Vitesse Convertible who came from Cheam to the Newbury Classic car show -

NORFOLK . . . NORTHEAST NORTHANTS

I have no other way of contacting you. Thank you for the very kind gesture of donating your raffle prize to our area and we will be using it in our Christmas raffle. Hope to see you again next year at Newbury.

Don't forget the Triumph Show at Sandown Park on **17th October**. Get all those bits for the winter jobs and see a load of Triumphs in the car park.

Mystery Pub lunch is on 7th November meeting place and time will be in next Courier. You must have pre-booked for this.

Christmas Meal (Yes, it's come round again) has been booked for **8th December**, our normal club night. Non-refundable deposit of £5 to me by **13th October** please, and I will give you a menu. I will be collecting the balance of the meal before the end of November to make life easier on the night. We have decided that the theme for the night will be colour which one it is will have been decided by the time you read this.

Next meetings: **Wednesday 13th October** (main meet) and **Wednesday 27th October** at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events:

17th October Triumph Spares Day at Sandown Park racecourse.

See you all at the next meeting.

Keep 'em flying.

Mary and Dave R.

NORFOLK

A low turn out and a limited agenda to be discussed means that there is very little to report this month.

Firstly, congratulations to Bill Galloway winning the original GT6 class at the international this year, a wonderful achievement considering the very high standard of cars on display.

Laurie advised those present that he intends giving up his post of Web Master at the AGM in **November**, so a volunteer will be required to take over this important task. Laurie will be a very hard act to follow but he has said he will help his replacement to get started. The members thanked Laurie for all his hard work in setting up the site and keeping it up to date.

I then informed the meeting that I shall be standing down as Area Organiser at the AGM in **November**. I have enjoyed my time as A.O. and have made some very good friends both in Norfolk and particularly in other areas but I think five and a half years is long enough. I shall particularly miss being involved in the Mile of Triumphs but even my birth child has been a handful this year so after seven years it is time for new people with new ideas to take over. I hope the M.O.T will survive and go on from strength to strength.

I will not be at the **October** meeting as Sue and I will hopefully be earning ourselves a well deserved rest sunning ourselves in hot climes in the Caribbean, so David Aspinall has agreed to take the "chair". I believe he intends having a quiz to keep you all amused. He will also be looking for nominations for the vacancies being voted for at the A.G.M. in

November. Regards

Joe and Sue

NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all. Quite a decent turnout at the last meeting with plenty of Club cars outside. No Bonds or specials (Ian's Gentry still has a leaky fuel tank). We had a new white Vitesse Convertible with owners Graham and Jane who came all the way up from Middleton St. George near Darlington. They have had the car 2 and a half years. They got lots of information from Graham Holt on the various differences between MK1 and MK2 cars as they weren't sure about their car.

Also attending was our first TR. A TR7 DHC belonging to Johnny Thomas from Chester-Le-Street. Johnny has had the car for a year and a half and bought it because he has wanted one ever since seeing his first. Bought from way down south somewhere it's on a new engine since the first one died. Both cars looked lovely and we hope to see you all again soon, either at meetings or events.

Lots of Vitesse news this month, firstly, Graham Holt was one of those who paid up to take his car round the full Le Mans circuit at the recent classic, and got two laps in, what a fantastic experience. Welcome back Peter from Low Fell with his GT6 having sold the rally car instead. Having had three occurrences where my Spit headlights failed I have rewired them all using the original wiring just to trigger relays and fed the lights direct from the battery with all new earth returns. Made a massive difference, and all for under £40 and a bit time. Get in touch if you want to know how to do the same.

Martin's Vitesse is getting very hot very quickly and himself and Michael have a cunning scheme involving some plates and ducting and an extra fan to keep things cooler under the bonnet. It also needs new rear outriggers which should all be done in time for the kite flying.

Steve and Lisa won the class at the BVVR, last time I give help with answers at a checkpoint. Cracking run out as usual though the navigation of many left a lot to be desired this year. Everyone made it back safely though.

Tony Usher has sold his TR7 to finance the TR6 rebuild that should be being completed between me writing this and you reading it. Hopefully, it will have made Holy Island.

I have provisionally booked us into the Travellers for our Christmas meal on **December 5th** at 7pm. That is meeting night so bring along some readies (around £5 per person) to the next meet. We will probably have to supply meal choices by November's meeting as well.

It'll be quiz night on **October 3rd** after the formal bit at 9pm. TSSC voucher prizes will be available to win, and don't worry there will be very little, if any, car and club related stuff to answer. Hopefully, it will only take an hour and remember the quiz-masters answer is final!!

Have a think about what you would like the area to do next year and we will sort

some sort of calendar out in **October/November**.
Bye for now,

Mark

NORTHANTS

Hi everyone. Adam has written the report this month as part of his training (only joking Adam) all will become clear as you read his report. Keep an eye on the website as news for our Christmas party and other events planned for the winter months are finalised.

Whatever happened to the summer? By my reckoning it didn't stop raining. However, we were out and about and in-between the showers we have had some really good days out. On the 18th of July we attended the Kimbolton Country & Classic Car Show. Despite an enthusiast response we only managed to produce one club car from our area and were heavily outnumbered by the likes of Ford and even Porsche, so come on, get those cars out and show everybody our beloved Triumphs. Who knows you may just enjoy yourself! Luckily Peterborough came to the rescue with a fine selection of club cars and saved me the embarrassment of a stand with only one car! Thank you Peterborough. I hope to see you again next year.

July also had Harpenden's Classics on the Common. This event is unusual as it is held on a Wednesday evening which adds a special atmosphere. The weather was very kind, so we parked up, set out our picnic and sat back and watched every classic car you can imagine. Despite cars like Ferrari's and Bentleys in every direction you looked, our Herald had lots of people come over and say "I had one of those, it was a great car" or "I learnt to drive in one of those" and spent a few minutes reminiscing on the days spent behind the wheel of a Triumph. I always enjoy people's stories about their Herald. It is a real peoples' car. As the sun set and left us in a warm summer's evening we finished our flask of tea and set of home. This event is a real must for every car enthusiast.

In August Jonathan and Elaine invited everybody to a barbecue at their new house. We stuffed enormous amounts of food and drank lots of alcohol. As with all good parties you wake up the next morning and you can't quite remember what happened. Another successful party then!

As you may be aware it is the time of year for all areas to register with the club and appoint an Area Organiser. After some years as our AO Graham is stepping down from the job. I would like to take this opportunity to thank Graham for all his hard work and I hope he will continue to enjoy the club without having to do the



NORTHANTS ... NORTHERN IRELAND ... PETERBOROUGH SCOT CENT WEST ... SCOT NORTH EAST ... SOMERSET

miss if you don't go to Area meetings!
Watch this space for news of more new events!

Paul

PETERBOROUGH

With the summer hols all now largely a thing of the past it was ironic, but not surprising, to see an improvement in the weather and a breezy but pleasant enough evening for our September meet. There was certainly a nice line-up of club cars in the car park of the Bertie Arms as I arrived and another good attendance.

Holidays were very much the theme in my little group and particularly Colin who had just returned from 6 weeks touring around Australia. Interestingly after all that time away it took Colin's appearance to remind the landlord that he had sent us a postcard some weeks earlier, care of the pub! So we got the postcard summary and the personal account all on the same night.

In all his time in 'Oz' Colin only reported seeing one Triumph, a wrecked Triumph 2000 in a breakers. He did however meet a young German lad who owns a Triumph Spitfire. This turned the conversation to Triumphs abroad and an interesting story from Richard and Pat. When they wanted to sell their Spitfire they were contacted by a Spanish professor from the Barcelona area. He basically bought the car blind and despite Richard's attempts to make it very clear that a certain amount of work needed doing, turned up with his daughter as interpreter, a trailer in tow and a wallet full of Euros! It had apparently always been his dream to own and restore a Triumph Spitfire and he was more than delighted to finally realise this dream. Richard had a recent e-mail from the professor to say that the car is now almost finished and we all suggested that he should try to get some photos of it when complete - might make a nice feature for The Courier.

Whilst talking to Richard and Pat it became evident that in the not too distant future they will be looking for something a little more family friendly than a Spitfire. In fact it looks like they will be in the market for a nice Vitesse convertible so if anyone has a 'good-un' for sale please let Doug or me know and we can pass the info on.

It was good to see Garth from the Lincoln Area at one of our meetings again and reports from the recent Lincoln Area camping weekend seem to be highly complimentary - good company, well organised and great weather by all accounts - so well done for that. It is good to hear that this event is getting established with such positive feedback and I certainly heard some mutterings amongst the Peterborough regulars of 'must get along to that next year'. Well that just about wraps it up for another month. We are all looking forward to this coming weekend's Duxford all Triumph day - let's hope the weather stays kind! More of this in next month's report.

If you fancy a beer and a natter please do come along to our next meeting at the Bertie Arms at Uffington, near Stamford on Monday 11th October. You are most welcome any time from around 8pm.

Paul

SCOT CENT WEST

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August was a bit of a wash-out up here with the Callander Show being virtually rained off - shame really as it is normally such a good show but there we are! Selkirk which more or less closes down the circuit north of the border will have come and gone by the time you read this so heres hoping for some better weather for that one...

The September meeting at the Lochinch was small but lively - 7 members and 4 cars, all red Convertibles, 3 Spits and a Herald. All manner of things were discussed, not least being my desire to step down as AO. Any volunteers? It doesn't take much apart from attending meetings (thanks Mark), answering the odd phone call, booking Culzean and doing the annual quiz after the AGM in December. I've already got this year's prizes and have racked-up some fiendish questions but who is willing to take things forward into next year? Think on on it. Yours aye.

Jim

SCOT NORTH EAST

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Hi, I have not managed to make the last two or three club night and pub run meetings, I was away on holiday and now I seem to be working when there is a meeting or event scheduled.

The season is almost over with only one event still remaining. **7th Nov**, Angus Classic Rally there is a stage held at Alford transport museum. The Triumph club usually attends and acts as marshals. This is well worth a visit to see classics in action.

Our regular club night meetings will continue to be held on the **last Thursday** of the month at the Norwood Hall. (8.00 pm). That is all I have for you.

Keep driving your Triumphs, we may get a few fine days yet.

Danny

SOMERSET

Well another season over and time to put the club car to rest and repair any of those little things that played up during the Summer!!!! Then they will be ready for next year. Barb and I had a good run with The Minehead Motor Club going around Exmoor. It started off with a light drizzle but as the day wore on the clouds broke up to give us some lovely sunshine for the rest of the day. We had a very nice finish at the Fete at Allerford where a cream tea was served him lovely!!!!!! We saw Diane and Ken Mulhall there with their Triumph Herald it was good to see them. Ken is a lot better now as he is on some new drugs. How lovely to see Rupert and Jennie at the last meeting with Jennie looking well. Unfortunately, there were only six of us there, where were you all?? It has been suggested that instead of a Xmas meal at Brent House **4th December** to do a car run and have a

SOUTHERN SUFFOLK ... SURREY

lunch on **Sunday 5th December**, venue to be decided. As no one has come forward to take over as Area Organiser this will be our last meeting. Money left in the Car Club kitty will go to a charity. That's all for now folks see you hopefully at the next meeting.

Deter

SOUTHERN

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

I think perhaps summer's been and gone - though we might yet be surprised by an Indian Summer. It's certainly been mild enough to sit outside the Bakers Arms for our meets the last few months. I think the landlord has now got the hint - having seen us unload our own chairs the last couple of times - as the other night we drew up to discover several new wooden bench tables and brollies outside. Maybe by next month he'll have outside lighting to go with them?

Stewart and Hazel met Guy and I at the show at Newbury Racecourse having just acquired their Spitfire from Newbury Area's Dennis and promised to come along to join Southern Area. They took the Spitfire along to the Southern Classics show at Otterbourne but I don't think anyone else from the area made it to that one. Not to be deterred they came along to Droxford this month in the car to join a great line-up of seven Triumphs (sorry, 6 Triumphs and 1 Bond!). Welcome back to Darren and Paddy who've been busy with work and the new baby and to Paul who's been working hard this summer on Southern Area's new French campsite!

August Bank Holiday weekend proved to be a very busy and Bournemouth Classics on the Prom, followed by a rather more leisurely, and very enjoyable day at the new Hampshire Pageant of Motoring at Broadlands on Bank Holiday Monday. As their first show it was only a one day show this year but went so well they plan to extend it to a two day event next year, definitely one to put on the calendar if you can.

Other than that we've had rather a quiet month, though have managed to take 'Monty' out a couple of times and looking forward to a run out with him to one of our Sunday lunches over the winter. This month will see the last of this summer's evening roaming meets before we start our lunches in November. As you can see from the diary dates below, our first event in **October** may not be quite the right trip for Monty though we're hoping Guy's Bond Estate will come up trumps for the third time. We'll look forward to seeing you all at Droxford 2 days later to update you on the trials and tribulations of the run - and to collect some sponsorship money!

1st/3rd October - Club Triumph Round Britain reliability Run
3rd October - Southern Classics Autumn Show at Ricardos, Shoreham
3rd October - Alton Classic Car Show
4th October - Regular meet at The Baker's Arms, Droxford
17th October - Triumph Show and spares day at Sandown Park
17th October - Autojumble at The Royal Armouries, Fort Nelson
21st October - Roaming meet at The Barleycorn, Bishop's Waltham

31st October - Restoration show, Stoneleigh

Suzie

SUFFOLK

Suffolk@tssc.org.uk

A fine day led to a fine evening with a good turnout of 16 cars in The Maggie car park. The Maggie is much easier to find now as its sign going right across the road is now back up - makes it easier to know where to turn into the car park. I think most arrived open topped (only those with hoods of course, no one would take their roof off, would they?). The four of us from Felixstowe travelled in convoy each way, 2 Spitfires, a Herald and a Vitesse, and yes our tops were down there and back. It was a little cool going home but great fun.

Several new people came and we hope they enjoyed the evening. Richard Hammond and daughter started out in their Mk4 Spitfire but it broke down with no spark at near by Stonham Barns and its journey back to Bury St Edmunds was by recovery truck (I guess Richard may not have enjoyed the evening because of that but hope he will come along next month).

Two people Colin didn't get to meet were R J Nichols and N A Nichols (or is it Nichols, both Colin or I were unsure which was the correct name from the register). Was your car the smart looking red Vitesse Mk1 in The Maggie car park? Also coming for the first time was Robert Lindtatt, and, we think, Lee Davis - Colin got a fleeting glance of someone he thought was him in a K reg, red 13/60 Herald. Our meetings are very informal and Colin always tries to get round to talk to everyone particularly new people. Hope to see you all in **October** or at a future meeting.

Those of you that read the Le Mans Classic article in the September Courier will notice that Philip Wilcocks, the organiser of the TSSC trip to this event is already indicating that there could be a TSSC trip in 2006 for the next Classic. If you want one to happen, drop big hints to Colin (he was involved in the organising). Chris even thought it would be a good target date to get his GT6 rebuilt by. Even my wife Pat said she would go again in 2006 and she does NOT really like camping any more. Is this a big enough hint Colin!

The next meeting dates are:
Tuesday 5th October Tuesday 2nd November Tuesday 7th December
See you at The Maggie, 8.00 p.m. on **Tuesday 5th**

Deter

SURREY

Hi folks. Autumn has really set in now and I can believe where the summer has gone. Last month we went to one of the last summer shows of the season for us at the Cranleigh Lions Classic Car Show. It was a great, informal show that we did as a joint event with the Gatwick Area. Thanks to David and Lynne for organising for so many cars to come. We had mostly Vitesse and Heralds with 2 GT6s, my 2000 Mk1 Estate and a TR6.

I think there was a total of 12 Triumphs

on our stand, a good display. Liz and Con brought both there Heralds as they only live a few miles away but on the previous day they didn't look like they were bringing Liz's Convertible. Con was giving it a good clean on the Saturday afternoon and must have dislodged a piece of rust (I didn't think it had any) off the petrol tank. Con had to get Liz to come over quickly to put her finger in the resulting hole to stop the flow of petrol. Meanwhile Con took the petrol tank out of Dave's old Herald 13/60 to put into the Convertible. Holland and holes in dams comes to mind!

We also had a good number of cars turn up a few weeks later at the Wednesday meeting in August at the Well House Inn. Paul has a new set of Revolution wheels but we didn't really get time to admire them as we spent half an hour trying to get his brake lights to work properly before he left the pub. Maria had brought her new blue MkIII GT6 which is very tidy, but she can't decide whether to sell her MX5 or not. Not a choice for me, I'd always prefer to drive a GT6 (however, I have never driven a MX5). Maria would have brought the car to a meeting or show previously but she was having a few problems with the steering. Vince had already changed the steering rack but the problem remained. After consultation with Adam and Con at the Cranleigh show the problem was narrowed down to a loose sheer bolt on the steering column. Apparently this holds the two halves of the steering column together tightly. If it is loose you can turn the steering wheel, but the bottom half of the column doesn't turn much and therefore nor does the rack or front wheels. The problem was solved and saved having to change the steering column as well. Dave's Vitesse has not been running well but now her has changed the oil it seems to be a lot happier.

Coming up this month is the Triumph Show and Spares day at Sandown Park. This is to be held on **Sunday October 17th** from 10 am to 4 pm. Its normally a really good show. However, again we haven't got the show to ourselves. It is apparently a joint show with the MGs of all cars so we'll see how it goes. There is always a lot of good spares and traders there and there is quite a bit of cross-over actually between MGs and Triumphs on some mechanical parts. Adam and I will be there but not as the Triumph Sports Six Club. We will be helping out on the Triumph 2000/2.5 Register stand but please come and visit me there if you wish. This show is on the **3rd Sunday** of the Month so we will not be having the meeting at the Parrot Inn at Forest Green. Meeting this month: **Wednesday 27th October** at the Well House Inn

Karen

NORTHANTS Cont

boring bits. In the next couple of months we will be appointing a new AO and laying out our plans for the next season. All the best

Adam

NORTHERN IRELAND

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August was very, very busy with lots to report. We were very busy organising the Totally Triumph Classic Car Show and things were frantic on the days leading up to the event. Many thanks to Derek Shannon for the loan of his very large BBQ which we used to feed the masses on the day. The rain never seemed to stop during August and while our venue was on hard standing I was very worried that rain would keep people away. Nevertheless preparations went on but not without its dramas. I managed to assemble our Herald Coupe and get it through its MOT inspection on the Tuesday evening just four days before our show. On the Thursday I used it to drive from Belfast to Lisburn to collect the t-shirts for the show. En route the Coupe gearbox jammed in 4th gear! By 1.00 on Friday morning there was a new gearbox fitted and later I managed to collect the T-shirts. On the Saturday the sun shone and Triumphs and their owners came from far and wide for the show. Chic Doig came over from Scotland and did a brisk trade throughout the day. Thanks also to Rimmer Bros who could not make the show but generously donated spares vouchers which we used as part of the prizes for our informal concours. This year's show was a great success - next year's will be even better.

This was followed the weekend after by the Kilbroney Old Vehicle Show. It's not easy to get members out to shows two weeks in a row but we had an excellent turn out. Thanks to Mark for booking the stand. The commentator for the event was none other than Graham Robson and I had an enjoyable chat with him. Our stand was beside a local club, Triumph Owners Club NI, and they seem a very decent and friendly lot. A good day was had by all. Next day was our Club meeting (told you we've been busy) and there was the best showing of Triumphs in the Hotel car park for many months. We are members of the Association of Northern Ireland Car Clubs (local motorsport body) and have been offered two free places on a training course for Public Relations Officers. Mark Raine and Alan Hayes volunteered and I will let you know how they get on.

I found a small quantity of T-shirts left over from our show two years ago and these were handed out free - see what you



SUSSEX . . . SWINDON TEST VALLEY . . . THAMES

SUSSEX

We have battled with The Green Man's new Wednesday night pub quiz for the last time. Most of our regulars have no objections to **moving the meeting to the first Tuesday of the month** so from **October** that will become our regular monthly meeting date. Sorry if this causes problems for anyone but I think this day seems to be the least problematic for the most people. Hopefully, it will enable a few new members to start attending the meetings.

A number of us went along to the Shoreham air show on the end of August Bank Holiday weekend. We joined Gatwick area to create quite a respectable TSSC stand with something like 13 club cars on display. I even managed to get in on a classic ticket in my Peugeot 306 with the help of sob stories about my broken engine. The show was good with some impressive flying displays and a good selection of classic vehicles. The weather was kind also with only, quite literally, 30 seconds of rain to send people scurrying for umbrellas and to raise car hoods.

I'm still trying to get my engine back together. The latest delay has involved the supply of incorrect piston rings and an inordinate amount of time getting the right ones. It's now Thursday 9th September and I am really hoping to get the rings tomorrow and get the engine finished and back in the car this weekend. Forecast is for rain so it'll be ideal to lock myself in the garage. Whatever happens I fully expect to be driving to the club meeting in **October** in my Spitfire for the first time since May. **October** already!

Great, just in time for winter.

I don't seem to have much news and I apologise if I have missed anything of interest. I foolishly sat myself at the end of the table nearest the pub quiz at the end of the September meeting and found myself unable to hear most of the conversations. Sorry if I appeared a bit vacant, or at least anymore so than usual. I've also left it a week to write the news and so have probably forgotten anything of interest that I did overhear anyway.

The Triumph Show and Spares day is returning to Sandown Park racecourse after an absence of a year or two. This is on **Sunday 17th October** and will be a great opportunity to buy whatever parts you may be searching for. No doubt I'll have got my piston rings by then and there will be dozens of NOS +20 thru 1300 rings for sale at ridiculously cheap prices.

I will sort out some arrangements for a Christmas meal and bring along details to the **October** meeting which will be on **Tuesday 5th October**. See you then.

Neil

SWINDON

Hello everyone. I'm afraid that we didn't manage to run the concours again in September. This time it wasn't the weather - it got dark too soon! Some people still wanted to go ahead, but only because their cars look so much better in the dark

The September meeting was very busy, the list of notable members is a long one. Nice to see Dave R venturing west again, we had a previous AO amongst us in Ivan Kirk and Chris Mills came to see us. We all had a chance to discuss possible improvements to Stafford with him, thanks for giving us the chance to talk frankly about it Chris. Thanks also for the glowing report on the TSSC website the next day.

Just when we thought Chris was going to get the award for the furthest travelled to the meeting Alan turned up from Mid Wales. He was in good form, as usual no comments are able to be included in a family publication ... Andy, Cathy and Sue were gathering sponsorship for their Round Britain Reliability Run attempt at the beginning of this month. Best of luck for the weekend to all of you, Andy has promised Sue that he won't talk continually for all 48 hours! This year the Run is raising money for the Foundation for Children with Leukemia so make sure that you sponsor them if you can. We've just got back from Beaulieu as I write this. If you've never been to the Autumn auto-jumble there it's quite indescribable. You can literally find anything for almost every classic and vintage car or motorbike there and much more bizarre collectable stuff besides! For example, on my way to buy a pint of milk on Saturday morning (yes, it's so big it has its own shop) I saw a Hurdy Gurdy complete with stuffed monkey, on one stall. A few yards further on were the most enormous aero engine and a ten foot diameter, four blade aircraft propeller.

Finally some dates for your diary,

Thursday 7th October - monthly meeting at the Black Horse at Wanborough

Sunday 17th October - Triumph and MG show at Sandown Park Racecourse

Sunday 31st October - Autumn Restoration Show at the National Agricultural Centre, Stoneleigh

Thursday 4th November - monthly meeting at the Black Horse at Wanborough

Hope to see you there,

Karen

TEST VALLEY

e-mail: guy.singleton@virgin.net

August:

A good attendance - the full trio of Bobs, Anthony and Rachel, Graham and Christopher Mills. Christopher did make the meeting and had just agreed to buy a 13/60 Convertible which we look forward to seeing. Graham brought along photos of his ongoing MkIII Spitfire rebuild which is progressing nicely - and no doubt having the opposite effect on his wallet! September:

We'd already been forewarned that some regulars were going to miss this meet as they would be away on their summer hols so this started as a small but select gathering

with Burbage Bob, Suzie and myself, leader Bob having been diverted to Gatwick to deliver daughter and friend to catch a plane to Egypt. Ed and Maureen Treadwell then joined us and the discussions were wide-ranging covering people with large numbers of cars (Ed's 14 made my 11 look positively civilised!), Classic and modern car insurance and the various pitfalls thereof, and moved onto owning and renting properties, Maureen giving us several very handy tips.

A very good evening.
Don't forget the next meeting on **Thursday 14th October** at the Clatford Arms, Goodworth Clatford, SP11 7RN.

Guy

THAMES

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www.tssc.org.uk/thames

Well here we are again, these reports seem to come around very fast! 19th Aug Once again we are ousted by the increasing popularity of The Swans new management and their entertainments system (I guess they got a living to make).

A very good turn out, many thanks to those that turned up. New faces are Wayne F with a lovely looking 13/60 Convertible, George and Rose who own a GT6. Old faces are Peter in his (sell it or keep it) Spit, with his son Simon (let me look after it dad), Dick and Dawn, back from their travels, John and Anthea still travelling, Dave in his 2.5Pi, George with his Vitesse, Mike C and Chris M and myself in the Evergreen 1300 fwd.

There is lots of talk of trying out a new venue. The Fox & Castle in Old Windsor is top of the list to try out.

25th Aug As mention above some of us popped in to The Fox & Castle (to taste the beer and food), a very agreeable evening it was too and it gets the thumbs up from Mike C, Chris M, Dave, Andy, George and myself.

2nd Sept The Swan was quiet, so we had a good meeting but from **14th October** we will be moving to the **FOX & CASTLE on Burfield Rd Old Windsor**.

I would like to welcome Tony (1500 Spit Very Pretty) and Jeremy, who's rebuilding 2L MkII Vitesse. Other Triumphs were Mike H, 13/60 Herald Convertible. George B, 2L MkII Vitesse Convertible. Andy K, 1500 Spit, Chris M, Stag, Mike C, MkII 2.5 Pi, and myself in the 1300. With George E (unfortunately, flat battery on the GT6 - don't you just hate that!) Dick and Dawn in their other cars. There was talk of the new venue which was chosen (see above). Also of joining East Berks Area to visit the Ace Cafe on the 14th Sept. and who's coming on our trip to Duxford?

5th Sept Sunday morning, the 1300 and I are back on the M25 heading to Dover to join (Tim and Ali) at the Canterbury Area's treasure hunt. The sun is shining, the motorways are clear, and I get there with time to spare. Tim and Ali are there to welcome me along with Chris and Alison Mills, (minus their Spit that's thrown a tantrum the night before) we are joined by other Canterbury Triumph members in their cars: Vitesse, Saloon and Convertible, Herald, Dolomite and Spits (is that John

NORTH WALES . . . SOUTH WEST WALES WEST MIDLANDS . . . WIRRAL

STH WEST WALES

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August 11th saw fifteen members namely Dave and Vera, Bryan and Barbara, Mark and Alison, Marryl and Ken, Steve and Christine, Jim and Elizabeth, Gladys and Tony and Huw at Jeff and Celia's wedding party. It was very a pleasant and informal gathering of their friends from their association with classic cars, local ramblers together with other friends and family. They had provided excellent refreshments and Ken proposed the toast to the happy couple together with birthday wishes to Celia.

The Area Barbecue held on Sunday 15th August at Mark and Alison's residence was the usual success with a very fine day weatherwise. We had eighteen members present enjoying the cooking of our head chef Mark who lived up to his usual high standard. Marryl organised the raffle and strangely everybody managed to win a prize. This raised £22.

Thanks were given to the hosts for once again coming up trumps.

Bank Holiday Monday 30th August was the Neath, Port Talbot Council Country Show at Margam Park and we had a total of seven club cars attend. Having met at Penllergaer we travelled in convoy along the M4 arriving in plenty of time to select a good site and the Club banner and bunting was quickly put up. Yet again we were lucky with the weather and everybody had a very enjoyable day.

Club Night saw twelve members present with two guests from New South Wales, Australia at the Pontardulais Conservative Club.

The guests, Ann and Alan were warmly welcomed to the meeting by one and all. Ann and Alan are currently on a three-month's holiday visit to the UK and are staying with Ken and Marryl.

The Christmas Dinner was discussed and it was agreed that Barbara book the Smiths' Arms in Llangennech for Saturday **11th December**. Members wishing to attend are asked to let her know as soon as possible. (01792 587204)

It was good to see Tony at the meeting again looking fit and well. Bryan won the raffle.

EVENTS DIARY 2004

OCTOBER

Tues 5th Club Night - The Conservative Club, Pontardulais - 8.00 pm

Sun 17th Meet - Run - Lunch TBC

NOVEMBER

Tues 2nd Club Night - The Conservative Club, Pontardulais - 8.00 pm

Sun 21st Meet - venue to be confirmed

DECEMBER

Tues 7th Club Night - The Conservative Club, Pontardulais - 8.00 pm

Sat 11th Area Christmas Dinner at the Smiths Arms, Llangennech

For further information and details telephone 01269 594578

See you next month

Ken

IMPORTANT NOTE

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

News in By 10th of Month please

Michael

and Anthea ... yep I did see you (twice) sorry we did not get to chat.)

We leave at timed intervals, armed with directions and questions, let loose on the sleepy Kent roads, going forwards, backwards, up and down hills, turning around at wrong turns and dead ends to end up at the beach and a very nice pub for lunch and chat. I had a great day out, many thanks to everyone that help me out.

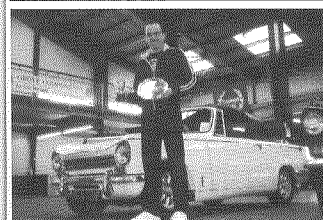
Looking onwards to **October 17th** at Sandown Park. It is the International Triumph Show and Spares Day (oh, there may be some MGs as well). Our Meetings in **October** are on **Thursday 14th** and **28th** at the **FOX & CASTLE** come a long and try out the beer, food and a friendly welcome from us. Please phone me on 07773623807 for directions.

Breaking news: R/L 350 J is now rebuilt, MOT'd and tearing up the tarmac again. After nine months and a lot of patience my Vitesse MkII has been finished by Rees Bros. So what better reason to come and see us at The **FOX & CASTLE**

Mickey

NORTH WALES

www.triumphwales.co.uk



Member North Wales area
Paul Turton - Winner of Herald
Modified Class at Stafford
Well done Paul!

Quite a lot going on since last report with some members attending very large show at Oswestry then we had Tatton Park on 21st. Again an excellent show with a new member, Les, buying a '67 Vitesse Convertible for a very fair price and we hope to see him attending at forthcoming events. Gather the show at Cholmondeley on 5th September was well attended but I went down to Coventry for the 20th Anniversary of this event. Over 500 vehicles took part which included a 70 mile rally route in red hot conditions. Just as well I have a Kenlowe fan fitted to the Stag, as it came into use a lot! Having some problems with the brakes on the Stag - more news on that next month.

Area meeting on 7th was well attended with new members, Les, Mike and Val, which is good to see. We hope to have over 20 vehicles at Erdid Hall Show, so let's hope the weather holds. Later in the month we have walked the Town Trail on 26th, report on that next month. The fine weather has been bringing out a number of classic convertibles which I have not seen before. Must try to get them to join the Club and use their cars all the year.

Drive carefully and try to make the next meeting on **5th October**.



WEST MIDLANDS

It was great to see so many people at Moxhall Hall this month, especially as the nights are starting to draw in, and we were able to welcome another new member. It was nice to meet you John, hope you enjoyed yourself.

As we discussed at the end of the meeting the treasure hunt has now moved to the **10th October**. It's not too late to book a place as you read this but I need to know. For the treasure hunt you will need either OS map 245 Explorer series (National Forest) or OS map 128 Landranger series (Derby and Burton upon Trent).

We will be meeting at 5 Dog Lane, Netherseal, DE12 8DE. M42 N, A444V (towards Burton) Left immediately before the Crickets pub, Left immediately before the Holly Bush pub. If you need more info please give me a call.

Time was served on us by Moxhall Hall this month, it was suggested that the meeting was moved to a Sunday to suit the venue. Neither we nor the TR register guys were receptive to this suggestion, so we have all gone away to put together a short list of possible venues for next month. Please get your thinking caps on.... See you next month,

John.

WIRRAL

Hi Everyone, I don't know what your thoughts are on the weather this Summer, but I feel cheated!!! It's like we are still waiting for the summer weather to start but it is now September (at time of writing), I just hope next year is better. Mind you, its not all bad. At least the rain makes it easier to sleep when I'm working nights.

We still managed to get the cars out a couple of times. The August Tatton Park show was fairly well attended, and the sun shone a little bit too, as usual there was a huge selection of cars including a gullwing Mercedes. I'd never had a chance to look at one of these closely before.

The first weekend in September was a busy one for the Wirral Area, with the usual clash of events. Some members went to Cholmondeley Castle, Ray has informed me that this was an very good day out with about 12 cars in attendance. I'm sure Ray will talk more about this in the next Area News. The other event that weekend was the North Yorkshire Camping Weekend, which is a favourite amongst some Wirral members. As a result a group of us travelled up the M62 to Harrogate, and Ron and Lorna travelled down from Perth to join us. The Saturday usually consists of a convoy run, as usual we were treated to an excellent route over the moors and through very picturesque villages, I have made a mental note that I



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

WIRRAL Cont

must go back to Ripley. The run finished at Bolton Abbey, which provided an excellent opportunity for a lunch stop. Ron, Lorna, Jeff and Stuart went for a look at the ruins, Barbara, Sharon, Pete and myself wandered down to the banks of the River Wharfe. Pete and I also crossed the river on the stepping stones, we both got across without getting wet but there was a wobbly stepping stone in the middle.

The Saturday night consisted of the usual BBQ and beer, followed by a quiz in the marquee which was won by Ron, Lorna, Alison and myself. Sunday was the day for the Concours and Autogymkhana, this was a rather successful day for the Wirral mob, Sharon and Stuart won the Autogymkhana, and in the concours Jeff and Barbara got 2nd in the working car class and also won the Worn Truncheon award with their Vitesse, Ron & Lorna got 2nd place in the guest class with their TR6, Stu and Sharon got best Vitesse, and I got best GT6 and Car of Show (I don't think anyone was more surprised than me with the best in show award). If there was an award for best "Diesel Powered Triumph" we would have won that as well, but I shall say no more.

There was a new member of the Wirral mob with us this time, his name is Ben. He had never camped before but seemed quite happy sleeping in a tent, he even had his own airbed which we all thought he might try and eat but he didn't. He was much better behaved than Pete and Carole thought he would be and he didn't bark once during the whole weekend, he did drool a bit though at the sight of food. On behalf of the Wirral Area I would like to thank the North Yorkshire Area for an excellent weekend, they even managed to arrange for the sun to shine!

That's about it for this month. Take care.

Andy

WORCESTER

www.tssc.org.uk/worcester

Thanks for doing the write-up last month Mike and yes, thanks, we did have a good holiday, lots of sunshine and very little rain. One nice thing with someone else doing the report, is I have something else to read when the magazine arrives.

The Evesham Steam Rally, in mid-August, was a very good event and enjoyed by those that went. The Tewkesbury Summer Spectacular at Gupshill Manor at the end of August also went very well. Eddy Crowley had his Spitfire there, his first trip in it after 9 years, nice to see it Eddy.

What a good monthly meeting, 19 club cars and nearly 40 people, held entirely outside in the car park. There were Spitfires, GT6s, Heralds, Vitesse, a

Dolomite and a big Saloon with members from the very fringes of the area. Nice to see you all.

The Malvern Classic Car Show is on the **2nd and 3rd October**. This is always a good show to attend and a good place to obtain that elusive spare or new tools or equipment.

We are planning a trip to Craven Arms on **October 17th**, there you can explore the 'Land of lost content' or visit the 'Museum of British popular culture', details at the next meeting.

So, to planning for future events: Stephan, Eddie and Melvin are forming a 'Social circle' to organise events in and around the county. They would like to hear from anyone with any ideas or thoughts, not necessarily car related.

Finally, I have just signed up for and evening class, unfortunately on a Monday night, so will not be able to attend many meetings until next summer and for many reasons I have not been able to attend many events this year. I am, therefore, standing down as scribe so you will no longer be bored with my drivel, you will have to read someone else's instead. Good luck to whoever does it, any volunteers?

2nd & 3rd October. Malvern Classic Car Show, 3 Counties Showground, Malvern.

4th October. Monthly meeting, 7:30pm at the Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 (now A44) between Worcester and Evesham).

17th October. Trip to Craven Arms.

1st November. Monthly meeting.

6th December. Monthly meeting.

Vivian

NORTH YORKS

Well September was a busy month with the monthly meeting only 2 days before the Rudding Park weekend and we had a great turnout for both.

Unfortunately, the bar lady from the White Swan, who has had to put up with so much for so long, has now left to start a new life in Spain. However, she has explained all to the new staff about the monthly car club meetings. She even remembered to brief them about keeping an eye on 'Lynne's cherries' each month, and reminding the staff to buy some more if supplies look low.

On the club night we had two new visitors in the form of Grace and Christine, who turned up from Sutton-on-the-Forrest in a very nice GT6 Mk1 (with a MkII bonnet). Hopefully, now you have found us you will keep coming along to the meetings.

I think the Rudding Park weekend was a resounding success, so thanks to Jude, Scott, Lotty, Mike, Linda, Paul, Lynne, Chris, Elaine and Andy for helping as you did. Also thanks to young Fay who handed out all the awards at the prize giving and who managed to win the box of chocolates she been longing for in the raffle! On the Saturday a few of the mad ones tried the open-air swimming pool. I can personally report that the water was heated and that the swimming was a good therapy for aching backs not used to camping - especially when you pull the plug out of the airbed in the middle of the night!

Lotty, one of Jude's colleagues, showed everyone how hard she could be by sleeping under the stars in her bivvy bag, sleeping bag and jester hat! Her excuse for not having a tent was that she couldn't fit the tent poles onto her bike. I'm not sure what the excuse was for having to wear the hat.

The handbag competition, which started off as a bit of a laugh, was postponed from Friday to Saturday night and turned out to be an unbelievable success. We had so many entries from the sublime to the ridiculous. Even Mike our treasurer felt sufficient urge to go out on Saturday morning and buy himself a handbag for the competition. Lynne brought her bondage bag with a matching black bag in the form of a pair of briefs, with 'No way' written on the front and 'well maybe' on the back. (As a special treat she entertained us all by talking through the entire contents!). The second prize went to a handbag in the form of a boot, owned by Alan from West Yorkshire, but the winner was the home made 'bum bag' with authentic cellulite by Richard and Dawn again from West Yorkshire. (You had to be there to really appreciate all the entries.)

Next year the event's field is to be turned into part of the golf course so we will have to find a new venue. One suggestion has been to travel east to Home Upon Spalding Moor, where apparently there is a very good campsite. Any ideas or suggestions would be gratefully received, so bring them along to the next meeting on the **6th October** and meet the new barmaid at the White Swan at the same time. Until next time, all the best.

Nigel

SOUTH YORKS

First of all Peter and I have to give a very big thank you to Dave and Richard: we're both very grateful to you for taking charge of August's meeting. I gather everyone was so content to just chat it turned out to be a very informal meeting, which is fine. It's good to hear everyone enjoyed it.

Since Vivien and I returned from our holiday we attended Lincolnshire's Camping Weekend, what an enjoyable event this is, once again many thanks to Garth and his wife for making us so welcome, and going by the numbers of people attending this is fast becoming a popular event, one to watch out for next year.

September's meeting once again was well attended and saw two new members: Pete and Peter. It was really good to see you and hope to see you again at future meetings. I did mention when we moved to our new venue we'd review the situation after six months? Well it was six months by September and to say from my point of view it's turned out to be a positive move. Numbers attending have gone up, and although we do seem to have lost a couple of regulars (having said that I do believe Mike Robinson and Richard Oakes did turn up last month, hope to see you both soon). On the whole, members seem to like it. Anyway, I did explain at the next meeting I'll canvass opinion about the new venue? So if you have an opinion I'd be very interested to hear from you.

I have to confess the quiz at last month's meeting was a bit of an impromptu effort (which I think you guessed). I think my play

WEST YORKS

worked because guess what, we have volunteers for the next couple of meetings. Anyway, well done to all those who took part.

Well, that's about it for now except to say some members asked about a Christmas meal. Has anyone got any suggestions? I think it would be really nice if we have enough interest.

Although the landlady at our new venue does not normally do food, she has agreed to provide a buffet at our **December** meeting if people want one. Can you let us know asap if you would be interested. Safe Triumphant,

Victor

WEST YORKS

We fielded at least six cars on the N Yorks run from Rudding Park ten days ago. This was very scenic and somewhat quicker than our own convoy but everyone seemed to keep up OK. The destination was Bolton Abbey which was attractive as ever but notably stingy in refusing to give us a group discount for the carpark (4 quid per car!). Some people voted with their wheels and went to the station carpark for a cuppa instead. Alan decided against doing the run, as he didn't trust his clutch for Greenhow Hill (he's bought a new one now). I'm told the Sunday Gymkhana was good fun - I couldn't do this as I was riding my Bonnie with several hundred other bikes in the Castleford Cavalcade.

Dawn Wellman's beautiful opalescent lilac machine scooped the Best Herald award and Richard ran off with the Best Handbag prize with his saucy tasseled bum-bag which was a delicate orange (why not lilac?).

I heard the Wilton Park meeting was a bit sparse compared with last year, although there were a few Triumphs there apparently. I think our local 'tribe' were all otherwise occupied at other events.

The Lincs weekend camping trip was cancelled at the last minute due to the dire weather forecast (which turned out to be rather pessimistic as I saw no rain all weekend).

Unfortunately, I did not know who was intending to go from our area so could not warn anyone other than George. Hope no one turned up and was disappointed.

I went to watch Mik Davies racing his Spit at Cadwell Park on the 12th. When I arrived he was just about to test the car following a quick shaft change resulting from an encounter in practice with the kerb and barrier. Fortunately, there was little other damage which was just as well since he had to drive home in it afterwards. Mick finished his race OK, albeit well down the field but enjoyed himself anyway - which is what it's all about. The afternoon racing was entertaining even though most of the entrants were MGs, and Cadwell looks a fun place to blast around.

George was at the South Yorks Area meeting and a chap there is talking about getting a group together to have a track day at Elvington near York. He asked if we would circulate this amongst our members. His name is Alistair Banks and his e-mail address is cozal@tiscali.co.uk Please contact him directly if interested.

Another comment to come out of that meeting was that some Lincs Area members were allegedly voicing the opinion at

a recent event that nothing happens north of them to attend. I think Alan Heaton would take issue with that having been to a run, show or rally every weekend since Easter - almost entirely in the North.

I'm still collecting current e-mail addresses so that I can send the pre-meeting newsletter (including the area ads section) to people who find it difficult to attend meetings, so let me know if you would like me to include you (no guarantee of success however, given my effect on all things electronic!).

Attendance recovered to 30 in September, despite yet another wet and windy night. Attendees in club cars included Graeme in a newly acquired Dolomite 1850 (bought quite cheaply on e-bay and in very good nick) and Richard Boyle in his silver MkIII GT6. Pat and Ashley's Quiz team had the advantage this month of seeing all the questions, so were able to tie for honours with the Kemp/Ferriby consortium. I can't remember all the raffle winners but Richard Waddington and Len Fox were in there. Colin Chadwick kindly donated some car mags, most of which were eagerly snapped up at the end of the meeting.

We will have had our first **Sunday** lunch gathering of the autumn by the time you read this. Feel free to suggest venues, as we are always keen to try new hostilities.

Sunday 3rd October sees the autumn

rally at Ripon racecourse. This is generally a well-attended event with a pretty good autojumble and hopefully another chance to hear those glorious Merlin engines.

From my experience you can just turn up on the day and park where directed (probably free in a classic vehicle).

The first autumn motor club's quiz is at the Golden Fleece, Birkenshaw on **Thursday Oct 7th** at 8.00 pm for 8.30. Pie and peas afterwards.

There's a list circulating for the Xmas dinner (Tuesday 7th Dec at the New Inn, Roberttown) and deposits of £5 pp will be needed next month. Total price per head (after the subsidy from club funds) should be in the region of £8.00 but I don't have the menu and a definite cost yet. Please let me know if you want a place and can't get to the October meeting.

Bob

HQ OPENING TIMES

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 9th OCT - 9.00 AM TO 1.00 PM

SATURDAY 30th OCT - 9.00 AM TO 1.00 PM

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 13th NOV - 9.00 AM TO 1.00 PM

SATURDAY 27th NOV - 9.00 AM TO 1.00 PM

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1200 1969. Running but needs work. Fibreglass front end. Old friend that needs kind owner. Space needed. Chris (Swansea) 01792 646641.

13/60 SALOON 1971. Pale Jasmine Yellow/tan interior. Excellent, original condition throughout. Dry stored 12 years. MOT June '05. £1,195 o.n.o. Dominic (Norfolk) 01603 432019 - 97/56223.

12/50 SALOON 1966. Webasto. MOT. Two tone blue. Many new parts. Very good

working classic. TSSC valuation. £1,000 o.n.o. A Mundy (SE London) 07867 970418 - 68366.

12/50 1963. Wedgewood Blue. Sunroof. Amazingfully documented history from new. 3 owners. 72 K miles. Garage stored. Unused last 15 years. £400. Timperley (Northumberland) 01434 674014 or 07754 081293 - 87/17905.

1200 COUPE. MOT Jan 2005. Signal Red. Built April 1962. Featured in Practical Classics April 2001. Rare car. Good running order. Original condition. £1,250. 07855 955460 (mobile), 01858 433479 (day) or 01858 439923

13/60 CONVERTIBLE 1971. Wedgewood, 9 months MOT. A1 condition. Garaged. £2,500

o.n.o. Rebuilt 9x. Turnbull (Warminster, Wilts) 01985 216251 - 96/53250.

13/60 SALOON 1969. Wedgewood. Overdrive. Low mileage. Brake overhaul. Excellent body and chassis. £1,750 o.n.o. John (Berks) 0118 9893167 - 71693.

13/60 SALOON 1970. Laurel Green. Webasto sunroof. S/Steel exhaust. 2-pack respray. Rebuilt engine. MOT May '05. Club valuation £2,400. Lovely condition. £1,750. Simon (Derby) 07801 194120 - 95/49487.

1200 CONVERTIBLE 1967. Wedgewood Blue. Good condition. New MOT. Owned 7 years. Too many cars. £1,200. E-mail for photo triumphsussex@hotmail.com Alan (W. Sussex) 01730 816762 - 95/51886.

SPITFIRE

Cars for Sale
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Cars for Sale

1500 1981. Yellow. Family owned and garaged last 14 years. S/S exhaust. Tonneau. Extras. TSSC valuation £4,000, accept £2,500. Pete (Harrogate) 01423 879284 - 95/50926.

1500 1975. White. O/D. A1 condition. Totally restored. Stainless exhaust. Garaged since restoration. Must be seen. £4,500 o.n.o. TSSC valuation £5,500. Sue (Dartford) 07860 425121 - 97/55439.

1500 1977. B.R.G. Biscuit interior. Fully rebuilt this year. Drives beautifully. New car forces sale. £2,650 o.n.o. Richard (Guildford) 01483 578505.

1500 1979. Pageant Blue. Lovely condition. O/D. Taxed. MOT. Restored. Owned last 5 years. Many new parts. Recent tune. £3,750. Richard (Saffron Walden) 07885 825774.

1500. Yellow. 1980. Good condition. 43,000 miles. Overdrive. Hardtop. New soft top. Tonneau. One years MOT. 3 months Tax. £2,400 o.n.o. Rachel (Kingston) 020 8541 4823 - 0166210.

MKIV 1300 1974. Reconditioned engine. New overdrive gearbox, radiator, hood, tonneau, Lucas distributor conversion. MOT. Unleaded. Respray Conifer Green. Reluctant sale. £2,450. Keith (Wimborne) 01202 888429 - 81/02737.

1500 1977. Overdrive. One owner. MOT May. Very reliable. Well maintained. Garaged. Many improvements. TSSC Valuation £4,500. For quick sale £2,000. Tony (Southampton) 01489 584615 - 86/15097.

MKIII 1971. Signal Red. Restored to immaculate A1 condition (photo album evidence). MOT. Unleaded. Stereo. TSSC Valuation guide price £4,850. Brian (Southampton)

02380 555844 - 70385.

1500 in Vermillion. October 1978. Have owned for 10 years. Good condition. Mainly dry miles. 86,000. Growing family forces sale. £2,200. More info call John (York) 01904 706463.

1500 O/D 1976. Russett Brown. Excellent condition. Photos of restoration/bills, history. Garaged. 68,000 miles. Insurance valuation £3,500. Quick sale £1,500 o.n.o. Ian (W. Sussex) 01444 450616 - 68187.

1500 1978. Brooklands Green. Black interior. Walnut dash. CD player. Minilites. S/S exhaust. Excellent condition. Drives superb. £3,495. Glen (Thames Valley) 01491 410266 - 70517.

1971 MK IV. This beautiful MKIV has it all, new hood, new carpets, new seat covers, stainless steel exhaust, it's a 1971 MKIV pre tax, red, load's of history, KN filters, fantastic body work also great electric's, 8,753 mls on a recon engine, this car has been so well looked after even the valve cap's have triumph on them, she's a beaut... johnpjoinme@aol.com John Payne (Tonbridge, Kent) 07815107768 - 71818

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MKIII Rotoflex 1972. Dark Green. S/S exhaust. Overdrive. Full MOT. Current owner since 1986. TSSC valuation £5,500/ £3,750 including many spares. Phyl (Midlands) 01902 332734 - 86/15480.

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MKII CONVERTIBLE. O/D. 1973. Good condition. Spares. Owned 15 years. Full MOT. Original restoration. BRG. £3,250 o.n.o. Paul Coomber (Oxon) 01993 700631.

MKII CONVERTIBLE 1971. Saffron Yellow. A1 condition. £3,950. Martin (Birmingham) 01675 481493 or 07976 252878 - 69237.

MKII CONVERTIBLE 1970. Rebuilt engine, gearbox, overdrive, carburettors. S/S exhaust. Spares galore. Unfinished restoration. Full history. Original manuals. Great winter project. £1,350 o.n.o. James Groves (Hampshire) 020 7251 6005 - 70440.

MKII SALOON. Wedgewood Blue. J-type O/D. Up rated 2,700 cc engine, drivetrain, suspension, chassis. Rebuilt body, retrimmed 1/2 leather interior. Full spec. on request. £3,250. Paul Morris (Notts/Derby) 01332 874325 - 86/15492.

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STAG 1972. MOT March. Good cond. New hood. Automatic. Genuine reason for selling. £3,750 o.n.o. Layland (Bromsgrove) 01527 577973 - 71181.

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GT6 II/III inlet manifold any condition. even with broken banjo bolt, Vitesse Mk1 2LT + MkII ignition distributor any condition. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopen-world.com

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VIT/HER CONVERTIBLE KIT. Upper rear body/Hood Frame/Glass and all catches/seats, all parts £275; also Bulkhead £125; Her 1200 Engine complete £70; Windscreen £35; Full width Radiator £25. Mike (Coventry) 0247 6644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

SPRINT back axle, spring etc. front suspension, various interior trim; seats unworn but faded (black), dash gauges etc. Pl prod shafts Saloon and MkII Estate front suspension, interior trim, fuel pumps. Estate and Saloon various lights and bright work. 5 Sprint alloys, 5 weller alloys 13" - fit 2.5 etc. (need refurbishing). 2000 Saloon outer sills (surface rust). All reasonable prices. Mark 07905 312608 - 68496.

GT6 O/D gearbox kit complete £400. Diff Mint S/H 3.89 £150. MkIII tailgate mint £35. Front brake assy. complete £120 pr. Rear Roto driveshafts Mk2/3 fully rebuilt £350 pr. Mk2 petrol tank £30; Radiator £50; MkIII hub caps £40 set. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

SPITFIRE IV unbodged shell for restoration £250. Dellorto 40s, six matched carbs £50 each. Weber 40 single as new £80. Alloy hubs, twin 40 inlet. Mr Douglas (Suffolk) 01284 724025 evs.

WHEELS 4 x '5J' Spit 1500 type £85 set; Vit/GT6 4 x std rims £60; 4 X Spitfire/948 Her £40 4 X Sprint Alloys £55. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

HERALD 13/60 passenger door shell, unused, never fitted. Painted Wedgewood Blue. Will deliver with 50 miles £80. Kevin (Derby) 07836 522248 - 67268.

SPITFIRE 1500: O/D gearbox kit all parts S/H, perfect working £400; Seats for recovering £55 pr; 4x5"j Wheels £80; 1.5 engine bare £100; Engine parts, head, crank, cam etc., etc. carbs/manifold £50. Diff v.g.c. £140; rear driveshafts £30 each; petrol tank £30; anti roll bar £25; hood frame £45. Lots of bits. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

1500. Red. Hardtop. Dolomite wheels. Soft top. Rolling chassis including engine and gearbox. Serious offers mp1pda@ohs.co.uk Mike (W Mids) 07734 921684 - 9346086.

HERALD 13/60 SPARES clearout. Rear spring, propshaft, clutch, bellhousing, engine, differential, steering rack, front suspension all £10 each. Vitesse chassis £50. Mike (Surrey) 01732 782571 - 95/51701.

13/60 CHASSIS, bonnet, sills, seats, GT6 S/S sports exhaust, fuel tank, engine, gearbox, Vitesse engine, diff, gearbox, front bulkhead. Spit fibreglass door frame. Eddie (E. Sussex) 01424 224505 - 87/18117.

SPIT I/II new door shell L/H £130; S/H/ R/H door £40. Full width rad v.g.c. £45; wheels x 4 £30. Steering Wheel £10. Spit III: Bare eng £125. Diff £55. G/Box £40. Spit III bonnet £75 Front Suspension Corners New Discs £80 pair. Some small bits. Mike (Coventry) 0247 6644499 mobile 07768775170 e-mail mike.papworth@btopenworld.com

TRIUMPH TUNE Spit/GT6 330 lb front spring (TT4413) £50 - both unused. Phoenix 6-cyl tubular manifold plus twin box S/S system. £300. Plus lots more. Damien (Cheshire) 07798 613015.

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SPITFIRE MKIII SPARES: Box of powder coated suspension and engine parts. Front bodytub section. Logbook and various other bits. Offers. Paul (W. Mids) 0121 605 0685 or 07855 583896.

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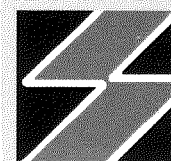
HERALD/VITESSE CONVERTIBLE rear seat and back, black, v.g.c. £70. Hood frame £100. Red rear seat back and sides £70. Ian (Hants) 02392 269846 - 90/33808.

SPITFIRE/GT6 Kenlowe fan £40. New rear valance Spitfire I-III £40. GT6 MkIII pair door shells £80. Mk4 hardtop v.g.c. £100. Hood frame £20. Ian (Hants) 02392 269846 - 90/33808.

VITESSE 2L: O/D g/box and prop mount etc. etc. works perfect £400; Car set alloy bumper trims £75 Some odd pieces. Pair. seats blue £30; Pr. rear lights mint £25; front hubs/brakes £120; driveshafts MkI £60 pr. Rear Roto drive shafts rebuilt £350 pair; 3.89 diff good £125. bootlid mint £25. Mike (Coventry) 0247 6644499 mobile 07768 775170 e-mail mike.papworth@btopenworld.com

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