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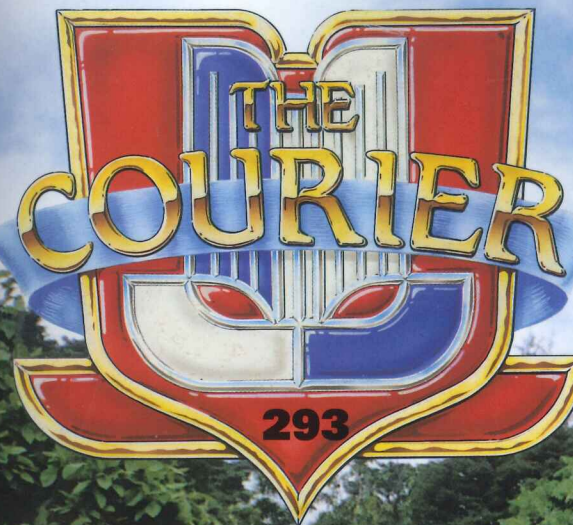
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NOVEMBER 2004



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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.293 Vol 25. NOVEMBER 2004  
Price £2.50 Free to Club Members.

### CLUB HEADQUARTERS

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

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

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

### CLUB MANAGER

John Muggleton e-mail: [john@tssc.org.uk](mailto:john@tssc.org.uk)

### FINANCE ADMINISTRATOR

Trudi Prettyjohns e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

### MEMBERSHIP SECRETARY

Miss Charlie Smith e-mail: [charlie@tssc.org.uk](mailto:charlie@tssc.org.uk)

### CLUB SHOP MANAGER

Nigel Whale e-mail: [nigel@tssc.org.uk](mailto:nigel@tssc.org.uk)

### Courier Copy By 10th of Each Month

Articles/Area News Enquiries

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

### Courier / Area News

e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

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### PRESIDENT

Bill Sunderland

### GENERAL SECRETARY

Peter Williams

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

TEL: 01604 705319.

### COUNCIL MEMBERS 2004

David Aspinall, Chris Gunby,

Derek Holman, Chris Mills,

John Muggleton, Trudi Prettyjohns,

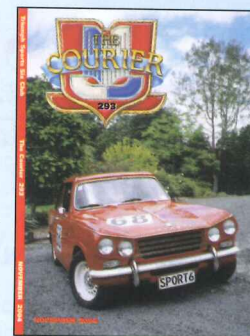
Simon Roberts, Tim Scrivens,

Barry Minett-Smith, Victor Thompson,

Peter Williams.

For a full list of TSSC officials see page 82.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.



Cover Pic:  
Appropriate Number plate  
on New Zealand Vitesse  
owned by Graham Main  
Pic - Mac Reynolds

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# T.S.S.C. Events Calendar

[www.tssc.org.uk/events](http://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

### May 2005

**SATURDAY/SUNDAY 7/8 MAY 2005**  
SOUTH OF ENGLAND MEET  
LEATHERHEAD, SURREY

### July 2005

**SATURDAY/SUNDAY 9/10 JULY 2005**  
TSSC INTERNATIONAL WEEKEND  
STAFFORD COUNTY SHOWGROUND

## TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

### November 2004

**SUNDAY 7 NOVEMBER 2004**  
AVON AREA CLUB STAND AT THE  
BRISTOL AUTOJUMBLE AND  
RESTORATION SHOW,  
SHEPTON MALLET

### January 2005

**SATURDAY/SUNDAY 29/30 JANUARY 2005**  
AVON AREA CLUB STAND AT THE  
BRISTOL CLASSIC CAR SHOW,  
SHEPTON MALLET

### April 2005

**SATURDAY 30 APRIL 2005**  
NORTHERN IRELAND AREA ATTEND  
THE NORMAN EDMOND MEMORIAL RUN  
COMBER, CO DOWN

### May 2005

**SATURDAY/SUNDAY 28/29 MAY 2005**  
NORTHERN IRELAND AREA AT THE  
CIRCUIT OF NORTHERN IRELAND RUN  
START - CULTRA, CO DOWN

### June 2005

**SATURDAY/SUNDAY 17/19 JUNE 2005**  
THE CLASSIC SANDWICH  
SANDWICH, KENT  
CONTACT SUSAN 01732 834481

### August 2005

**SATURDAY 27 AUGUST 2005**  
NORTHERN IRELAND AREA PRESENT  
THE TOTALLY TRIUMPH  
CLASSIC CAR SHOW  
NEWTOWN ABBEY  
CO ANTRIM

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# Comment

By John Muggleton

## Busy Times

**P**hew!! What a couple of busy months. The season seems to be getting longer each year, September and October have seen an increasing

number of TSSC shows which is great news for members. Duxford All Triumph Day and the Mile of Triumphs were both very well attended, with a fantastic selection of cars turning up. Many thanks to Matt Hollingsworth and Joe Craske respectively for all their hard work organising these events, well done guys!! One of the events that I was not able to attend due to clash of dates was the Worcester Area Concours organised by Mike Carter, again a superb effort saw the very popular re-introduction of this event. Leicester Area also celebrated the 21st Anniversary of the 'Splash' at Stamford Hall. There are also many other events that I have not mentioned here that considering the poor weather this summer, have also been well organised and attended.

No break for October either with the re-introduction of the popular Triumph Show at Sandown Park, and the Classic Car Show at the NEC the following weekend.

### New cars at Club HQ.

During the past couple of weeks there have been a couple of additions to the display cars at the Club Museum. A beautiful TR6 which will be on loan to us over the winter months, many thanks to Terence Dalton for the loan of the car. Also after months of me giving certain members 'stick' about their Acclams, we have just acquired a very rare Avon Turbo Acclaim for the museum. These cars were converted by Avon Coachworks in the early '80s to give the model a more sporty image! A turbo was fitted as well as a number of other bespoke modifications, that saw the performance of the car much improved. 125BHP and 0-60 less than 9 seconds!

If anybody out there has any additional information on these rare cars I would be grateful if you could let me know, as it is very hard to come by. Sales brochures e.t.c. would prove very handy as we try to restore the car to its former glory.

I must admit I am turning into a bit of an Acclaim 'anorak and can see myself eating a large portion of humble pie next time I speak to some of our Acclaim owners.



I mentioned in last months comment about using proper 4-Star petrol in my Stag, and we are getting asked by many members about the future of LRP. LRP is now getting harder to get hold of from the pumps, and many members have been using this type of fuel since its introduction. As far as I am aware this type of fuel will not be available after the end of 2004, so for those of you who have not had your engines converted to run on unleaded fuel, the advice would be to use a recommended additive with the unleaded to give your engine that extra protection and boost the octane to avoid pinking, especially on the 6 cylinder cars. This topic has produced a variety of solutions over the years, and I would like to hear from members with their thoughts, suggestions and findings with their Triumphs.

Included with this months magazine is the TSSC Christmas Gifts Catalogue. Packed with numerous 'goodies' for the ideal X-Mas pressie for any Triumph enthusiast. Getting bored of Old Spice Gift Packs and Chocolate Oranges? Make sure you let family and friends know what you really want!!

Don't forget the Christmas open weekend at TSSC HQ on the 11/12th December. 10% discount for goods collected from the shop, and free carriage on all orders placed by telephone during the weekend. Pop in and see your Club HQ and join us for a mince pie and a drink.





# TSSC NEWS

## Review

Your Monthly round up  
of all News of a Triumph Nature

### New Style IVR Forms and Monthly IVR Service Page

'International Vehicle Register' is more than a big list of Members' cars!

It provides a lot of information to help Triumph Owners:

Car History: intriguing for you, valuable to the car, yet not costly to do: IVRs can put you quickly on its track. Wait, and you can only lose, so set this moving now whatever the car's condition! Secure its past and you help secure its future.

Only IVRs put your car in context: to show earliest- or latest-known survivors; popular vs. rarest colours, or Options; cars built or sold together. But confidentially: ie, your Register specialist publishes collated results - not the sensitive raw data on your individual car! But even with thousands of cars now IVR'd, no-one else can do your vital bit of the jigsaw - your IVR! Clear careful detail is key. The New

Style Form is on your Courier address-slip; or find it at [www.tssc.org.uk/ivr](http://www.tssc.org.uk/ivr). New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your V5; and

send Freepost to Club HQ.

Models have different IVR priorities, letter-content etc, so check yours on the monthly page (P.81), a-Model-a-month (from Nov 2004) on.

### Jigsaw

### Specially Commissioned Le Mans Print



Graham Bosworth with the original painting of ADU1B at Le Mans

### JIGSAW Comemorative Print

In celebration of the 40th Anniversary of the return of Triumph to compete at Le Mans, and in particular this years entry of Team JIGSAW with ADU1B, JIGSAW commissioned a painting to celebrate the event and have now had a limited edition print run taken from it. Painted by renowned motoring artist, Mr Graham Bosworth, the prints are available from JIGSAW, telephone 01536 763799 and are priced at £25.00 plus P&P.



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## HQ OPENING TIMES

### NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 13<sup>TH</sup> NOV - 9.00 AM TO 1.00 PM

SATURDAY 27<sup>TH</sup> NOV - 9.00 AM TO 1.00 PM

### DECEMBER - OPEN AS USUAL\*

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

\*CLOSED FOR CHRISTMAS FROM 24TH DECEMBER  
TO 3RD OF JANUARY 2005

## TSSC Christmas Open Weekend 2004

SATURDAY 11<sup>TH</sup> DEC - 9.00 AM TO 1.00 PM

SATURDAY 12<sup>TH</sup> DEC - 9.00 AM TO 1.00 PM

SEE PAGE 75 FOR FULL DETAILS

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# How to Handle a Hurricane

By Trevor Collett

John O'Melia, who lives in West Yorkshire, sent me this very informative note back in May.

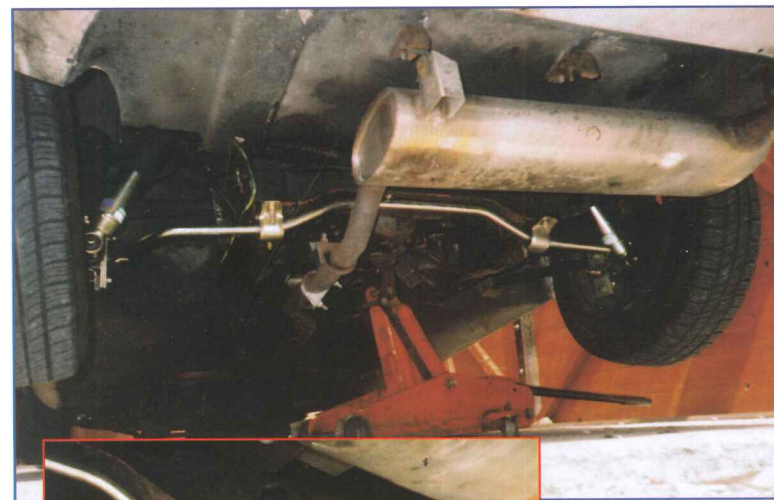
**S**omehow it managed to evade my "future register" tray, just poor office procedure on my part, must tighten up my QA procedures. Thanks to a very timely phone call from John you do now get the benefit:

and 330lb (150lb standard) front road springs reduced from 7.5 inch to 6.875 inch. As usual you find all sorts to replace when you strip things down, resulting in a vertical link, stub axle, trunnions and wheel bearings. I discovered one of the lower wishbones was broken, below the welded reinforcement for the link for the roll-bar and decided to replace both of these with new. I had a Mini once that the wheel fell off; I'm in no hurry for a repeat experience.

I fitted Polybushes to the wishbones, these are great to fit but they supplied blue ones, just listed as Polybush in the catalogue. The bag had a web address and I would have fitted red uprated ones if only I had known (check out



My Vincent has been in the mag before but I recently decided that the handling was not up to scratch and a rebuild would help. Looking through the Moss catalogue it seemed to make sense to slightly uprate things, so I went for the uprated front anti-roll bar with Polybushes and new end links. I chose Gaz dampers



that becomes the lower shocker mount. The bar itself is restrained to the chassis with two clamps. This is quite clever and a bit scary, as you have to drill four 3/8 holes in the chassis and pass this u-bolt through that holds it together. My car is an early Mark IV short shaft car that causes no end of bother with parts suppliers who just don't

know that these cars are mechanically like the Mark III, not the 1500. Anyway, this bar seemed about an inch too long and thinking it might be the wrong one I took it back. It seems it is right but needed some inventive use of a jack to fit it and, as can be seen from the pictures, you cannot grease the rear hubs. It is however a neat piece of kit that fits to the chassis and looks right.

Out on the road I can only say that the difference is

[www.polybush.co.uk/tri2.html](http://www.polybush.co.uk/tri2.html)).

After doing all this and setting the dampers at a middle setting I went for a test drive and was disappointed. It didn't seem all that different, just tight and sorted but not spectacular. I was concerned that the shortened springs could unload completely and wondered what would happen if you took off over a bump, would the spring unseat itself?

Anyway the most amazing bit of all this is the rear end. The catalogue says best results are obtained if fitting the rear anti-roll bar kit at the same time. This comes complete with fittings and fits on the pin

amazing. Our cars are at their worst going round extreme corners, such as roundabouts, at slow speeds. My car used to jack up (despite being swing spring) and in the wet could be all over the place. Now you can throw the car round and the little 165 tyres will grip where they used to slip at lower speeds. It's much flatter in cornering and does not seem to be a very hard ride either. A side effect is that the brakes are now fantastic, as it does not dive at the front and the braking effort is very even, it almost seems as though the brakes have been uprated without touching them. I have never seen a write up of anyone fitting this kit to a Triumph but I thoroughly recommend it to anyone considering it. My next experiment might be some of those green brake pads. The car also looks nicer, being lower at the front, and the wheels fit the arches better. All round quite an interesting exercise.

Thanks John, that really is something to think about. At the start John says his car has appeared in the Courier before; if you refer back to the



May 2003 edition, page 44, you will see some pictures of the car and read another of John's reports. If you have the February 1995 Courier you will find on page 27 yet another article written by John about his involvement in the build of no less than four Triumph kit cars, a Burlington Arrow, a Moss Monaco, a Midge and the Vincent Hurricane. John still ranks as the most prolific club kit builder I know. This 1995 article must be due to be recycled by now for the benefit of newer members - if we can find the photos (only reproduced in black and white in 1995) we will republish.

## REGISTER NOW



This month's other car is a Gentry owned by club member John Craven, who by coincidence also lives in Yorkshire.

The photos came to me, via Derek Giles, with a completed IVR (International Vehicle Registration) form. You will see from elsewhere in this edition that the register secretaries of the "mainstream" club cars are making a push to get details of members' cars. I don't want us kit and special people to be left out. I have had a database of members' cars for many years. I took possession of a few hundred IVR forms when I took over as Specials Secretary in 1988 and have almost completed



entering them (I like developing computer databases but I don't like entering the actual data!)

I would love to know how many kit and special owners we currently have in the club and the data collected will be invaluable for Triumph motoring history. I might also be able to tell you some interesting fact about your own car. The IVR forms may not be exactly suited to kits/specials but I am not going to issue a "special" IVR - please just fill in all you can in the boxes, leave any blank that you don't know and add in anything else of interest. For example, Store Street Moss cars have a body number on the plate on the bulkhead, put that down. If your car has been issued with a modern 17 digit VIN (Vehicle Identification Number) also include the original Triumph chassis number, if you know it.

The IVR for John's Gentry tells me that the donor Triumph was first registered in July 1968. The engine number indicates a 13/60 donor but the commission number is a reissued 17 digit VIN.

If you want to include a couple of photos and some words about how you came to own the car that would be brilliant. I will discuss the register some more over the coming months, just fill in and return a form for your car.

Do it now, ah, go on... go on go on go on.

# Cop Shop

by Mike Crewes

## Proper Control of your Vehicle

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

### Control of Exhaust Emissions - Silencers Regulation 54.

Provides for the fitting and use of an exhaust system including a silencer, to all vehicles propelled by an internal combustion engine.

(1) Every vehicle propelled by an internal combustion engine shall be fitted with an exhaust system including a silencer and the exhaust gases from the engine shall not escape into the atmosphere without first passing through the silencer.

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

### Driver not having Proper Control of a Vehicle Regulation 104.

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



drivers using a mobile phone whilst driving.

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

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

### Unnecessary reversing Regulation 106.

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

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



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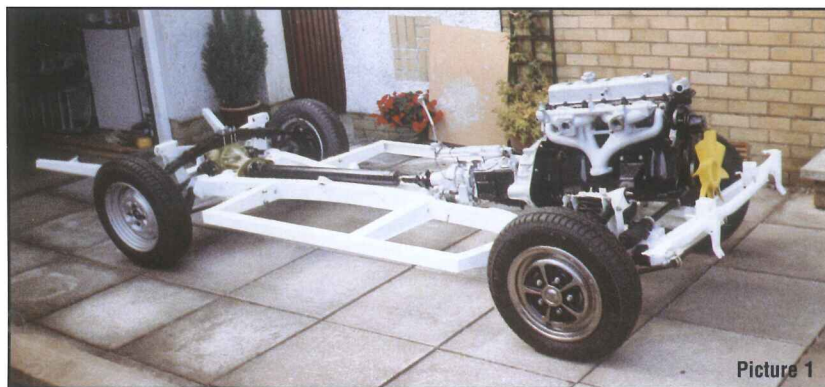


# Lots of Hard Work

By Dave Rumens

Hi everybody. Well summer has gone and outdoor events have now largely ceased.

Looking back over the 2004 season though most of this year's events were wetter (SEM!) than normal. Judging by the number of Vitesse show the majority of people were not put off by the poor weather. This is gratifying when you consider the amount of hard work, time and money that goes into restoring a car. That brings me neatly on to two members who are at present in process of restoring their cars. The first being Peter Illingworth of Dumfries, so let him tell us in his own words:



Picture 1

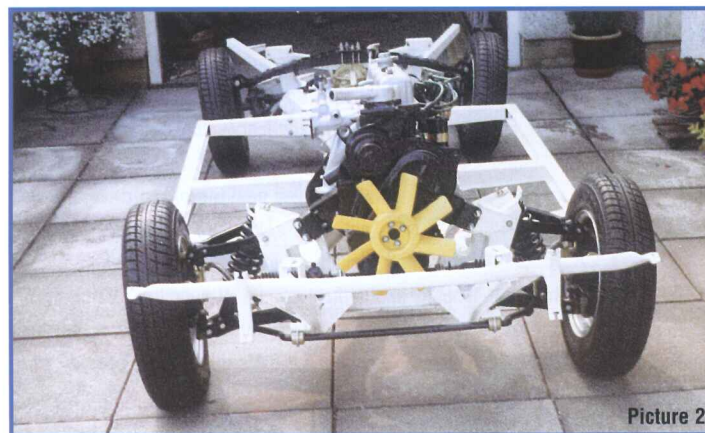
I bought my Vitesse 2 Litre Mk11 saloon in June 2002 for £300 as a complete restoration job. It was discovered in a farm barn and had been there since at least 1983. It was not discovered by me but by a friend of mind who separated the body from the chassis and then left it like that for 4 years without touching it. (I guess we have all been there.) I started the restoration with only a

basic mechanical understanding, which I had learned from my brother Stephen in the 1970's. In fact he received the award of Scottish Motor Trade Association Apprentice of the year in 1977. Why did I chose a Vitesse? Well I must explain my great passion for the Vitesse comes from my father owning a Mk1 2 Litre from 1971 until 1975.

I bought three restoration books on the Vitesse and that was me started. These books were my bibles and I had to teach myself. You can see how things are now, Picture 1, before it goes to the body shop. (Looks very good to me Peter)

I have replaced the chassis, and the engine is original having had it reconditioned locally. I

have changed the non-overdrive gearbox to a reconditioned overdrive unit with the prop and differential supplied by the famous Mike Papworth. I have done far too much work on the car to mention everything, as can be seen from Picture 2 it was either reconditioned or renewed. All the suspension has been sand-blasted, anti-rust primed and painted by



Picture 2

myself. Every nut/bolt etc has been replaced with stainless steel, and it goes on and on. I have lost the number of hours I have spent on the Vitesse. Hopefully it will be back on the road in the summer of 2005 that is if I don't go bankrupt in the process. Finally I like to say the advice and service I have

received from Canley Classics, Chic Doig, Mike Papworth, Grove Components and Six Spares has been excellent and much appreciated.

Thanks Peter. By the way it's great to see your Vitesse is a saloon as many have either been turned into convertibles or are just not being restored. This has led to an odd situation: though more saloons were originally produced than convert-

ibles, the number of saloons that have survived is much lower.

The second member is Joe Grundy from Morpeth. Joe's Mk1 2 Litre convertible was first seen in this column in August 2004. As a result Joe has sent me more information.

So I will let Joe tell you about his Vitesse.

My Vitesse had been left standing in the previous owner's barn for 9 or 10 years and I realised it needed a lot of work before I bought it. So I



Picture 3

decided a total 'body-off' was the only sensible course of action. The progress I have made can be seen from Pictures 3 and 4. Having been seen working in my garage on the Vitesse by various passing motorists and inquisitive pedestrians, I have since learned that within a quarter mile radius of my Vitesse there are two roadworthy Herald's and a Spitfire, which have



Picture 4

A photograph of a vehicle chassis, likely for a small truck or trailer, viewed from a high angle. The chassis is constructed from dark metal beams and plates. It features four wheels with black tires. The front suspension is visible, showing a steering knuckle and a shock absorber. The rear suspension also shows a shock absorber. The chassis is mounted on a light-colored, paved surface.

Thanks Joe for the update on your project. Lots of hard work and time has produced a high standard of workmanship on both cars, the results look superb. Thanks again chaps for

Having recently heard of a one owner 1200 Herald up for sale locally I can back up Joe's experiences that Triumphs are still out there to be had. As the owner of the Herald was now too old to drive, if it had not been sold there was every chance it would have gone to a breakers. So the

moment I heard about the Herald I was on the phone to Bill Davies, who I believe has a rest home for Heralds somewhere down in Wiltshire. Well that's me for this month, see you all in December. **Safe Driving & Keep Running On All Six**

David.

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# IVR Report!

By Dick Plumridge

Another small step/giant leap occasion this month, as the IVR scheme's extended to all the Registers the Club covers - see that sharp new IVR Form in your Courier packing!

Registers won't all have exactly the same approach with our IVRs, so to save any possible confusion for Vitesse Owners: your Vitesse IVR service

to focus on; but no change to the commitment.

From this issue, our Courier will include a special **IVR page** every month. It'll give a short set-piece explanation of the scheme - the "ground-rules" we all meet; then a piece from each IVR Register in turn, a-Model-a-month, outlining the sort of service we each provide. So the Owner of any particular Model can see exactly what's on offer in their scheme, or any special info their Register may be looking for. November is **Vitesse month** for the new IVR page, so there's yet more for you in this mag! Not a lot of room on the one page though, so let me use this progress report to illustrate the scheme.

A super little find this month has been this picture (fig 1) of the Dealership Halls of Finchley, taken about 1968, and sent



continues exactly as before! It'll always progress, always be getting updated, the underlying data always improving, and (I suspect) it'll always be turning-up new aspects

to me by a friend outside the Club. I've been building a collection of this sort of memorabilia on Dealers for some years as one of the things I supply whenever I can, in my reply to an Owner's IVR. In this case I also had a personal interest: one of my own Mk2s is from Halls!

RATES OF DUTY (see note 607)	
12 monthly	95 - 2 40
6 monthly	49 - 3 15

EXTRACT FROM REGISTRATION PARTICULARS

Registration Mark: **VYK 587 G**

Taxation Class:	PRIVATE
Make:	TRIUMPH
Type or Model:	VITISSE MKII
Colour:	WHITE
Type of body:	SEDAN
Proposed by:	PRINCE
Chassis, Engine or Car No.:	HC-150
Engine No.:	HC-150
Rating:	1778 00
Stamping Certificate:	
Guided Weight:	
Trunk:	
Cats:	
JB:	
Date:	
As at date of first registration:	
Date of original registration:	11 FEB 1968
Previous registered and:	

It is an offence under the Vehicles (Excise) Act 1971 to alter any of the particulars of the above vehicle.

Maximum Penalty £20

Due to Owner and Liability of Licensing Officer

"Issued GLC, NW London Area"

So why not use my car as an example of a bit of IVR work:

I bought VYK over 10 yrs ago as a rather rusty workaday car - virtually no History with it. Despite the rust (in fact partly because of the rust - a theft-deterrent, I told myself), I used it daily for work, putting about 30,000 miles on it. It did quite a few Staffords and Gaydons and Wales and Beaulieu too, so it did become reliable once I'd thrashed it with the branches of several entire forests. It taught me a lot about Vitesse, but also about researching Histories.

I was aware of "Heritage Traces" and that it was possible to get past Owner-History from Swansea though without today's help-system that IVRs provide, my information on both was out-of-date so I had to go round the whole loop twice, in both cases! But I got the Traces in the end, and that Heritage Trace was my first link to Halls.

which Derek featured back in May 2001. It was generous of Peter and his wife to loan the colour original, to help me provide this kind of material (anonymised as ever - personal/vehicle details removed) to other Owners - and where I can provide colour copies these days it makes this better still. I can supply quite a number of Dealers now but very few in colour, and I always need lots more Dealer material, please!



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Halls were so big that unfortunately (fig 4) they didn't generally advertise new cars individually.



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This (fig 3) was another lovely find, and for this Halls logo'd paperwork I'm indebted to Derek Giles, and Mr & Mrs Peter Pope, Owners of a beautiful Sienna/Tan Convertible 13/60 from Halls,

Many medium-size Dealers like say, Guy Salmon would: eg "Vitesse MkII Saloons Valencia, White. Convertible, Jasmine".

With these Dealers, comparing weekly

Ads may occasionally reveal a particular car's birth-announcement!

Meantime! - my Trace from Swansea had



produced copies of all their previous documentation on VYK. Only b/w copies but bearing all the detail of previous Owners, Tax Applications (ie when the car was on or off the road), and if there'd been any changes of Engine, or Colour, etc notified. Invaluable. Beware though, the original 60s Log Books can easily be misunderstood, if a small detail is overlooked: I've worked through dozens of these now in close detail, with more originals to compare against, so I'll always be glad to help interpret anything odd, or unravel any tangles in a car's records - a common problem now. I've had wonderful specialist help from Jonathan Del Mar in unravelling some of these Registration puzzles - thank you JDM! And invaluable help from BMIHT on the Factory records. Errors don't stem just from Registration records: the Factory wrote the wrong year on some of theirs. Another tangle solved recently was due to the Dealer entering a completely different Vitesse's details (yes, the wrong car!) into a log-book in 1971, which only came to light 30-odd yrs later through the IVR scheme - but all sorted now. There are more sources too that may help on your car, but not relevant here on VYK.

BRITISH MOTOR INDUSTRY HERITAGE TRUST

Production Record Trace Certificate Number: 9444

TRIUMPH VITESSE

We have researched the records and have the following information on this vehicle:

Car/chassis number	HC/5 - 7-DLRSO
Engine number	HC/5 - 1-HE
Body number	5 - 2/HIC
Specification	RHD, Home Market
Colour, exterior	White
Trim	Black (Ambia)
Roof (top)	Not applicable
Firstly built	24 October 1968
Date despatched	30 October 1968
Destination (dealer)	Halls Limited, Finchley, London

Other numbers (where recorded)

Details of equipment (where recorded)

Overdrive	Black fabric sunroof
Radio	155-13 Goodyear G-800 tyres

Other information

The Registration Mark VYK 587G, dated to 11th February 1969, was issued in London.

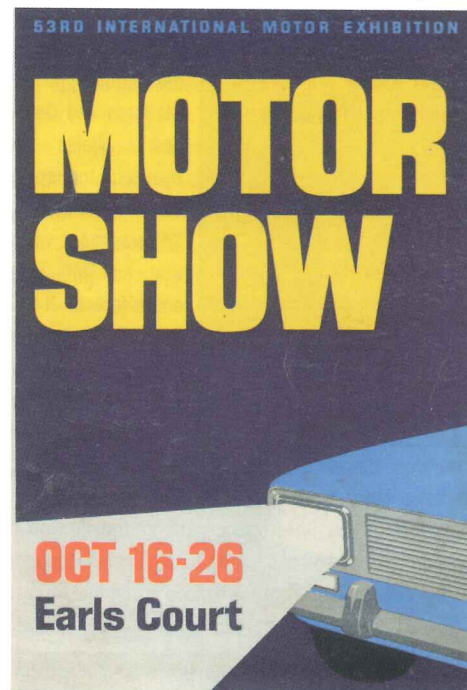
Issued to: Mr. R.J. Plumridge On: 24 March 1994

For and on behalf of the B.M.I.H.T.

Anders Ditlev Clausager - Archivist

Back to my BMIHT Heritage Trace (fig 5). The Halls aspect was news to me, and the Build and Despatch Dates too, of 18

course. The serial numbers of the different units on the car were all unchanged from new, so didn't seem to show anything exciting. It was only a few years later, after I'd got the Vitesse IVR scheme up to serious numbers, that I realised the DLRSO suffix to the Comm. No., confirmed on the Trace, was such a rarity. It means a Saloon with Sunroof and Overdrive **Factory-fitted** - common enough you'd think, but in fact it features on fewer than 1% of surviving Mk2s. An example of the sort of context that I think it's valuable to provide, and all part of the service now. Your own IVR (and everyone's who went before) enables me to give this sort of context to you; and at the same time it's adding to and improving the context for all the rest of the Register. And all done confidentially.



Then a surprise on my car's Build Date - 24/10/68, from my Heritage Trace. I suddenly twigged, this was Thursday of the Earl's Court Motor Show where the Mk2 was launched (fig 6).

Nice to picture my car trolling around the Canley Assembly Hall while the launch was running in London. I was a 60s teenager, (and ok, this contradicts another myth "if you remember the 60s you weren't there"), but I even remember what I was up to myself that week!

But whether you're a child of the 40s or the 80s it adds

so much to the enjoyment of a car - and its value I'd say - once you bring all those numbers and dates and places to life. An ideal start whether or not you then actually talk to the Owners you trace! It's then you may pick up something like the Log Book original, or 30-yr old photos! Yet with VYK all this started from nowhere - just a blank sheet and a very rust-spotted workaday Mk2. Part of my aim for the Vitesse IVR scheme has been to help do this for everyone. Surely no-one with any soul can scrap a car with a life-story attached to it - it must help cars get passed-on, get restored and survive.

## More Progress

In response to July's feature I had a stack of new IVRs - thank-you, everyone again for these. (I'm never satisfied of course - and it's **yours** I want!) One very pleasing strand running through these was how many "matches", Mk2 IVRs especially, now produce - maybe we just passed some kind of statistical threshold! For example, the pattern I wrote about in July, linking Body Nos. (not Comm No.) and Paint colour: noticeable again, and I found about 2/3 of new IVRs - where Body No. is known, anyway - seem to reinforce the pattern. I'm always evolving my picture of how bits of the Production process ran, and I don't even start to trust that picture till it's backed-up by some hard evidence - preferably the cars themselves. Then you can look at the exceptions, which may tell you even more.

Every new IVR helps, with this and a score of other questions, but amongst the IVRs I've already got, many people weren't able to give me the Body No. - the Plate may have been removed at respray-time and not put



back. So have you got one of these (fig 7) on a shelf in the garage? If so, please get the number to me and I can add your car into this pool of evidence. Just ring, email, or as I've said on the **Vitesse IVR page**, send me a

picture-postcard! Or even better, you may have obtained your BMIHT Trace, which would help enormously with Body Nos., Build Dates, Dealers, all sorts!

Same applies with Registration Date, a detail I nearly always miss-out on if I meet a car at a Show - Owners generally don't carry V5s round with them! I always explain I'd really like these top-up bits of info but I reckon you think I'm saying this just to flatter your car? No, I mean it. Please, gimme gimme - they'll make a difference. (Thank-you!)

## Sapphire Blue Update

Two recent hopefuls, but still not one confirmed Sapphire Blue Vitesse! (Any news, Nigel?) End of update.

One of those recently-IVR'd Mk2s, our feature car (fig 8)



is a handsome Convertible, White with quite rare Red Trim. From Clive Jackman's IVR I think it's been with him most of its life. That's also a rarity, and a nice attribute. An interesting Registration, it's another of the Personal Export (HDES) series used by Coventry. [Note to John-Mac: don't panic, I did tell Clive in his letter; Sara too (about VRW) in her letter, all many moons ago!] HDES

does add spice to a car's History, so I hope to hear more of UVC's early days. Interesting car in a lovely setting - thank you for the IVR Clive (an IVR with a helpful Body No., too!)

Photos are always welcome. I keep a copy of all them, and any I'm not using

myself to illustrate a point, I forward the originals to Dave Rumens for his main Vitesse column, as Dave too is glad to have photos and stories.

I know Derek Giles also has covered HDES already,



because I remember a very nice Export 13/60 Estate (NVC—G) on his Register, but if anyone would like to see an example of the yellow-edged Plates used in the scheme, Peter Hudson's picture of his superb Vitesse UDU73G shows this very well - March 2003, p41. Write-ups on such specialised features, I realise can easily pass by unnoticed. So for this reason, HDES too is something I'd put in your IVR reply-letter.

### Vitesses Still Abroad!

The business of extending the IVR scheme has taken up a lot of time lately, but with most of that preparation done I did get back to some of my Vitesse projects. An important one of these was contacting Registers and Clubs abroad in the hope of tracing more Vitesses beyond our shores! With Philip Willcocks' help I've written out to a dozen countries from France to New Zealand and I'm hoping for news there, in time. (There isn't likely to be a ready-prepared Register of data.) But there are many interesting angles these cars may answer. Our knowledge of Home-Market cars can help tell us about the Export batches, and those Export cars can tell us more about UK cars - they all dovetail into the same Production! So I hope I'll be able to report something perhaps by Spring in my next IVR feature.



There's even valuable help sitting out there in many albums or envelopes of photos. In these (fig 9), Saffron YHJ453J I fancy may tie-up with the Saffron batch I mentioned in July; the Sienna Saloon BYP90H and Damson CYX476H I've been in touch with both previous Owners seeking info; the Wedgwood Convertible UDG432H behind the GT6 is all new to me. Just examples of cars I've no other word of, but these are clues to **the cars that must now slot into the gaps in the**

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IVR Register. Of course I want IVRs, but I won't always get

that, and I'd be grateful to borrow any old photos with a Mk2's Registration (even just!) visible. With fewer cars surviving, I need to pick-up whatever information I can, on any Mk2, whenever I can, and however old the picture may be.

Also if you've any old notes on Mk2s at Shows, or coming through your workshop, or that you used to know, the same applies!

Send me anything you can (my details in back of Courier under "Archivist") - I can promise items will be looked after and returned if you wish.

We've come a very long way in 8 years, further than I ever expected. But I want to build on this, not sit back - we can do more than ever for Vitesses now. Get that sharp new IVR Form in to me!

*Dick*

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Last month we saved the oldest known Herald saloon, chassis number G11, engine number G8E, built on the 19 March 1959. Not registered until July 1959 in Leicester, only two owners from new. The second owner bought the car in the 1970s and used it only for one year, before it then entered a period of storage in various locations for the next 30 odd years. Losing its covered storage last year, it was starting to attract the attention of local vandals.

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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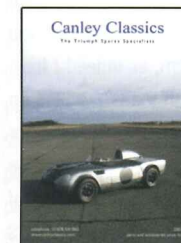
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### 2000 MILES IN A WEEKEND - THE RBRR !

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](http://www.canleyclassics.com/rbrr)



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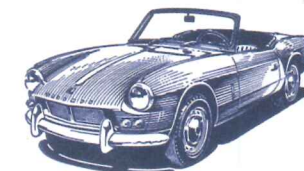
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# Buying Online

By Colin Lindsay

Hi all, and greetings from Northern Ireland !!

**T**his wasn't the intended article for November but having just put down this month's Courier the brain is working overtime and since I'm sitting in front of a computer - albeit at work, on the day of the biggest local Classic Car Show (Kilbroney; missed it again!) - I'll put electronic pen to paper with a few thoughts. I was saddened by Christine Hughes' letter concerning the attempted purchase of a Stag on eBay. as due to geography I too often have no choice but to respond to adverts on the

mainland and having bought many Triumphs myself by letter and photo, including one from eBay, I know all too well the feeling of disappointment whenever the reality falls far short of the pictured car! In most cases highlighting a few previously unmentioned faults can allow room for barter but sometimes there's no other option than to walk away - even if, as in one case, it meant returning from Birmingham empty handed after considerable expense and effort. The car, a Herald, was not as described and the vendor wouldn't budge from his overpriced bottom limit, so we agreed to disagree. All sales - even private ones - are covered by the Sale Of Goods Act and

eBay is no different. Christine's Stag must be in the condition described or at least fit for the purpose for which it is sold - in this case very light restoration. A solid body and chassis with some minor paint flaking means just that - holes in the chassis and floor are not light restoration and the vehicle has been seriously mis-described. There's no way to avoid pitfalls



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if as in this case the vendor has supplied photos of another car, but with a little care you can end up with a real gem, as indeed I have in the past. I regularly scan the GT6 pages on eBay and have seen some very nice cars for sale at ridiculously low prices - that's the beauty of eBay, and I'll include a few photos of currently available models **which I STRESS are NOT connected in any way with this story or any dodgy deal whatsoever** but show the range of GT6s available at any particular time!! Ultimately, however, whatever you are buying comes down to two things - the photos and the description which are both supplied



£150 Project

by the vendor who is looking for as high a return as possible. There are good, genuine cars out there, but many times I have seen cars described as 'original' even though the photograph shows extra louvres, dials or other assorted add-ons; engine numbers from other models, non-original paint schemes and even a MkIII with a black painted dash which was described as 'correct for the Mk4 model!!'. Careful owners will know the



Dealer car

value of their cars and price them accordingly close to the book price; cars which look too good to be true usually are!! If you're considering bidding on a GT6, there's a little link in the top right of the page stating **'Ask Vendor a Question'**. Do that. In fact, ask him plenty of questions. You may bid in the closing minutes, but get those queries in as quickly as possible. Genuine vendors are not shy about answering genuine enquiries, nor should they be embarrassed or reluctant to explain what they mean by 'minimal rust', 'light restoration' or 'needs TLC'. Remember that their standards might be lower than yours, so 'good condition for age' could either mean a well maintained original car, or 'what do you expect for something that's nearly forty years old?!!' Ask plenty of questions. 'Is there any

rust at all?' 'Is there any filler?' 'Has it ever been in an accident, even a slight bump?' 'How much work will the car need for MOT?' 'Are there any known faults?' Ask him if he is a member of any Triumph club - the car or vendor might be well known to members. Why did none of them buy it? Is he keen to sell outside the club, where the car is not known, and why? Keep a copy of the questions - you can have them e-mailed to yourself as well as the vendor; that way you have proof that you were misled. Phrases to beware? **'I'm selling this on behalf of a friend'**, **'the photos are a few years old now'**, **'I couldn't see under the car but it should be sound'**, **'the photo shows a similar model'** plus the ultimate trap - and this is genuine, currently running on a lot of articles on eBay: **'You are not bidding on this car, but merely for information on where you can find cars like these at these prices'**. I've seen bids of hundreds of

pounds for these misleading auctions, which are legal as they are not misdescribed so: check the **WHOLE** description, right down to the bottom!! A genuine car will have good, recent photos, showing all sides, engine bay and the interior, and don't forget to look for clues - is it pictured in a yard, or a private driveway? Are there other cars nearby, like scrapyard wrecks or a dealer's yard? Do the parts look correct for the car? I always check the engine manifold ( you can spot an late 2-litre engine in an early model, for example);

TRIUMPH GT6 I-II-III Register www.tssc.org.uk/gt6





£400 Project

heater pipes or engine cables (you can spot aftermarket ones a mile off and indicate a perfectionist or a patcher) - and the gearknob (incorrect overdrive switch for early models); look for a missing servo, an incorrect wiper motor... little clues which tell a lot about how the car has been restored or maintained. Ask for additional photos to be sent directly to you - if the photo shows something suspect ask for a close-up to highlight this, or a photo from a different angle. A



£2000

genuine vendor will be happy to oblige - one even sent me a scan of the VS which I appreciated very much, given the use any unscrupulous person could have made of the information! Don't be scared of phrases like 'Remember you are bidding to buy'. Of course you are - but you are bidding to buy a car exactly as described, and this can work to your advantage if the car falls short of expectation. If the vendor gets stropy, point out something he has not accurately described: Accident damage, paintwork damage, incorrect interior trim, even a non-Triumph colour; these are all things which should be highlighted by the vendor in his description as making the car more or less original or valuable, and you can legally walk away - even with an eBay auction. Yes, your bid is entering you into a legally binding contract - but legally binding on both parties, and it's a contract which the vendor

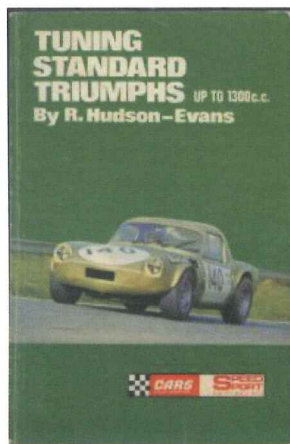
commenced by listing his vehicle. If the listing is inaccurate you are under no obligation to buy the vehicle but remember: **you have to prove how the listing is inaccurate or misleading so keep a printed copy of the listing**, make notes of how the car differs (take a friend for back-up, and photograph it if you can) and don't be scared to walk away. Don't be scared to post negative or neutral feedback on the vendor - it might save some other member in the future!! Another gripe

of mine on eBay is the sale of 'Tuning Standard Triumphs' on CD Rom; two or three copies of this come up every week and just means that some unscrupulous person has scanned the book and is selling copies. This is wrong. I have an extensive Triumph library and could do the same with any of a number of older or even currently available volumes - anyone want John Thomason's excellent 'Guide to Originality on CD rom? Give me a few days ... Sorry, but it's wrong and it's in the same league as copying CDs or DVDs.

I have e-mailed the person selling, to no avail, and eBay dismissed my complaint stating that unless I was the party being wronged it was none of my business. Well, it is my business - in fact, it's the business of all of us who want to keep older Triumph reference books in print. Genuine copies of the book come up for auction from time to time, so buy those, or pester the printers to re-issue it. Perhaps

the club could reissue it? Even the workshop manual has now been listed as a scanned copy on CD. Don't encourage this practice - it is counterfeiting and has a detrimental effect on the sale of any Triumph reference manual. Support the authors and the bookshops, or one day they'll decide it isn't worth the bother any more. **Used properly eBay is tremendous fun** and probably an addiction to most of us; **be responsible, be careful - and keep it that way!! Have fun!!**

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# With a little Help from our Friends

By Derek Giles

I was going through some old (mid 60's) paperwork a few days ago and came across some notes

I had made during a discussion with John Cooper of Mini fame!

I was, at the time, tuning a 970cc Cooper 'S' for club rallying and called into his garage for some advice. The subject soon came around to the induction system and S.U's. John often advised ram pipes, but this was not always practical on road going engines, so his compromise was wire mesh in the filters so they could be cleaned and oiled often!

One other subject we talked about was why B.L. Special Tuning did not advocate a heated inlet manifold? Quick as a flash, John dispelled the idea, saying in order to get the best from any engine and especially a tuned one the inlet air had to be as dense as possible. Denser air carries more oxygen and that's what helps the fuel burn efficiently! So without a heated manifold the air is **COLDER** and **DENSER**! Perhaps you have noticed on a cold day your engine seems to have a little

more get up and go?

So why did Triumph opt for a heated manifold, well most likely to cut the warm up period and therefore reduce the need for prolonged use of the choke (not a problem on a high revving engine). This in a roundabout way made our cars slightly less thirsty, but it also reduced the engine power output by a few BHP, which meant a slower car!

At this stage I guess some of you are wondering what this has to do with your 13/60, not a lot unless you are following any of my tuning hints of a few issues ago.

I did if you remember; go on a bit about air filters and moving more air/fuel through the engine. If you increase air/fuel intake by using less restrictive filters, the faster flowing mixture will not pick up as much heat from the manifold and hence be denser and colder and burn better! Just what you want if you want some more horses!

Hopefully this has added a bit more insight onto the vagaries of carbs and filters!

## More help?

O.K. so our cars are quite a few years old now and perhaps they are entitled to leave their mark occasionally and oil will, as you all know, find a route to freedom!

Graham Bromley from Worcestershire has had just such a leak for a couple of years which he had until recently been unable to cure.

It all started with that telltale pool on his new concrete drive, which quickly became his daily chore to clean. Graham did attempt to trace it a few times but never really found the culprit and resigned himself to carry on cleaning the drive. What troubled him was the fact that the oil was over the nearside rear of the engine low down, so NO it wasn't the cylinder head or oil filter. As a last resort Graham placed some white card around the suspect area and set the engine on a fast idle and waited, after about 5 minutes tiny black spots began to appear, forming a drift pattern! This oil leak

was 'Airborne', as the pattern developed the source became evident - it was the fuel pump!

Not the flange gasket, which had been replaced twice before, but the pump body itself!

On the particular pump fitted to Graham's car there is NO provision for manual priming but the pivot pin is visible through a drilling in the right hand side of the pump body.

It was this hole the oil was leaking from as the pin had started to drift out towards the rear of the engine! Oil was filling the hole left by the moving pin and being ejected in a fine invisible spray over the engine block, oil pressure switch, distributor pedestal and all points south. The offending oil leak had been found! \*

The fix was simple and cheap, (unless you wish to purchase a new pump) Graham cleaned out the hole inserted a few drops of 'loctite' and tapped the pin back into position, hey presto no more oil leak!

So oil leak detectives please note, check the fuel pump pivot pin it could save you a lot of grief!!

Thanks for that tip Graham; I can't say I have heard of this one before. I am not sure it applies to all the fuel pumps fitted to our cars as from Graham's description I would guess the pump on his car is very similar to the Dolomite 1300 item, but well worth a check if you have an elusive patch of oil on the drive/garage floor!

Don't forget if **YOU** have any tips that you think may be of use when working on our cars, please let me have them and I'll pass them on through my ramblings!

## Help from my friends!

Just in case you're interested I have had a bit of news from a fellow P.D. Challenge driver about our African Saloon AOT 179J. (No more after this I promise you).

We were not certain what might happen to it after the

auction as almost all the cars sold were to be converted to Left Hand Drive (a Government requirement) before being officially allowed on Gambian roads!

Easily done on the 80's and 90's cars but the Herald may have proved too difficult.

The chairman of the Gambian National Sports Council, who owned a similar car years ago, bought it. He has **NOT** had it converted and it resides on his drive as a showpiece! So I guess if we ever felt like doing the trip in the opposite direction we could always buy it back and bring it home, now **ROB**, there's a thought!!

Cheers for now,

Derek

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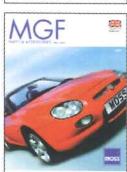
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# Doorseal Dilemma

By Bill Davies

This month's article is headed by a photograph of Simon Mason's handsome Herald 1200 Convertible, AOR 569 C.

## Door seal dilemma

Original door seals for Heralds have long been unavailable, but what exactly does original mean? There were at least 4 different patterns of main door seal used during the 12 year production run of the Herald.



AOR 569C

**B**ought for £50 as a rusting hulk, Simon spent four and a half years from April 1998 carrying out a complete restoration. Simon carried out all of the work himself, his profession as a fitter-instructor with the Royal Engineers must have given him a useful set of skills for such a project. Simon included the photograph when he submitted his IVR form, so his vehicle now forms part of the Club's records of surviving Heralds.

**A.** The first Heralds were fitted with a 2 part seal. The main component is a square edged foam section, while the second part is a 'U' channel covered in a fabric weave, which fastens the assembly to the door aperture lip. The fabric weave was colour coded to the car's interior trim, and is peculiar in that it is rubberised and has a most distinctive appearance.

This I'll refer to as type A, which has now become very rare indeed.



Type A –  
Early Heralds & 948 Convertibles

**B.** By September 1959 a new seal became standard, which I identify as type B. This seal was entirely different to type A, being a one-piece seal with a complex bubble section. Type B was certainly fitted to most Saloons and Coupes from this point onwards, though strangely, many examples of the 948 Convertible (introduced March 1960) were fitted with the type A colour coded seal.

I can't explain why the older seal should be resurrected for a new model, which was introduced at least 6 months after that component became obsolete from the rest of the model range.



Type B  
Later 948s and early 1200s



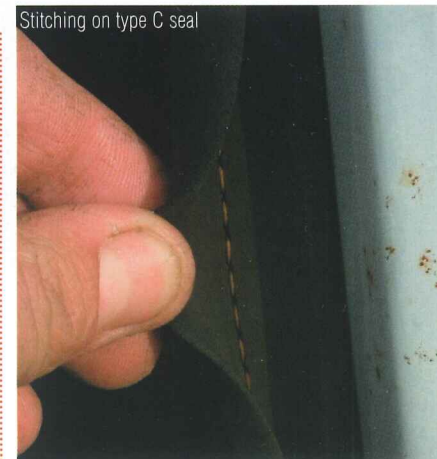
Type C  
– 1200s to 1967

Charcoal grey had by now become the standard colour for Herald carpet, so there was some logic here. The fabric covered channel is stitched to



Original type C seal in place

**C.** Shortly after the introduction of the Herald 1200, the door seal was changed once more to type C. This seal has a simpler lip profile, with a conventional woven finisher in Charcoal Grey, irrespective of interior colour.



the main seal – lift up the edge of the lip and you will clearly see the line of stitching beneath.

**D.** When the 13/60 was introduced in 1967, a further change was made to the door seal. Type D was superficially similar to type C, however the fabric was now



Type D – All Heralds from 1967

bonded to the rubber, while the previous type's extended inner lip was abbreviated. In its 13/60 application, this seal was available in Black, Matador Red, Light tan and Shadow Blue, as appropriate to the carpet colour. This choice of colours was not officially extended to the 1200, Black seals are recorded as standard equipment. Very late 1200s were in fact built with the colour coded carpets of the 13/60, so it is quite likely that in fact these cars had

TRIUMPH Herald 948, 1200 & 1250 Register  
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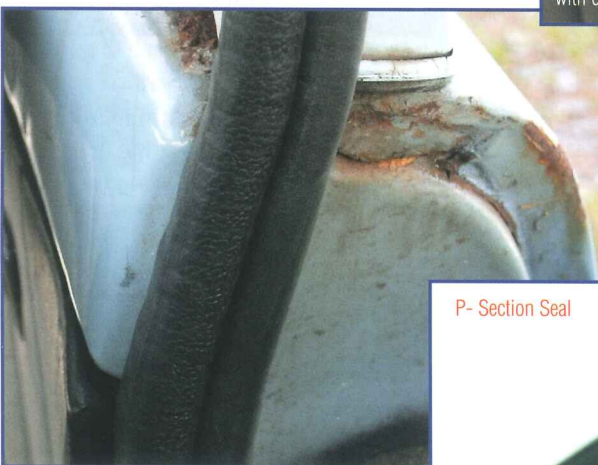
matching door seals.

In terms of modern replacement seals, there is a large variation in what is available from different sources. Many owners opt for a



Modern replacement seal

modern bubble section seal with a furry finisher. The original bubble seals have a complex profile which causes them to collapse and conform to the shape of the door edge as it closes. Being a generic



Seal compressed with door closed

start with a more appropriate seal.

From early 1960, an additional seal was fitted between the A-post and quarterlight frame. This seal has a P-section, the leg of which is glued directly to the car bodywork behind the main seal, so that only the "eye" is visible. It's main benefits are in preventing paint damage where the quarter-

P-Section Seal



Modern seal in position

seal with many different applications, the modern replacements do not behave in the same way. A common complaint is doors which are difficult to close. This is down to the bubble section containing a large amount of air which needs to be displaced as the closing door forces the bubble to collapse.

The other major complaint is poor panel alignment after fitting new seals. This is where the compressed bubble section forms 2 thicknesses of rubber between the door and panel edge. In the case of an original type C or D seal this would have been a single thickness of rubber. The special profile of the type B seal has a very

thin wall which means that when collapsed between the door and body, it is no thicker than either of the lip seals. Any seal with an oversize cross-section will prevent the door from sitting correctly in its aperture. This kind of problem can be relieved by gently bending the seal mounting flange on the bodywork inwards, to increase the clearance. I feel it's better to



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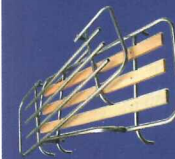
#### FUEL SYSTEM COMPONENTS

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FNT WING MKIV-1500	£58.75
FNT 1/4 VALANCE MKIV-1500	£70.50
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# 2000 Mile Bonnet Scoop

By Guy Singleton

## Good news and a successful weekend.

**F**irst the good news: We have now received the Bonnet trims for the 4s and 2 litre models and Triumph 2000 Mk I. I have fitted one to my 2 litre Estate and one on my 2000 Estate.

was placed by Richard Dittman from Canada who has been patiently waiting for them to be finished and his was ordered and paid for within hours of my mentioning it on the Bond email list ([http://groups.yahoo.com/group/bond\\_equipe/](http://groups.yahoo.com/group/bond_equipe/)) and posted the very next morning. I hope he will be as pleased with it as I was.

Richard sent me some photos and information on his Bonds.



They fit well but I did have to ease the holes a little.

Despite Suzie taking a bonnet down to the manufacturer the holes drilled are very slightly out – however I am otherwise very pleased with the result. (No criticism of those in the photo, it may well be a variation in the bonnets – I will be interested in your feedback in due course).

The cost is £45.00 each plus £2.50 p&p (£3.50 for Europe and £5.00 for the rest of the world) In fact the very first order

*"I thought I'd send you some pictures of my Bonds from the Colonies (Canada). I restored both of these from junk yard status and tried to make them as original as I could. I even left off the chrome strip on the convertible as none*



Richard's Coupe

*appeared to be there from the factory as there were no mounting holes and none seemed to be filled in. I spent about 1400 hours on each*

*car. The final 2 coats of paint were applied by a friend who paints a lot!*

*These cars have won several trophies at car meets around*



Richard & Sherry

*the Midwest, USA. This year we won best foreign car at Heritage Village classic car show and, 2nd and 3rd in Battle of the Brits in open class. We were invited to the prestigious Willistead Show, Canada's best classic car show, our Pebble Beach. We won nothing but lost to the Grand National Champion 2004 Jaguar XKE and Grand National winner 3003 Austin Healey 100/6. We didn't have a prayer!!*

*The coupe has overdrive and wire wheels*

*and the beautiful Mark 1 wood interior. The Mark 2 convertible has the stronger motor and the ugly black interior. I would love to have put the Mark 1 wood in the convertible but it wouldn't be original. I*

*asked the judges at a concours show last year why they (and everyone else for that matter) picks the coupe over the convertible in the contests. They said*

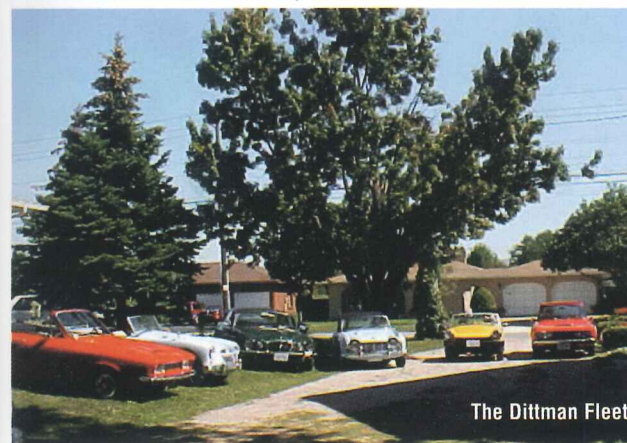
*they like the earlier example, the wood, wire wheels and better bonnet scoop.*

*I would like to get a 4 cylinder Bond for my collection but they very rarely come up for sale in North America. I missed one on e-bay because of indecision and passed on one in a magazine as it was only fair with an asking price of \$14,000!!*

*Thanks Guy for the scoop and the great work you do for TSSC as Bond secretary."*

**Richard and Sherry Dittman**

*Now for the 2000 mile bit – the new bonnet trim has now travelled over 2000*



The Dittman Fleet

BONDEquipe Register  
www.tssc.org.uk/bondequipe





miles when Suzie, Larry Bishop and I took the 2 litre Estate on the Club Triumph Round Britain Reliability Run over the weekend of 1st – 3rd October.

The car ran very well, other than the fact that I need to sort out the adjustment on the rear shock absorbers – but they were a lot better than when we went to Cosgrove.

We loaded the car up with spares – all ignition parts, radiator hoses, alternator, water pump etc – and needed none of them. The only problem we had was with the wiper motor that became increasingly erratic – due to overwork! Thanks to Mark Steinson for deserting his family to loan us a spare. Fortunately ours held out until we got home – but it was nice to know that we could have replaced it if it gave up – and not resort to bits of string manipulated by the passenger!!

We logged 214 miles overall – I think there is a little over-read as the average distance of other drivers seems to be around 1960 – and we did not deviate far from the route although an 8.6 mile return trip out to Dunnett Head (the most northerly point of mainland UK) was worthwhile and a similar distance detour was required to collect the wiper motor.



John o' Groat's

Other statistics were:

- Total fuel used – 57 gallons
- Total cost of fuel – £230
- Fuel consumption – 35.9 mpg – well impressed!
- Time taken to complete the run – 48 hrs 10 mins
- Average speed inclusive of stops – 42 mph
- Average speed exclusive of stops – 49 mph

I have heard from David Nickson who has a 2 litre convertible and a 2 litre Coupe which he has come to realise that he will not manage to restore and is looking for good homes for them. He is near Stockport.

If you are interested then please contact him at [david.nickson2@ntlworld.com](mailto:david.nickson2@ntlworld.com). The cars are free



Lands End

To date it looks as if between us we have raised about £800 for the charity Children with Leukaemia – many thanks to those that have sponsored us any further donations for this very worthy cause would be very welcome.

if you have the whole car!! Someone please save them as I have run out of space! [Suzie note: very good price – but a bit far away – and no more room at the inn!].



Dunnett Head



# T.D. FITCHETT

## SUPPLIERS OF ORIGINAL TRIUMPH SPARES

### HERALD/VITESSE

Herald/Vitesse FRONT FLOOR PANS (NEW)	£58.75
Delaney-Galley heater valve 560612	£47.50
Petrol tank	£120.00
Front lower valance 1200 O.E.	£115.00
Front lower valance 13/60 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/60 front lamp panel 812140	£65.00
Herald 1200 front wings	£97.50
Herald 13/60 front wings	£80.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£87.50
Windscreen drip channel	£12.50 pair
Herald/Vitesse door skins 901338/9	£60.00
Complete door shell 902256/7	£215.00
Sills 803070/1	£19.50
Tread plate repair panel	£7.50
Front floor mounting bracket for 807548	£4.75
Herald front mounting bracket rear 807549/50	£4.75
Rear floor mounting bracket 807655	£5.75
B post mounting bracket 703625/6	£14.00
Stainless steel tread plate finisher	£19.50 pair
Boot side panel 804611/2	£29.50
Herald 948/Vitesse rear centre valance	£55.00
Herald 1200/13/60 rear centre valance	£57.50
Rear quarter valances	£21.50
Inner front wheel arch 903075/6	£42.50
Rear outer wheel arch 802845/6	£38.50
Front/Rear wing arch repair panel	£15.00
Front wing front repair panel	£12.50
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White rubber bumpers (full set)	£110.00
Rear overriders 703708/9	£35.00
Bonnet corner mouldings 706161/2	£24.00 pair
Wheel arch/bulbhead 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 Synco exchange gearbox	£135.00
Herald 4 Synco exchange gearbox	£160.00
Vitesse exchange gearbox	£170.00
Herald rear leaf spring 305945	£77.50
Herald/recon exchange drive shaft assembly	£147.50
Herald/Vitesse non rotolux drive shaft	£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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**CALL NOW**

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

### TR7

Early type bonnet (single bulge) WKC170	£147.00
Late type bonnet (double bulge) XKC3822	£294.00
Front lower valance WKC86	£65.00
Sills L/H and R/H XKC 112/3	£76.00
Doors FHC WKC5286/7	£260.00
Door skins YKC74/75	£47.50
Body shell FHC with sunroof	£2,950.00
Body shell convertible	£4,450.00
Late type boot lid XKC3854	£175.00
Rear deck assembly convertible WKC4255	£87.50
Window regulators XKC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£120.00
Radiator grille R/H convertible WKC3674	£25.00
Petrol tank retaining strap	£8.00
Petrol tank	£120.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£75.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set (early) GHT 167	£9.00
TR8 electronic distributor	£260.00
Gearbox 4 speed exchange	£160.00
Gearbox 5 speed exchange	£380.00
Recon steering rack exchange	£42.00
Front strut assembly recon/exchange	£65.00
Front lower ball joint GSJ154	£14.00
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£29.00
Lower steering shaft UKC1084	£32.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon exchange	£75.00
Upgraded brake master cyl/servo assy (exch.)	£200.00
Brake pressure valve TKC 3667	£40.00
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
Wheel cylinders 4-5 speed	£15.00
New 4 speed differential TKC2619 (exch.)	£195.00
Jackshaft 215207	£130.00
Recon starter motor	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Rear idler pulley bearing	£9.50
Recon w/wiper motor exchange	£40.00
Clutch kit Q/H	£69.50
Clutch kit O.E. Unipart	£105.00
Clutch kit TR8 Q/H	£105.00

### STAG

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

### TR6

Front and rear wings	£187.50 each
Front L/H hatch panel 907097/576477	£105.00
Late type rear centre bumper O.E.	£82.50
Rear quarter bumper O.E.	£57.50
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon exchange	£65.00
Recon exchange water pump GWP201	£29.50
Recon steering rack exchange	£57.50
Front trunkion 142377/8	£17.50
Top ball joint GSJ131	£19.50
New Brake servo exchange	£110.00
Brake disc 209327	£19.50
Recon exchange caliper type 16P/16PB	£55.00
Brake pads early/late type	£10.00
Gearbox exchange	£250.00
Recon drive shaft assy exchange	£127.50
Recon rear hub assy exchange	£92.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£8.00
Spare wheel cover 812236	£60.00

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£560.00
Nearside/offside front wings	£69.50 each
Front 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£39.50
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£35.00 each
Side light mounting panel 907157/8	£48.00
Door skins	£39.50
Battery box 806707	£15.50
Rear valance lamp panel 569900	£55.00
Boot lid 575787	£250.00
Dash top cover 714482	£32.50
Vinyl hood Mk III inc zip window	£95.00
Hood Mk III original material/zip window	£140.00
Chrome bonnet catch 607663	£21.00
Rear lamp assembly 208532/217025	£38.50
Track rod ends	£7.00
Gearbox 3 Synco exchange	£135.00
Gearbox 4 Synco exchange	£160.00
Rear leaf spring 305894	£69.50
Recon exchange brake caliper type 12	£45.00
Recon exchange brake caliper type 14	£40.00

Original head gasket GEG314	£8.00
Distributor cap	£4.00
Front valance support bracket 712567/8	£6.00

### SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£12.50 pair
Front wings 909663/4	£39.50
Front wheel arch outer 909351/2	£35.00
Front wheel arch inner 909797/8	£34.00
Headlamp support panel assembly 818871/2	£25.00
Front quarter valance 815391/2	£55.00
Door skins	£39.50
Sills non O.E. 903097/8	£28.50
Sills O.E. 903097/8	£46.50
Sill reinforcement panel 806634/5	£6.50
Inner sill 806638/9	£17.50
Front sill end plate 706422/3	£6.50
Hall floor (deep pressing)	£79.50
'A' post lower filler panel 706288/9	£14.50
Bonnet hinge pivot box RKC362/3	£40.00
Chassis front gusset 218526/7	£17.00
Bonnet hinge tube L/H-R/H 911107/8	£48.50
Rear wing non O.E.	£87.50
Rear wing front repair panel	£15.50
Rear wing rear repair panel	£19.50
Rear lamp panel 716182	£119.50
Rear valance 90870	£37.50
Boot floor	£92.50
Boot lid 911327	£265.00
Rear inner wheel arch 725563/4	£87.50
Rear outer wheel arch 909661/2	£55.00
Windscreen aperture drip channels	£12.00 pair
Stainless steel oversill kit	£75.00 kit
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
Front outriggers 209398/9	£25.00
S/steel tread plate finishers	£22.50 pair
Oil pump TKC 1974 (exchange)	£29.50
Water pump 216939/GWP128 (exchange)	£29.50
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£4.50
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£14.00
Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/runion 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
Girling brake master cylinder	£57.50
Handbrake front cable 121766	£4.00
Handbrake cable end fork 104749	£1.95
Rear wheel brake cylinder 7 dia.	£8.00
Rear brake lever 123135	£5.50

Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160 (original)	£77.50
New distributor 1500 (exchange)	£57.50
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£4.00
HT lead set	£7.00
Recon starter motor exchange	£25.00
Recon w/wiper motor exchange	£40.00
Universal joint with grease nipple	£8.50
Dash top cover 815281	£29.50
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.20
Wheel arch to bulkhead seal 613666	£2.75
Hoods original I.C.I. material inc zip window	£140.00
Hoods vinyl inc zip window	£95.00
Inertia seat belts less warning light wire	£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 90813/4	£92.50
Front wings Mk I 907154/5	£69.50
R/H front overrider Mk I 710717	£35.00
Petrol tank cover board Mk III 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 rotolux GBS750	£13.50
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£7.50
HT lead set	£9.00
Manifold Banjo Bolt 145155	£9.00

### TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£125.00
Mk I front panel (nose cone) 903258	£85.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£125.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.00
Rear centre bumper (estate) plain 576530	£85.00
Rear centre bumper (estate) for insert 917813	£85.00
Rear quarter bumper (saloon) plain 910158/9	£60.00
Rear bumper moulding (saloon) 923444/5	£60.00
Interior door knob 615888	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - 730397	£57.50
Dash veneer set 2500S 726421	£57.50
Interior grab handle ZKC 701711	£17.50
Drainage excluder grey 614628	£7.50
Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307483	£20.00

Recon power steering rack exchange	£117.50
Recon manual steering rack exchange	£42.00
Gearbox exchange	£175.00
Mk II front side/flasher lamp 216149/216150	£35.00
HT lead set	£8.00
Clutch kit Q/H	£75.00
Recon exchange water pump GWP201	£29.50
Rear wheel bearing kit	£18.00
Rear shock absorber	£19.50
Recon exchange brake caliper	£45.00
Brake disc Mk I 209348 - O.E.	£44.00
Brake shoes Mk I (axle set)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£15.00

### DOLOMITE RANGE

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# 48 Hours in a Spitfire - or 2...

By Suzie Singleton

**Everyone who takes part in the Club Triumph Reliability Run has to be certifiably mad – but I'm glad they are!**

**I**f most are mad then sheer insanity has to have a part in all those entering in two-seaters –

or am I just spoilt by having the back of the Bond estate to stretch out in for forty winks? I certainly take my hat off to those who do take 'proper' cars [as she ducks to avoid all the epithets hurled her way from all

the other 4 seaters entered]

Although I was taking the more 'comfortable' route (letting the side down possibly!) by crewing with Guy & Larry in the Bond Estate again, I was pleased to see two Mk3 Spitfires booked in as well as 8 later Spitfires. We managed to get to the start quite early and after a good meal to stoke us up till next

morning's Scottish breakfast we wandered round the car park looking at the other entries. I was starting to get a bit concerned, wondering where these early Spitfires were when we came across James Carruthers and Chris Walley with James' red Mk3.

I managed to get this 'team photo' and we were to come across James a few more times more en-route,



including filling up at Corbridge and somewhere across the very top of Scotland. Perhaps I should



have taken a picture of him then topping up the fuel tank from borrowed cans – but that might have been unkind! I gather they had one or two worries on the way but everything worked itself out and we arrived back at Enfield to find them comfortably settled in – and raring to go for next time – ah how I remember that feeling after my first RBRR.

Going back to the Friday evening, after finding James we continued checking out the other cars but still no sight of



that we could only see their lights receding into the distance – and I thought the Bond was a reasonably speedy old truck!

In fact, when we arrived late at Oswestry I was very surprised to see them arrive after us – though at the time didn't know of their visit to friends in Carlisle for a welcome meal and brush-up before continuing on their way.

What did I say? Madness? Insanity? Whatever it is that draws people to this event I hope it continues to do so for many more years. It's also an incredible feat

Mk3 number two till, shortly before the off Dave Picton and Frederique Slezak arrived in what I should have expected but hadn't – a slightly non-standard Spitfire, or rather a 2 litre GTfire, but as it had started its life as a Spitfire it still counts in my book!

Having exchanged several emails with Fred previously it was nice to actually meet up with them and put faces to names. We encountered them a few times during the run too – though usually belting past us so



TRIUMPH Spitfire I-II-III Register





cars!) was the Coventry Run on 5th September which Guy & I went along to watch on 7th September. We'd heard about it too late to enter but as it coincided with a visit to friends Robin & Maggie Hedger we decided to take Monty (our 1929 Standard 9) along as we knew there would be many veteran and vintage cars taking part as well as classics, and Robin & Maggie brought their Austin Big 7 out for the day

and really draws Triumph people together in a very good cause time after time (this year the charity chosen was Children with Leukaemia). There's such a great feeling of camaraderie amongst those who take part, and only a little friendly rivalry – and it's wonderful to keep spotting Triumphs in front, behind and next to you on the roads over the two days! With many thanks to Club Triumph and Tim Bancroft and his band of merry helpers and long may the RBRR continue.

On a slightly different scale (only 75 miles but over 400

to join in the fun.

We found a nice comfy spot outside the 'Granville Arms' at Barford and settled down in the sun to enjoy the marvellous spectacle which included several Triumphs and (the reason for including this item) this rather nice Mk3.

If this is your car, do please let me know – and please send in an IVR. I can't actually take credit for this photo and must thank Guy's skill (or was that luck?) in getting such a good shot and I'd love to be able to pass a good copy of the photo on to the car's owner.



## USE A COMPASS AS A BATTERY CHECKER

**IF** you have reason to suspect that your battery cells are faulty, place an ordinary compass on the cell connector. If the current is properly connected, the compass needle will turn sharply at right angles to the connector. Check at several angles by turning the battery, to ensure that the needle is not pointing at magnetic north.

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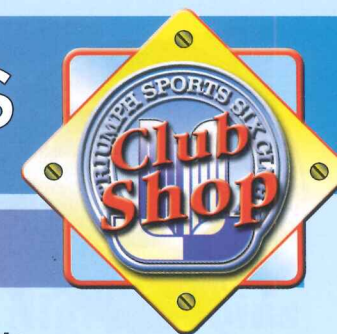
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# Cadwell & Brands Hatch

**Cadwell 2004**  
**September 12th 2004**

**C**adwell Park has a limit of 24 cars per race and with all the Triumphs that had paid their monies we had 26! This would normally mean two reserves would have to wait for someone to



Cadwell Scrutineering

DNS in order to get their race, but as it turned out two drivers had to withdraw for various reasons and another couldn't make it due to engine problems while testing. So that meant Karl Dandridge, Mike Hughes (TR5) and Paul Lucas were not going to be available to entertain us over the weekend. But a grid of 23 cars is still pretty

crowded at this Lincolnshire track.

The day started pretty cold and slightly damp, but this soon lifted as the sunshine broke through and warmed everyone up. Latest reports were all good and rain was not expected until the early evening.

With 7, entrants in Class C, 3 in Class A and two invitees in class G, we had 12 TSSC cars on the grid. New faces were Dave Styles making a second outing in his Modified Spitfire and John (JY Classics) Yarnell in his 'quickly turned around' fastroad/race Spitfire prepared to Class A regulations.

Andy Vowell had worked out that the only person who could take the class C and the overall TSSC title from him was John Thomason, but he had to win both races to stand any chance

of that. Andy, however, needed only to score another six points to make that impossible. Today could see a champion in the making.

John had been practicing the day before and was suffering head gasket problem that prompted four gasket changes. Neither of which solved the problem, so a new head was rushed up from the workshop and some late night surgery took place. So while the rest of us were all sitting around the barbecue drinking beer and melting our boots, Andy Vowell and John were stripping an engine down in the dark. We did



Mik's repairs

all take turns to make sure they were well lubricated with beer and hold the lamps for them. So really we all helped.

Scrutineering threw up a new situation as John's 'top of the range' Arai crash helmet was confiscated as not being

laps in the red flags were out after Mik had put a wheel on the grass and spun into the barriers, ripping a wheel off in the process!



Cadwell Practice

up to specification. Helmets must be British Standard BS6658-85 Type A, be passed by a scrutineer and duly labeled with an MSA 'approved' sticker. John's was neither of these, so a spare was sourced from a fellow TR driver (John Andon) and although it had someone else's name

Hadfield's engine, which had spun another big end bearing after just being rebuilt for the same reason after Mallory.

So the grid results were that Andy Vowell was on class C pole with John Thomason just a fraction of a second

**Rounds 9 & 10**

**By Nigel Gibbins**

stamped across it he was allowed to wear it. A few other guys were 'warned' that their fire extinguisher system was not quite up to spec, but were allowed to compete.

So out everyone went to practice, as John has only recently put the engine back together Barry Blakeley, who was spectating, and I went down to the pits to give it a quick check over after a few laps. Just to be sure everything was where it should be. But a few

John too, did not come round to the pits where we were waiting for him but this turned out to be because he'd simply driven back into the assembly area rather than to the start finish line after the red flag came out. (note to all, read your standing regulations). Everything turned out all right though and nothing was leaking although he was blowing a small blue cloud out the back!

The only other 'incident' in the session was Kev



off his pace. Clive Gimson was third with Dave Thompson, Steve Adams in fourth and fifth. Returnee, lead. This TR held up Andy while John built his lead to over 10 seconds by which time Andy had been caught by two



The Race - Cadwell

more TRs and was embroiled in a battle of his own with them.

At one point all three were past Andy and we were all holding out a virtual 'T' board at him (driver's know what this means) as he was assured second in class at this point - if he finished. But as lap seven came round the TRs got too aggressive with each other and Andy capitalised on this by sneaking past all three in a single manoeuvre AND open a five second gap! But

Jon Low was in sixth slot after Kev's retirement but after not having raced for a while this was not exactly surprising. Andy had, by getting the pole, scored his first point and deprived John of it so he now only needed to score four points to clinch things - this meant anything from fourth up would do.

Martin Stackpoole, with Mark Hadfield hot on his heels, headed class A too and Mik who was busy repairing the damage to his car was allowed to start even though he only completed 2 laps (you need to complete 3).

Dave Styles had qualified in what would have been six for class C and John Y would have qualified third in class A, but as they are not registered competitors they do not count toward class points or positions. Next year will be a different story though.

As the cars went to assembly for the race, I noticed one was leaving a trail of oil through the paddock. We traced this to Mike Cowing TR7V8 (not difficult) that had drained nearly all it's oil by the time he'd got there and he was out of the race. This left 21 cars to start.

When the lights went out, it was John Thomason that got the better start and was past Andy without too much trouble and everyone else made a clean start. As the field began to settle down John managed to put a TR5 between him and Andy and began to open a significant

gap. John was too far in front by now for any hope of catching him. So Andy settled down (finally) and drove the car home to the finish line for a creditable second place and a brace of silverware.

Clive Gimson drove a somewhat lonely race in third slot as he was a few seconds ahead of a six car, race long battle for the midfield of Class C and the leaders of Class A with the TR7V8 of Mark Humphries looking rather 'lost' in the middle of it. This TR was sitting at the head of the line and seemed to be holding everyone up as this gaggle of Spitfires and GT6s were harassing his rear bumper constantly while swapping places with each other in the process. But it was Dave Thompson who eventually made the move and broke through, putting the TR behind him on lap seven. None of the others found a way through though, and so Dave took the points for fourth place. Jon Low, who was next in line behind the V8 was fifth after moving up from 20th on the grid to 14th overall, but Steve Adams was less than a second behind at the end.

Next across the line was Martin Stackpoole a mere 2 tenths of a second in front of Mark Hadfield who had been with him all the way through the race.

In a race of this level, with battles though out the field it was amazing to note that there was not a single retirement for any reason. So credit must go to all the drivers

concerned for giving us mere spectators a grandstand view of some titanic battles of a championship-deciding race. This event was truly Triumph racing at it's best. Well done everyone!

Congratulations to Andy Vowell for wrapping up the TSSC Championship, not only did he do what was needed to win it, but he also had time to help John Y and Mik fix their cars so they too could join the racing. What a thoroughly decent chap!

## Brands Hatch - 26th October

As the final race of the championship year, this race has historically been either quite light on entries or heavy on

upgraded since I was last there and very welcome they were too with electric hook-ups every 20 feet with telephone sockets if you wanted them. So the usual clamour for electricity vanished and everyone was happy.

As is usual with the MGCC meetings there was an all-comers pit stop race at the end of the day and I knew a good number of Triumphs were entered. Some drivers in two cars at the same time! But with the Triumph championship race first, my attention was on that. Just about all the classes and championships were already tied up with the exception of class A where Mark Hadfield needed to score seven points to win the title, and the Newcomers championship in which Martin Stackpoole needed as



Brands - Scrutineering

casualties. This year was no exception on at least one of those points.

The final instructions listed 24 cars in total, of which thirteen were TSSC competitors. Only two racers made the list for class A as Mik decided it was too far to drive the Spitfire to, Barry was car-less after his Pembrey smash and Richard King was out of the country. Andy Vowell, John Thomason, Paul Lucas and Jon Low were there with their Spitfires while Dave Thompson and Clive Gimson ad their GT6s. Kevan, of course, was in his Herald and John Davies was returning in his Vitesse. So all the four basic chassis were represented.

The competitors facilities in the paddock had been

many points as possible. But with only the two entrants, it was going to be one or the other as there weren't enough points to go around. Andy Vowell had already wrapped up the TSSC overall championship but John Thomason and Paul Lucas wanted to give him a taste of what might have been.

The first drama as usual was at the scrutineering bay where TR Register Race Chairman, Mike Hughes, TR5 was thrown out for a crack in the floor pan. After a bit of running around to find some 'patching' steel he found himself a welder and got the crack zipped up in time to practice. However, he had to practice in a different session so would be starting from the back anyhow.





Dave being recovered

Practice only had a single casualty with returnee Bob Moseley in his 'borrowed' Spitfire limping back to the paddock with a blown head gasket. Kevan Hadfield was also complaining of a lack of power from his replacement engine, which in all honesty wasn't a pukka race model.

When the timing sheets came in it was Paul Lucas on pole for class C, followed 0.3 of a second behind by John Thomason and Andy Vowell a second behind him. In class A, Mark had taken the pole by less than a tenth of a second from Martin - first point secured for Mark.

In the break, Andy Vowell and Barry Blakeley were



Barry Drives at Brands

sharing Andy's car in the 40-minute endurance 'pit stop' race and they went out to practice just before lunch. Andy did a few laps and gave the car over to Barry who managed 15 laps before disaster struck when the engine munched itself and popped a conrod through the sump. Andy always said he had to win the championship at Cadwell as Brands was unlucky for him; seems he was right. Various ideas were discussed about how to get them back on track and at one time they were contemplating competing in Kevan Hadfields, Herald. Kev was sharing the

Spitfire with Mark, and the Herald was due a strip and rebuild after the race anyway, so the offer was there. Andy decided not to risk it though.

At the race start everyone got a good start but an error by Joe Henderson (TR6) at Druids hairpin backed the leaders up and allowed the Spitfires of John Thomason and Paul Lucas into a challenge for the overall lead. By the end of lap 2 however, the leaders were showing a clean set of heels to them. On lap 3 though as Jon Wolfes, TR7V8 was trying to get past, John slipped onto the grass and slid into the gravel at Graham Hill bend - race over.

Just a few moments later though, Dave Styles got it all wrong at Druids and ended up facing the wrong way with a dead engine. Try as he might he couldn't get it to re-start and out came the red flags. This was lucky for John (in the gravel) as this meant he could be dragged out and as he was not the cause of the red flag, he was allowed to rejoin the

race. Albeit at the back.

While the car was being recovered, Jon Wolfe and Bob Moseley retired to the pits, both with engine problems - Bob had blown another head gasket and Jon's car was running on less than eight cylinders.

On the first lap of the restart Mark Hadfield tried a little too hard on cold tyres and spun down the field on the exit of Druids allowing Martin into the class lead while John was carving his way back up the field with a vengeance.

Two laps in it was Clive Gimson's turn to roll 'snake eyes' as a slight misfire turned into a terminal engine failure and he

couldn't make it up the hill after paddock bend. So parked up and went for a walk.

On lap 7 it was Paul Lucas's turn as the engine maladies hit him too, pulling off into the pits to recover the car himself. The rest of the race saw no place changes and the order was settled. A class win for John Thomason to finish the season with Jon Low taking second slot and Dave Thompson in third, both of who had driven solid points finishing places.

Martin took the class A win and with it Marks hopes for winning the TSSC Class A title. But not for the lack of trying on Mark's part putting in a spirited drive to keep Martin honest, this was shown later in the results with Mark taking the fast lap (and another point) by a mere 0.002 of a second.

It was in the Pit Stop race that the final Spitfire expired when Mark Hadfields oil cooler pipe detached itself from the oil cooler and spewed oil all over the engine bay.

But never the less, a great days racing, high casualty rate, but then these cars are all due a rest for the next five months, and boy do they need it.

In conclusion this has been a sterling year for TSSC racing with growing grids and close racing throughout the field. Long may it continue and my thanks go to all the drivers who make this championship what it is.

Congratulations go to Andy Vowell, who after seven years of trying has finally clinched the TSSC title and of course won the Class C championship - time to clear some space on the mantelpiece I think.

Congratulations are also in order for Barry Blakeley who has retained the Class A championship crown for a further year and also to Martin Stackpoole who, after only starting half way through the year, still managed to claim the Newcomers title.

## Final Points for 2004

Class A		POINTS
83	Barry Blakeley Spitfire	47
62	Mark Hadfield Spitfire	46
33	Martin Stackpoole Spitfire	35
65	Richard King Spitfire	25
43	'Mik' Davies Spitfire	19
Class C		
50	Andy Vowell Spitfire	66
77	John Thomason Spitfire	61
70	Dave Thompson GT6	39
70	Karl Dandridge GT6	30
76	Kevan Hadfield Herald	23
56	Clive Gimson GT6	17
54	Ralph 'Rej' Jane Spitfire	13
5	Paul Lucas Spitfire	12
21	Nigel Gibbins Spitfire	10
55	Steve Adams Spitfire	7
58	Andy Winterton Spitfire	5
75	John Davies Vitesse	1



Andy and Barry - Class A and C champions

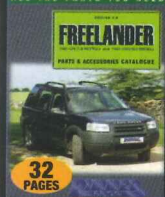
If you've enjoyed following the reports of the racing and you think you may have what it takes (time, money and a car), then please feel free to contact me and we can see if we can get you on the circuit too.

**Nigel Gibbins TSSC**  
Competition Secretary  
0208 2551842



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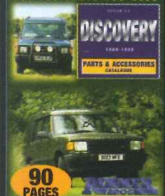
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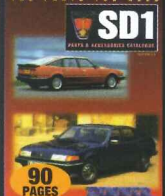
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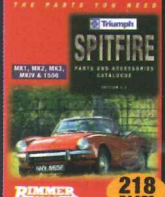
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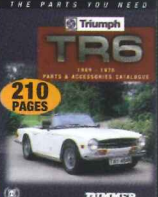
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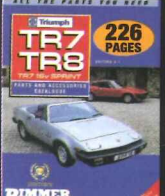
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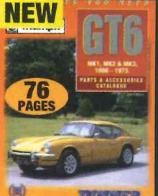
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GT6/Vitesse/2000/	
2500	£370.00

**WATER PUMPS**

Stag/TR7/Dolomite 1850/Sprint;	
6 or 12 Vane	£176.19
Repair Kit	£24.62
Triumph 6 Cylinder	£46.94
Spitfire & Dolomite;	
1300 & 1500	£35.25
TR8/SD1/Range Rover	From £88.07

**DIFF'S & AXLES**

<b>Reconditioned/Exchange</b>	
Stag	£361.88
TR4/5/6	£411.25
TR7;	
4 Speed	£245.58
5 Speed	£346.63
TR8	£381.88
Spitfire/GT6	£346.63
Herald/Vitesse	£346.63
Dolomite Sprint	£346.63
Dolomite 1300/	
1500/1850	£245.58
2000/2500/2.5 PI	£381.88
SD1	£346.63
Range Rover	Enquire

**RUBBER SEALS**

	W/Screen	Door	Boot
			Lid
Stag	£35.19	£24.09	£18.74
TR4/5/6	£26.97	£21.74	£18.74
TR7/8	£33.44	£25.26	£18.74
Spitfire	£26.97	£21.74	£18.74
GT6	£26.97	£24.09	£17.94
Herald/Vit	£29.32	£27.61	£18.74
Dolomite	£28.72	£23.44	£17.57
2000/2500	£35.19	£21.09	£18.74
SD1	£33.44	£45.34	£46.94
Range Rover	£48.76	£24.50	£30.50

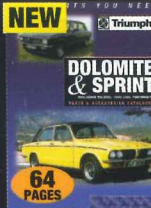
**HOODS**

Prices shown are for Black, other colours available.

	PVC Economy	PVC Lux	PVC Orig	Canvas	Mohair
Stag	-	-	-	£217.38	£317.25
TR4	-	£156.87	-	£234.94	£287.86
TR4a	-	£182.13	-	£222.08	£287.86
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

**BODY PANELS & BUMPERS**

	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper
Stag	£169.53	£587.44	£59.48	£82.80	POA	£323.13	£340.00	£492.33
TR4/5	£358.38	£340.75	£71.92	£29.38	POA	£287.88	£76.38	£217.38
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
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 Rover	£182.13	£176.25	£146.88	-	£599.25	ENQ	£88.13	£88.13

**STAINLESS STEEL EXHAUST SYSTEMS**

<b>FULL</b>	
Stag	
- Standard	£233.83
- Sports (Full)	£574.58
TR4	
- Standard	£158.63
- Sports (Part)	£96.94
TR5/6	
- Standard	£186.83
- Sports	
Twin (Part)	£205.63
Single (Full)	£433.58
TR7	
- Standard	£182.13
- Sports (Part)	£176.19
TR8	
- Twin (2 Box)	£252.63
- Single (Large Bore)	£222.08
Spitfire 1500	
- Standard	£176.19
- Sports (Part)	£211.44
GT6 MK3	
- Standard	£198.58
- Sports (Full)	£410.08
Herald	
- Standard	£126.31
- Sports (Part)	£217.38
Vitesse	
- Standard	£158.63
- Sports (Part)	£217.38
2000 - Standard	£198.58
2500/2.5 - Standard	£233.83

**CARPET SETS**

<b>(Top Quality - Tufted Pile)</b>	
<b>Full range of colours</b>	
Stag	£173.31
TR4/5/6	£141.00
TR7/TR8 Coupe	£116.33
TR7/TR8 Convertible	£141.00
Spitfire	£111.63
GT6	£135.13
Herald/Vitesse	£111.63
Dolomite	£138.83
2000/2500/2.5	£132.19
SD1	£163.33
Range Rover (From)	£159.00
We also supply Luxury Wool carpet sets.	

**SEAT BELTS (Inertia)**

Stag	Pair £88.07
TR4/5/6	Each £42.89
TR7/8 Coupe	Each £32.31
TR7/8 Convertible	Each £44.06
Spitfire/GT6	Each £42.89
Herald/Vitesse	Each £42.89
Dolomite	Each £42.89
2000/2500/2.5	Each £42.89
SD1	Each £42.89
Range Rover	Each £42.89

All Models (Except Range Rover);  
Standard £123.32  
Heavy Duty £211.44  
Range Rover;  
No A/C £188.00  
With A/C £193.88**STAINLESS STEEL TUBULAR MANIFOLDS**

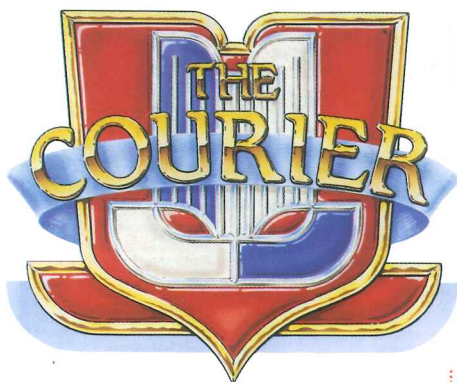
Stag (Pair)	£435.00
TR4/4a	£257.33
TR5/6	£218.90
TR7 - 8 valve	£176.33
TR7 - 16 valve	£200.67
TR8 (Pair)	£304.03
TDI	£164.17
2000/2500/2.5	£237.14
SD1 V8 (Pair)	Enquire
Range Rover V8	£364.13
Enquire	

**BRAKES & SUSPENSION**

	FRONT SHOCK ABSORBERS			REAR SHOCK ABSORBERS			FRONT SPRING		REAR SPRING	
	Discs	Pads	R/Shoes	Std	SpaX	Koni	Std	H/Duty	Std	H/Duty
Stag	£41.07	£17.64	£24.62	£39.36	£55.17	£88.10	£87.54	£24.62	£61.69	£55.81
TR4/5	From	From	From	£25.26	£144.95	£151.58	£128.08	£22.27	£25.79	N/A
TR6	£22.27	£15.22	£22.91	£21.74	£63.42	£66.09	£52.58	£25.26	£25.79	£25.79
TR7	£21.09	£11.69	£11.69	£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£55.81
TR8	£52.88	£17.64	£19.92	£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£55.81
Spit/Herald	£21.09	£14.69	£19.39	£25.26	£61.69	£77.84	£55.52	£23.44	£55.23	£67.56
GT6/Vitesse	£23.44	£15.22	£23.44	£25.26	£61.69	£77.84	£55.52	£23.44	£55.23	£67.56
Dolomite	£29.38	£14.69	£18.74	£24.62	£67.56	N/A	£57.28	£23.44	£63.16	N/A
2000/2500	£57.52	£17.64	£19.92	£39.36	£55.17	£88.10	£87.54	£24.62	£61.69	£55.81
SD1	£41.07	£17.64	£26.97	£38.86	£94.00	£98.09	£89.59	£26.97	£71.97	£93.97
Range Rover	£20.56	£21.09	£24.26	£23.44	n/a	£79.87	£80.78	£23.44	n/a	£79.87

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# READERS

## Write . . .

### Garages ...

Does anyone remember how awful garages used to be? Come to that, are they any better now? Was I alone in the 1970s in suffering at the hands of their mechanics? I was living in south-west London at the time, running a Mk.3 Spitfire, and it seemed that every visit to a garage yielded a fresh problem.

After a routine service at a garage in Kew one Friday the car struggled up to 55mph and refused to go any faster. I took it back the following morning and watched as a mechanic opened the bonnet, sat down on the front wheel and, cigar in mouth, took the distributor cap off to make some adjustments, dropping ash into the distributor as he did so. He repeated the performance with the carbs. The engine ran marginally better after this - it eventually made 65mph before spluttering to a halt.

It was a different garage that serviced the car in 1976 and at first all appeared to be well. But I was working in a bank in the West End at the time and used to get called out at night periodically when the bank's alarm went off. So it was that I was called out a few hours after getting the car back from the service and on the way back from town the engine stopped right in the middle of Hammersmith Bridge, at about 3.30am. It wouldn't restart and I had to push the car off the bridge and then some way to a place where it could be safely left. I couldn't cure it there and then as I had emptied all the tools out before it went into the garage and hadn't had time to put

them back in the boot. So I had to go home and return to the car after a couple of hours sleep and another days work. I was well pleased!

I tried another garage, but only the once. After the next service I had driven about a mile when the burning smell began. Almost before I had time to wonder what it was smoke curled out from under the dash and started to fill the cockpit. I switched off quickly and coasted to the kerbside. Taking off the centre pedestal below the dashboard revealed that the radio feed wire had been trapped between pedestal and dash frame. This feed did have an in-line fuse but it left quite a length of unprotected wire on the live side of the fuse. It was here that the short occurred and it set fire to itself and the adjacent wiring loom.

It was after this that I added a torque wrench, carb balancer, Colourtune plug and a couple of grease guns to the toolkit. I'd be doing my own servicing from now on. I still have a 1500 Spit but I only entrust it to one local mechanic, and only because I've known him for 25 years.

There was one bright note later on. Pulling into a petrol station in Cornwall one day the engine rattled expensively as I switched off at the pumps. Removing the rocker cover confirmed a broken valve spring. A local garage towed us half a mile to its premises and suggested we go for a walk for the afternoon while they dealt with it. It was a nice day so off we went, returning just before 6pm and bracing ourselves for a mega-bill - well they'd have to have taken the head off wouldn't they? But no, they have a bent screw-driver which they keep specially for the purpose. They poke it through the plughole to hold the valve on its seat while they compress the spring with an open-ended spanner and slip the cotteners on. This is probably old hat to other readers but it was new to me. Oh yes, the bill? Eight pounds, including towing-in and new valve spring.

If you're going to break down, do it just east of Marazion.

**Frederick Watts**

### Rolling Roads...

Thank you for a very good monthly club magazine.

I was particularly interested to read in the 'Readers write' section of the September edition, the letter from Del Holman headed 'Some thoughts on Stafford'.

The last paragraph, about the unfortunate absence of a mobile rolling road at this annual and the views on 'static tune ups' around the club, especially reminded me to send this letter to you.

I have recently had excellent experience of a Tuning facility with a rolling road at a small company near Aylesbury in Buckinghamshire. I would imagine that this is reasonably accessible to many club members.

I have a MkIII Spitfire, with an SAH engine spec. This includes Weber DC 40 OE carburettors, an improved camshaft, an improved cylinder head, and a 4 branch exhaust system. Curiously, the engine has a 1500 type distributor, but with no vacuum advance components. I have owned the car for over 3 years, during which time the engine has performed reasonably well and reasonably reliably. However the fuel consumption seemed a bit high, and at certain revs in some driving situations, the throttle

response could be a bit difficult.

I had started contacting a few companies offering classic car tuning, with rolling road facilities, however, most were quoting very high hourly rates and large overall likely bills for my requirement. This was to overhaul the carbs and then set up the ignition and fuel systems for optimum performance within an agreed revs range.

Through a local garage, which services many classic cars, and which MOT'd mine, I was introduced to Andrew Gardner of Black and White Engines, of Westcott (01296 655270). I left my car with him for a few days, and when I collected it I was presented with a very reasonable bill. More importantly I now have a car which drives pleasingly better than before, and which now consumes less fuel. My brother and I took it to the Goodwood Revival weekend this year, and it performed with perfect reliability at all times, including in slow, heavy traffic conditions. I hope this may be of interest, or help, to some fellow members. Yours sincerely,

**Dennis Howard**

(00164074) Oxon

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**I bought my first Spitfire in 1971 after my not-very-trusty Austin 1100 dissolved in rust.**

**S**he was a MkII, had that wonderfully free-revving 1147cc engine with banana-bunch exhaust, and a speedometer which spun easily to the ton. She may have been secondhand but she was sleek and white and pulled easily; within a week she had pulled the girl I later married.



The hood was detachable and stowed away behind the rear seat squab, which was where we left it most of the time - when you're in your twenties the rain doesn't matter so much does it? The registration letters were HOU so we called her Houdini but, sadly, she did not live up to her name and was mortally wounded in a scrap with a London taxi a few months later. She was pronounced dead by an insurance assessor who clearly wasn't up for a challenge.

I was careless then for a few months - not too difficult in London at that time - but was able after a while to buy a replacement with some money lent to me by my father. (He had in turn borrowed it from his bank, telling them he wanted it to buy a boat as he thought they wouldn't want to hear the real story.) This one was a MkIII; the seller

# Life with a SPITFIRE

**By Frederick Watts**

turned out to be a diamond merchant in the City, the Spit was his wife's discarded plaything and we drove down to his home, a magnificent row of 16th century cottages on a Surrey hillside, to see it. It lived in a stable block and I still remember my first sight of it as it was rolled out; it was Valencia Blue with overdrive and wire wheels, freshly cleaned and polished, and it gleamed. Despite being four years old with nearly 40,000

went over it very carefully but I couldn't find anything wrong. So what the hell, the price was reasonable, and I bought it.

I never regretted it; OK so the wire wheel hub splines clunked and the fuel gauge had a mind of its own, but the only real problems it ever gave me were either from normal wear and tear, or followed the



miles on the clock there was not a trace of dirt or rust anywhere - unusual for any car in those days - and it looked absolutely immaculate. I was worried; buying a used car was a dodgy business, and this one looked too good to be true. I

attention of some dumb mechanic or other (and that's another story). The registration letters, appropriately, were SPF so we just called her 'The Spit'. Although she had the larger 1296cc engine it



seemed a little less lively than the MkII but the overdrive gave effortless cruising and she was generally user-friendly. We were young and free and for the next seven years we went everywhere in that car.

We were on holiday in Cornwall on a gorgeously hot day in August 1977 when she reached 100,000 miles; we pulled off the road just in



a valve spring had broken, allowing the valve to drop into the cylinder, bending its stem and denting both piston crown and cylinder wall. I still have the offending parts in my black museum. But after fitting new valves and springs, de-coking, and carefully rubbing down the edges of the dents with fine wet & dry, a compression test gave a figure at the top of the manufacturer's recommended range and no problems ensued. Those Triumph engines could be very forgiving. By the way, I was unable to buy a full set of valves or springs anywhere at the time (1979) and had to get a couple here, a couple there, etc. Twenty-five years on such parts seem to be much easier to come by.

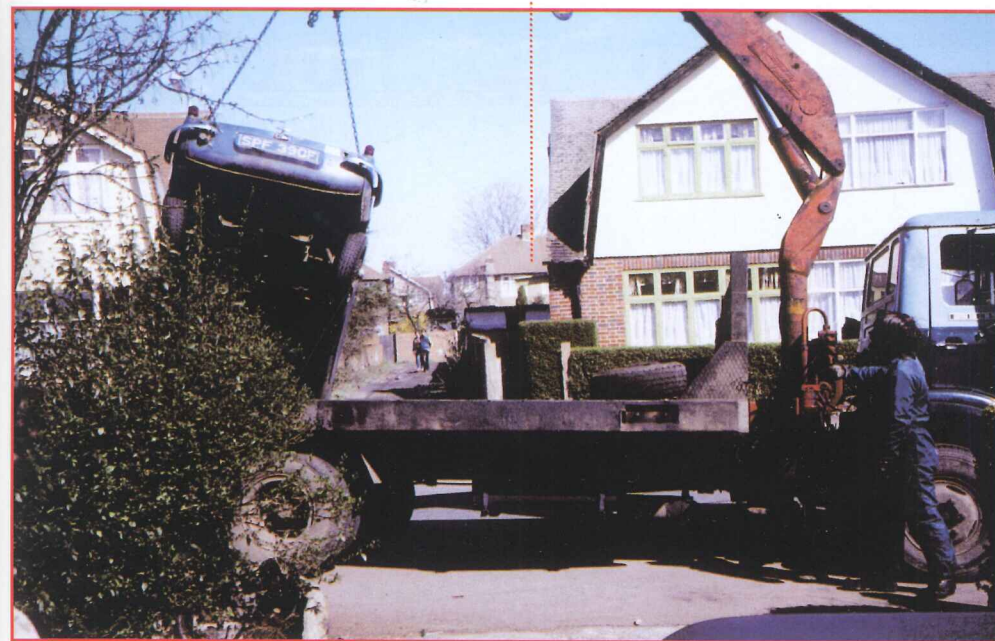
About a year later and having covered more than 126,000 miles the car finally succumbed to rust. I stripped it of all usable parts apart from its wheels and asked the local council to collect the corpse. So this bloke turns up in a flatbed truck with a

passing by. Said bloke eventually coaxed it onto his wagon and drove off, cursing me for taking pictures. It was not the dignified farewell I had envisaged.

Incidentally, most of the salvaged parts went to local enthusiasts but we kept the camshaft and I made a wooden display stand for it. It still sits on the sideboard and has

attracted many comments over the years.

Meanwhile, in May 1980 we had bought our present Spitfire, a 1978 model Pageant Blue 1500 with overdrive. I figured that a car 18 months old would have had any initial faults sorted by its first owner but still be under warranty just in case. Couldn't lose. But



time and as all the zeros appeared we stopped and cracked a bottle of bubbly.

We got married a couple of years later and our trusty old Spit took us away on honeymoon without incident. Three weeks earlier, however, on a sliproad off the A1

hydraulic hoist, slings a single chain underneath the Spit, lifts it gingerly a few inches and, satisfying himself that it's balanced, hoists it up in the air. You can guess the rest; as he swings it onto the truck the Spit makes its last dash for freedom and leaps off the chain. Just as well no-one was





then I didn't know about the 1500's cooling troubles and as the weather warmed up that summer I realised that the previous owner had probably been unable to cure it and had given up on it. You can't blame him; the addition of both electric fan and oil cooler made little difference in hot weather. But the rest of the year she went seriously well. You could put her into overdrive third at 30mph and accelerate smoothly to 90mph with no flat spots on the way, although that's probably why the cone clutch wore out before anything else! With the right mixture and timing she was fast and once above 75mph or so she settled down on the tarmac and really purred. The published top speed turned out to be a somewhat conservative figure! The improved backend hugged the road, especially with a modest lump of concrete in the boot, and with the hood down she sounded right as well, even with the standard exhaust.

It was ten years old when the rust got really threatening and, faced with the prospect of ever-increasing costs, we decided it would be sensible to let her go.

We took her on a last outing to an air show in June 1989. It was a lovely sunny day and after the show we took the long way home, driving along leafy Surrey lanes with the hood down in warm evening sunshine. It was as if the Spit was asking us how we could get rid of it when it gave us that kind of experience? We just couldn't; you can't live your life being sensible can you. So having convinced my wife (it was an Oscar-deserving performance) we put her in for a serious tarting-up - I won't say where although I should do as we were completely ripped off, but we did at least get a reasonable restoration (all four months of it) and bare-metal repaint. It gave her a new lease of life and we took her out as often as time and work allowed.

And so, fifteen years on, she's still with us. She lives in a nice warm dry garage and I have to admit that it's a long time since she's been out. But she's there, just waiting for the day when after a little minor surgery she'll be back on the road again, that subdued growl drifting along behind as we cruise hoodless down some sun-dappled country byway. I must get that unleaded head soon!

# W.A.C. WORCESTER AREA CONCOURS Mas B.A.C. AT HANBURY STEAM RALLY 18 & 19 Sept 2004



## The Results

**Best of Show**  
Colin Boothe - TR4A  
SVN 97D

**Best of Show Runner Up**  
Colin Whitehurst - Triumph Stag  
CUD 661R

**Bill Dixon Trophy  
for Best Working Car**  
Richard Atkins - Spitfire MKII  
HEA 789D

**Triumph Spares (Worcester) Trophy  
Most Original Vehicle**  
John Worby - Standard Vanguard  
940 JYA

**Peoples' Choice**  
Graham Kingston - Spitfire MkIII  
XAB 355G

**Furthest Travelled (SURREY)**  
John Lisle - Spitfire MkIV  
RHX 531L





# First Sports Car

**'My first sports car, my first show  
HLN 717V 1500 Vermillion Red'**

**By Brian Archibald**

**So there I was, having had my first ride in an open topped sports car and promising myself I would get one.**

Unfortunately that was thirty two years ago, my how time flies. Two children, various house and job moves later and I was approaching fifty fast. Time to act and so I started trawling the Internet looking for a car. I must confess, for my sins, I started looking at MG Midgets because they appeared to be cheaper than a Spitfire; yes I know - go and wash my mouth out with soap for swearing! The day came and I saw a Midget advertised by a dealer in Slough. I phoned, yes it was still available, no it had no rust, and yes it drove well. Off I went with a handful of cash.

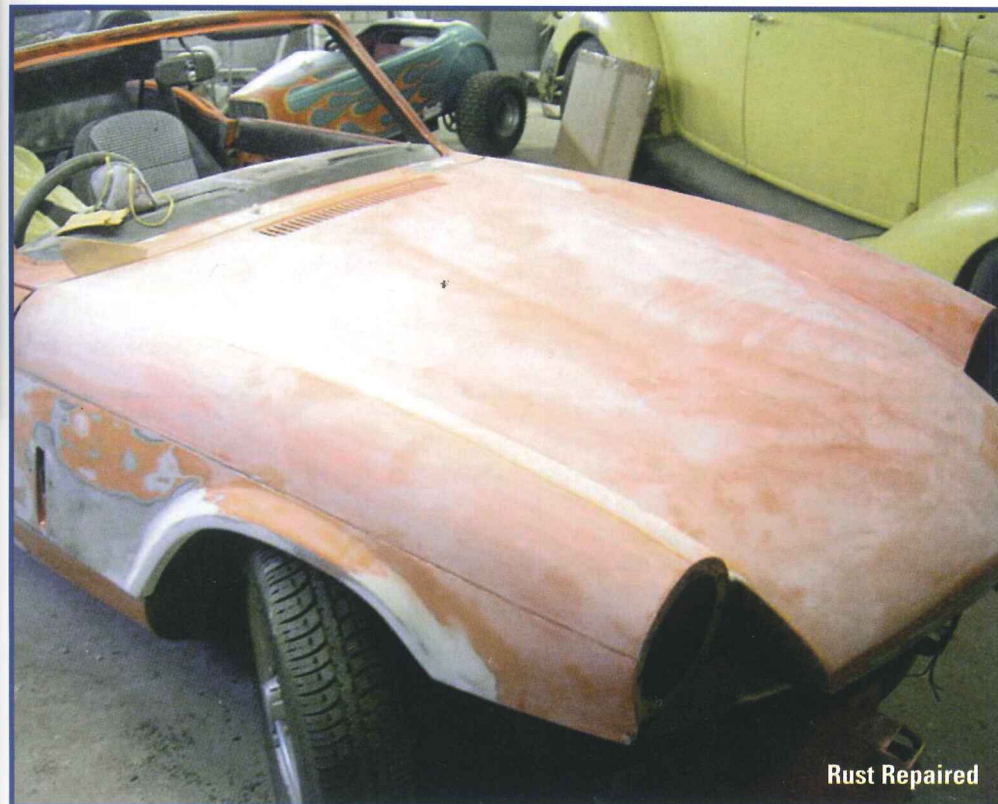
Apart from the fact that I struggled to get into the car, it looked as if someone had tipped a dustbin of rubbish into the cockpit and boot, not forgetting the rust all around the pillars and the worrying 'clonk' from the front offside when you pulled away.

I walked away disappointed, went home and logged onto Autotraders site. There was a Spitfire for £1500. I phoned immediately and the owner had just popped in at home to pick something up - yes it was available, good condition etc so I arranged to see it that evening. Armed yet again with the same handful of cash, my wife drove me almost back to Slough (much to her surprise as I

think I forgot to tell her I was getting a sports car) and we arrived at about nine o'clock in the evening in October. Now I know what you are thinking - don't buy the first one you see and under no circumstances view it in the dark. Well I had this rush of blood to my head. The car was in good condition (well it looked like it with a torch); the seats had a couple of holes, a small rust spot on the bonnet and another on the boot. We agreed on £1,400 and I drove it away, with various workshop manuals, extensive service history (that's an article for a later date) and thirty Courier magazines.

The next morning and went outside in the light of day to see

Spitfires and we decided to have a weekend away. This explains why I decided to get the bootlid sorted and the rust spots, so a respray was in order. Now I am a complete novice when it comes to bodywork and spraying, but fortunately I know a man who can. Roland used to own his own paint spray business and although now retired he sprays custom cars in his spare time. I gave him the car and told him I expected it back the same shape and colour, no lowering the suspension, no wheel arch extension, no



**Rust Repaired**

what I had done. I managed to find a small rust area around the front offside wing, but other than that it was in good condition. Paintwork was fairly good although there was a black haze on the bootlid, but nothing to worry about so I set about tuning and cleaning it and was pleased with the results.

That was a year ago. During the next few months I refurbished the seats, fitted a radio and generally tinkered around.

Having read all the Courier magazines I was given I decided to join the TSSC and thought it would be interesting to go to some of the events. Then I read about Stafford wanting a display of

naked women painted on the bonnet etc. (Hmm not so sure about the last point, wife might object though!).

Two weeks later I collected the car and was very pleased with the results. The car looked great and I was almost ready for Stafford. The only remaining thing was to have the wheels shot-blasted, sprayed and lacquered. Roland put me in touch with someone who could do that and so the car sat on axle stand for a few days while the





**The Finished Item ready for the show**

work was being done.

The day arrived and we left on the Friday for Stafford at about eleven o'clock to miss the traffic. That was a joke! Round the M25, up the M1 and then we hit it - stop start traffic. Unfortunately the car did not like it and as the temperature gauge went up just over halfway it started to misfire. Once we got moving and the temperature came down the misfire stopped. Eventually we got to Stafford and found our B&B (bad experience many years ago when I first met my wife and we went camping, so we don't do camping!).

Into the showground the next morning and into Bingley hall. A quick polish and the car was ready. Harry our West Kent AO pulled in beside me. He had finished spraying his car a couple of days before and so I helped him cut and polish it. Advice given at the show was that I had the wrong radiator in my car and so I bought a full width one on offer. A great time had by all and back down to Kent the following day misfiring every time we hit a traffic jam!

Fitted the new radiator and guess what - the same problems the following day on the M20. After a discussion at our local area meeting I decided to go back to basics and check everything. Took off the electronic ignition and put points back in, slight improvement but still not right. Bought some new plugs and took the old ones out. Hmm, looked like I needed a chimney sweep to get all the soot off the plugs. Re-tuned the carburettor, which was

running far too rich, and lowered the front number plate to allow more air in. Decided to give it a blast on the M25 to see if it was now ok. Driving along, looked down and realised I was doing 90mph! Well something had definitely improved so I slowed down before I blew up the engine.

Everything now seems ok. At worst the temperature gauge goes up to between a half and three quarters but no misfiring and this was on possibly the hottest day this year, at idle for fifteen minutes.

**My mother-in-law always says that things are meant to happen for a purpose. I guess she's right because I could have ended up with an MG and driven around with the top up all the time!**

## Four reasons to join RAC today

**1**

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This includes a 15% discount which is applicable to certain levels of breakdown membership and renewals.

**2**

### £8 Discount

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\*£33 is for Roadside assistance only. Offer applies only with payment on an annual rolling basis. This offer does not apply to RAC Solutions and cannot be used with any other promotion. \*\*Full service depends on whether the accident is fault or non-fault. Charges may apply for services we arrange on your behalf. Offer ends 31.12.05. Terms of membership apply. RAC Motoring Services, (Company No: 1424399), Registered Office, RAC House, 1 Forest Road, Feltham, TW13 7RP.





# Triumphs feature in Nuptials

By Bernard Robinson

**Our very own Big Six Register Sec gets married and 'Canley Girl' was centre stage  
Plus Norfolk areas' Tim James Triumph of a Wedding**

**O**n 29th September, John Macartney and Liz Estelle were married at Moreton in Marsh Register Office in Gloucestershire. It was very much a family affair involving their respective children as Bridesmaid, Best Man, Chief Photographer and Register Signer. Even John's Triumphs got a look in and are pictured here with the happy couple.

The Mallard 2000 transported Bride, Bridesmaid and Page to the ceremony, the Sienna PI took the new Mr. and Mrs Macartney to their Reception, with the white



2000 belonging to Charles Harrison making a very welcome appearance having had an early start that day from Folkestone.

John and Charles are pleased to report that nothing fell off any of the cars during the day and the couple left in the PI for a honeymoon in Northumbria and the Scottish Borders.



John's 'Canley girl'



John, Liz and Triumphs

Congratulations to John and Liz from all at TSSC HQ and I'm sure from all TSSC Members.

## TIM & SHARON'S WEDDING TRIUMPH!

By Dave James

**S**hoppers in Dereham, Norfolk, were surprised to see nine Triumphs - bedecked with ribbons drive through the town centre; they were there for the wedding of Club member Tim James, to his Fiancée Sharon Brooks. The cars, all T.S.S.C members, had travelled from various parts of Norfolk & Suffolk to celebrate the day, they had met up at a local Supermarket car park for a final polish and tying on of ribbons, then at the appropriate time set off to the Trinity Methodist Church, Theatre Street, to wait for the arrival of Tim and his father, who were in a Mk 3 Spitfire.





Meanwhile the Bride, Sharon, was being escorted to her wedding in a 1951 Triumph Renown,



(owned & driven by Mike Kerton) wearing a wine coloured silk dress, designed and made by Julie, Tim's mother.



The local press did an "interest" story.

The convoy then moved off to the reception at nearby Swanton Morley Village Hall, coincidentally passing a speed check, operated by Andy, Lead Policeman of the "Mile of Triumphs" escort!!

Tim & Sharon, said "The wedding was fantastic, it all went really well, the weather was beautiful and the cars all looked great, it was lovely

of our fellow members to go to so much trouble to make our day just that little bit special, thanks to you all."



Outside the church, where a crowd had now gathered to see the cars, Mike had set up a small table complete with Champagne and glasses, for the couple as they left the church, to have their



first drink as Mr & Mrs James.



The wedding cake also had a car theme, one tier had a copy of Tim's Vitesse, and another tier had garden tools, as Sharon is a keen gardener.

# Bonnet Stays

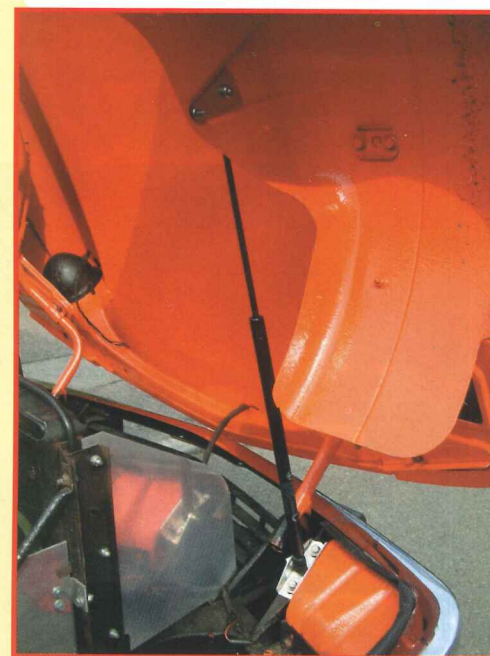
[www.tssc.org.uk](http://www.tssc.org.uk) - Tel. 01858 434424



## New Gas Bonnet Stays



These new gas bonnet stays are a superb way of assisting with the lifting of the bonnet on your Spitfire or GT6. With the conventional bonnet stay in place it ideally takes two people to lift the bonnet, otherwise due to its weight and size, it can flex and distort resulting in fractures of the paint and ultimately rust. To prevent this happening two gas filled stays are secured to each inner wheel arch and then connected to the chassis which will then enable one person to lift the bonnet easily and safely. It will also make the bonnet more stable in its open position. The fitting kit comes complete with stainless steel fixings, and are very simple to fit utilising existing holes. Currently available for Spitfire MKIV/1500 & GT6 MKIII.



**791148 Gas Bonnet Stay Kit (pair) £79.95 P&P £9.95 Patents applied for**



# The Mile of Triumphs 2004

By Joe Craske

Pics from Laurie Benfield

After being extremely lucky for the past 6 years, sooner or later it had to happen and the weather would turn against us. However, in spite of the weather on the Saturday, the attendance was extremely encouraging with cars ranging from a Reliant Rebel to a Rolls Royce. The non-triumph cars were well catered for this year and their participation seems to grow larger each year. The final count of cars on display was 124, which was, in my view, a fantastic turnout considering the adverse conditions. Unfortunately, due to the

weather, the displays had to be cancelled and the show finished an hour earlier than planned. A big thank you to Sue, Mandy and Laurie who dealt admirably with the huge amount of votes to be counted prior to the prize-giving. Also, our great appreciation to John Muggleton and Nigel from HQ who once again attended with the club stand and presented the trophies. The trophy winners were as follows:-

From Jaguars to Rolls Royce  
XK 150 won Car of Show



Club stand and Kev Hadfield's race herald - pic Colin Wright

**Dolomite/Toledo:** Runner-up - Peter Rose, **Dolomite Sprint**, LHL 803W; Winner - Mr S Brazier, **Dolomite 1850**, LME 216P. **GT6:** Runner-up - Neil Morris, Mk3, POK 308M; Winner - Bill Galloway, Mk 2, CRT 345H. **Spitfire:** Runner-up - Shelia Hanes, 1500, BFP 700T; Winner - Jonathan England, 1500, FUB 522T. **Triumph 2000/2500:** Runner-up - Peter Goodson, Mk 2.5 Estate, VGJ 967M; Winner - Malcolm Hadley, Mk 2, POR 681S. **TR:** Runner-up - Dave Murton, TR4A, KWJ 882D; Winner - Dave Mayes, TR6, RNF 125J. **Vitesse:** Runner-up - Nick Bareham, Mk

1 Saloon, DJE 561C; Winner - Ian Mercer, Mk 2 Convertible, XHW 433H. **Other Triumph:** Runner-up- Carol Boyland, Acclaim HL, VAX 628Y; Winner - Ashley Mills, £25 Acclaim HL, DGH 321X. **Slag:** Runner-up - G Humphrey, Mk 2, VBV 535L; Winner - S Cox, Mk 2, PDW 111R. **Herald:** Runner-up - Ashley Mills, 1360 convertible, TGO 406F; Winner - Nick Bareham, 1360 Saloon, APA 495H. **Pre 1947:** Runner-up - Dave Neil, Standard Little 9, DSL 799; Winner - Dave Neil, Austin 7, ABJ 382. **1947-1960:** Runner-up - Malcolm Rodgers, Jaguar XK150, XXM 587; Winner - Dave Neil, Ford Popular, WFF 989. **1961-**

Lowestoft Classic car club display



**1980:** Runner-up - Mike Short, Ford Sapphire, A779 RCT; Winner - Dave Neil, Morris Minor Traveller, PJA 643J. **Specials:** Runner-up - Bob Rowell, Robin Hood S7, A209 EAU; Winner - Laurie Benfield, Triumph Moss, 8310 RO. **Classic Motorcycles (pre 1990):** Runner-up - Steve Foster, Triumph Bonneville 750, YLA 662S; Winner - Steve Foster, Triumph Tiger Cub, MSL 532. **Modern Motorcycles (post 1990):** Runner-up - reg HX04 UKX (not at presentation); Winner - Ian Hurley, Triumph



Thunderbird, V162 LGF. **Car of Show:** Malcolm Rodgers, Jaguar XK150, XXM 587. **Motorcycle of Show:** Steve Foster, Triumph Tiger Cub, MSL 532.



Two trophies Steve Foster - Well pleased

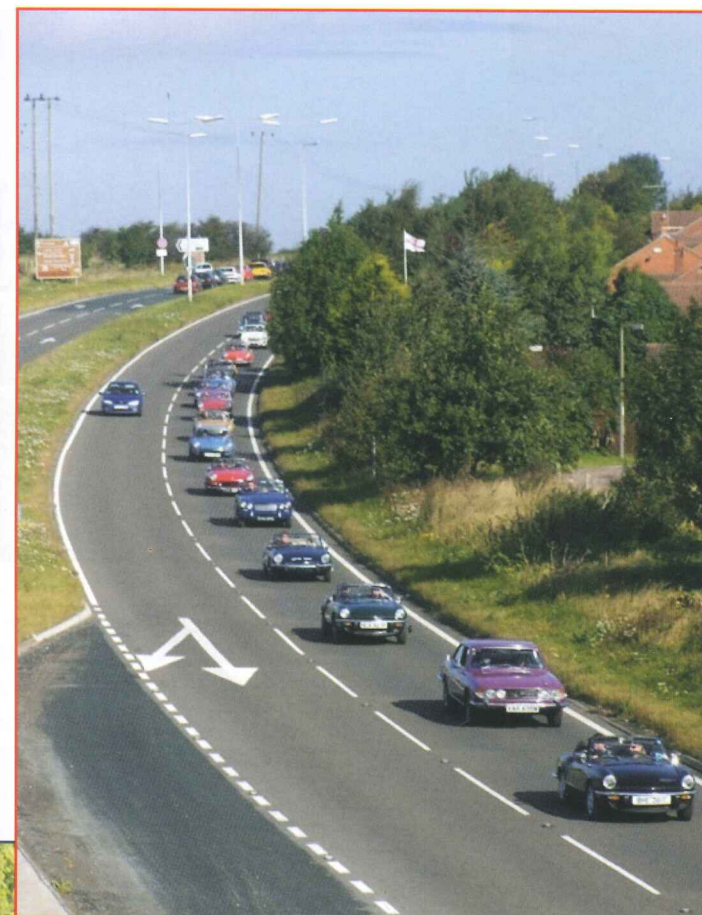


The evening was once again a raging success, particularly during the Teddy Bear Auction, which proved as popular as

ever. The children's auction was hilarious, no doubt because many more children were taking part this year. The bidding was very competitive with 2 brothers and a brother and a sister bidding against each other at various stages. One young boy was raising the bidding by a penny at a time in an attempt to outbid his rivals. The adult bidders were not to be outdone and the bids throughout the auction were absolutely astounding with individuals, groups of friends and club syndicates paying £80 -

£120 for the bear of their choice (or in some cases 'modified' bears including a duck and an orang-utan). Joe's last Spitfire shirt was finally bought for £100 and the Tiger that was not won during the day on the sideshow was auctioned off fetching £50, much to the delight of the successful bidder. The grand raffle was very well supported taking the total raised during the evening to £1,175, a phenomenal achievement.

Sunday dawned bright and sunny and our police escorted convoy to Great Yarmouth sea front was a major success with 148 cars and motorcycles taking part. As usual this was quite a spectacle and enjoyed immensely by the participants and onlookers. Our thanks



again to the Norfolk Constabulary for providing the police outriders.

The better weather on the Sunday meant that the funkhana was able to go ahead in the afternoon and was well supported with 18 pairs braving the course. It provided a lot of laughs particularly with passengers trying to guide the blind-folded drivers with hand signals! The runners-up in the event were Julie (Sewell) and David (Aspinall) with John Power and Martin taking the winners trophy. Many thanks to all who took part providing much entertainment.

In conclusion I would like to extend my personal thanks to the MOT committee and in particular to David Beilby, Mandy and Laurie Benfield, Martin Carter, Sue Craske and Elaine and Steve Whittle, who not only put so







much time and effort into planning the event but also worked extremely hard over the weekend. My thanks also to family members and friends, who assisted in running the stalls, to club members who helped out during Saturday, and to the Stealth Explorer Scout Unit from Thorpe St Andrew whose

contribution was invaluable.

My final thanks must go to all of you who supported the show, as without your attendance all our hard work would count for nothing. Your generosity throughout the weekend means that we will be able to donate in excess of £3,000 to East Anglia's Children's Hospices.





# Christmas Open Weekend





**Join us at HQ**

Saturday 11th December 9.00 am to 4.00 pm  
Sunday 12th December 10.00 am, to 3.00 pm

The Club HQ and shop will be open **ALL WEEKEND**. Our shop is packed full of goodies for those last minute Christmas presents. All items will be discounted in the shop to all visitors over this weekend only.

(Free mystery gift to visitors with every purchase).

For those members who are not able to visit, **DON'T PANIC**, we are taking orders over the phone and are waiving all carriage charges for orders placed over the weekend.


**ORDERS HOTLINE 01858 434424**

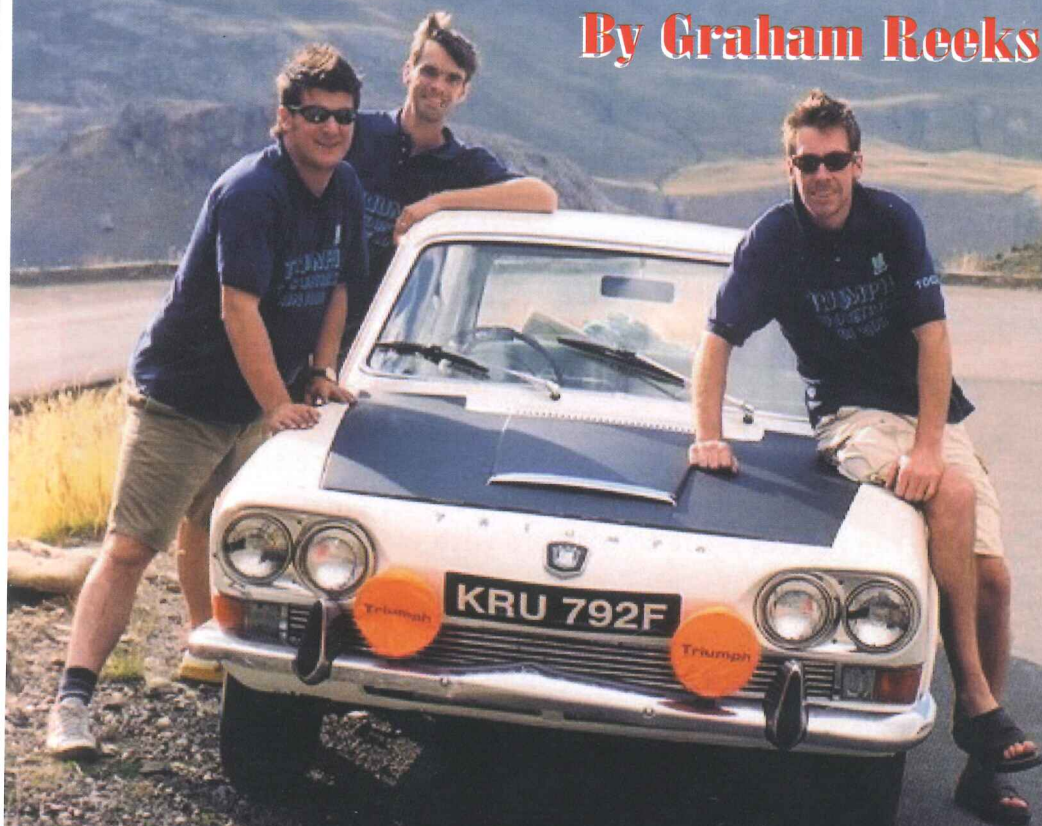



# 10 Countries Run 2003

## Part 1

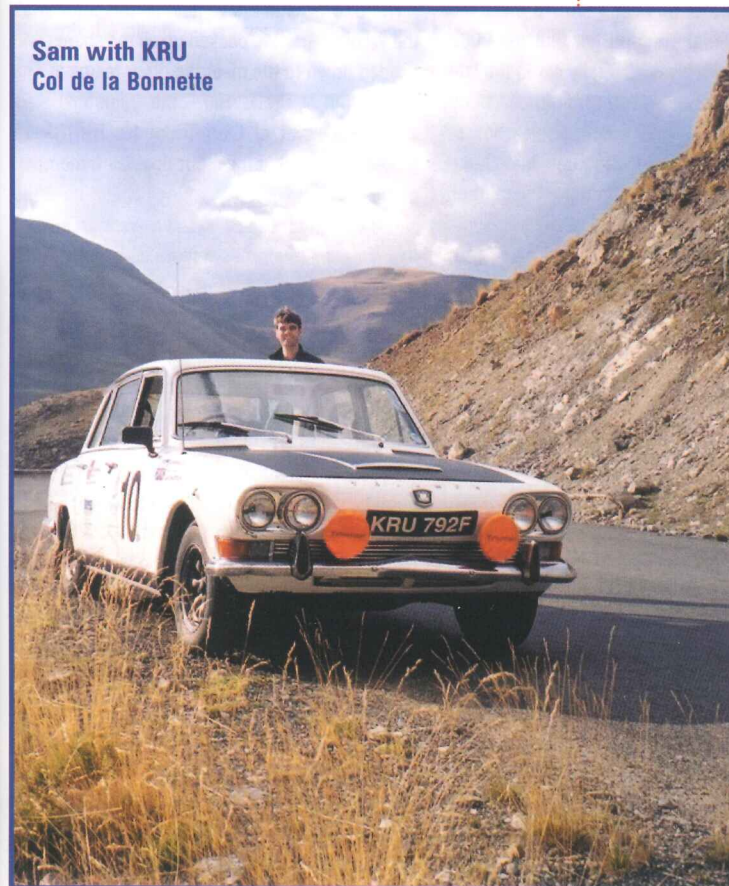
I'd been to Strasbourg a couple of times before, and I couldn't really say I remembered that much about it.

By Graham Reeks



"Team GAS and the 'workslike' at the top of Col de la Bonnette"

Sam with KRU  
Col de la Bonnette



In September 2003 I found myself as a passenger in a Mk1 2000 stuck in Monday morning rush hour traffic on the A6 Autoroute south of the city, peering out of the back window trying to make out the face of the driver in the car behind. My co-drivers and I had managed seven countries on the first ever Triumph Ten Countries Run (10CR), but the car was now distinctly unhealthy, emitting a cloud of smoke and steam, overheating and stalling on idle. We decided enough was enough, and unable to repair the head gasket threw our collective towel in. A hire car was collected at Strasbourg airport and we headed through France to Calais.

The idea for the 10CR is Martin Randle's – the Competitions Secretary of Club Triumph. Strictly speaking 10CR 2003 was intended as a trial run, and was not an official Club Triumph event, rather an exploratory proving run testing the ground for a future official 'event'. Martin thought that the budding Triumph enthusiast that enjoyed participating in the biennial 2,000 mile Round Britain Reliability Run (RBRR) might appreciate a similar

length European excursion. The initial route covered nine countries – England, France, Monaco, Italy, Switzerland, Liechtenstein, Germany, Luxembourg and Belgium – but "when I realised that as we passed through Liechtenstein we would only be a few miles from Austria, it seemed rude not visit there as well, so I changed the route accordingly".

The idea was floated on the Internet, and Martin soon found a bunch of followers keen to join in. This is how I became aware of the idea. I suggested to a local fellow Triumph enthusiast, Andy MacDonald that we participate. He agreed.

We soon discounted the idea of driving one of our Triumphs, and chose instead to make a new purchase. Six weeks before the 5th September start of the 10CR we picked up KRU 792F, a 1967 Olive MK1 2000 saloon.

We knew the car had some reliability pedigree. In October 2002 it completed the RBRR. Striking a deal at a remarkable price of £270 the previous owner gave us the low-down – the car's weak point was its differential. A test-drive revealed that it would benefit from a new clutch, also. 'Millie', as its previous owners christened it, was brought to its new home on a Sunday afternoon, and surveyed by its new keepers. Having decided to be part of the inaugural 10CR, Andy and I thought we might as well do so in aid of charity. We chose to support the local Mayor's Charity Fund as it is divided amongst our area's small charities.

The big saloon's paintwork had seen better days. The removal of RBRR stickers had caused damage. Inspired by Graham Robson's "The Works Triumphs" we set about creating a period



'works' 2000. However, we knew that we hadn't time to make the appropriate mechanical adjustments. Triumph felt that the 2000 was underpowered to compete in its class as a rally car in the late '60s, hence it had been overhauled and given a reinforced body shell, 15 inch wheels, larger brakes, special wide-ratio gearboxes, limited slip differentials and 150bhp engines with three dual-choke Weber carburettors! Clearly, we had neither the time, money nor knowledge to complete a true 'works' revival, so we made a compromise: KRU 792F was to become a 'worksalike' – the livery would be transformed, but the current running gear would be only be strengthened, without attempting to squeeze more horses. We envisaged that this approach would attract attention and help secure sponsorship.

Preparation was a true team effort: Andy directed the transformation of the bodywork using the facilities of his family's engineering business (MacDonald's Engineering Services Ltd.), and I leant a hand as well as organising sponsorship requests and local press coverage. A well-known and fairly local Triumph parts supplier, Rimmer Bros. agreed a generous package, supplying a free reconditioned differential and a spares kit supplied on sale or return basis, worth an additional £600. We had even managed to bag a 2.5pi diff. with a ratio of 3.45:1 as opposed to the Mk1's standard 4.11:1. We requested this with the plan that the car would achieve comfortable cruising speeds using minimal revs. The rear mounting plate had to be exchanged for the one on the original diff. but once this was done it was a straightforward swap.

An auto mechanic in our town, Mark Stephenson, kindly allowed us to use his workshop to help us prepare KRU. The use of professional hydraulic ramps made changing the diff. relatively easy, and enabled us to drop the gearbox out in order to change the clutch (No removable tunnel cover on the 'Big Sixes'!). Preparation progressed at a reasonable pace, with no real problems. We sprayed the car white with a matt black bonnet. This was done quickly in order to make sure the car was recognised locally. Hi-Lite signs used a period photograph to design sponsor and drivers' names stickers in keeping with the old works saloons of the '60s. The car had clearly been noticed by the end of this process: One of the directors of Famous Four (a Land Rover specialist), who happens to be a Big Six addict, approached us and offered a set of minilite replicas that he used to run on a Triumph saloon. This was the finishing touch as far as the looks were concerned.

The car seemed pretty solid, but a week before the start of the run we removed the cylinder head to change the gasket and check it over. Whoops. It was whisked up to Engineering Services Ltd in Grimsby where it received new valve seats and a tidy up at a special charity rate. The Stromberg carburettors were overhauled, and the car was deemed ready to go.

"The GT6 wouldn't have held all this stuff" was the verdict when we packed up all the spares and headed down to the meet the other teams at The Plough Inn at Crews Hill – the traditional start and finish point of Club Triumph's RBRR. We picked up Sam Shattock, our final team member, on the way – he got his first look and drive of the car. It was great to see all the drivers and cars I had never met before, but there was little time to check the other teams out as I did my 'Del Boy' impression dishing out a box full of 10CR t-shirts that Printsdirect.com had prepared for us. What had been intended as a private proving run, an experiment to test the water for a future Club Triumph event, had turned into quite a convoy! A Herald 1200 overdrive, a 2.5 auto stretch Herald, 2 TR2s a 3A, a 4a, three GT6s, a 1500 Dolomite, a Weber powered Mk2 2500 TC, two TR7s, an Acclaim, and our 2000 were Dover-bound in the Friday afternoon sunshine.

An engine problem cut short one of the TR7 teams' hopes before we even got to the ferry! Fortunately the rest of us got down the M20 ahead of schedule, so we were able to get an earlier sailing. Another 2500 TC joined us at the boat, having missed our meeting at The Plough. On the other side of La Manche smiles lit our faces as we fired up our engines in the confines of the hold. We headed east out of Calais towards Dunkirk and then south to our first fuel stop at Steenvorde. Here we picked up a Belgian resident who was booked up to join the Acclaim. He agreed to help Don Cook out as well – as Don only decided to join in on the run that same morning in his Mk3 GT6, but had no co-driver! Another team joined in here, too. A TR4, whose owners were already holidaying in France. As the sun set over Nord-Pas-De Calais all 15 cars were together, ready for the long drive down to Nice – and an exceptional one it was, too!

Martin had chosen a route that avoided the peage (toll motorways), to make the run cheaper, and to afford us some more enjoyable driving. At Steenvorde we had agreed some provisional convoy teams, and these seemed to be working well when we stopped near Vitry-le-Francois for another fuel stop. Having dealt with the flat northern regions the inter-regional roads

became more challenging (and more fun) as we pushed on through the night. As we were nearing Dijon, at about 4.30am disaster very nearly struck.

lead through Gap and on towards the narrow roads and reputedly the highest road pass in Europe – the Col de la Bonnette. We got a bit



**Breakfast in Louhans**

The roads had begun to twist; none so bad that our pace was hindered, but enough to offer a challenge, when a nasty right-hander came upon us in the dark. The 4a at the front of the leading group misjudged the corner and slid gracefully into the bank on the other side of the road. I saw it all a little better than I might have wished, seeing as our car was right behind it. Shocked by the scene we were unable to prevent the 2000 from joining the TR, quite literally, as we unceremoniously nudged into the boot of the front car. Now, a 2000 is not a lightweight vehicle, and we feared damage to the 4a. Red triangles came out and torches flicked on. Fortunately the damage to both cars was limited to the bodywork, and drivers and passengers were ok.

The cars were checked over and deemed to be safe to continue, so we made our way towards our planned breakfast stop in Louhans, some us a little shaken by the incident.

Our car was the last to leave from breakfast, and we skirted to the east of Lyons towards Grenoble. Martin had marked out maps, and at Grenoble there was a choice: the N75 west of Gap, or the N85 that

confused in Grenoble, and consequently were unaware of which route any of the others had taken. Everything was running sweetly so there was only one option – to take the high road.

After stopping to fill the car and ourselves up we headed off once more, now on the last leg for Nice.

As the road began to climb we passed the TR3a that had stopped in a lay-by, and a short while after passing through Gap we caught sight of The Big Red Bus (2500TC) of Andrew Pearce. As



**"The Big Red Bus in Monaco"**



we tried to keep pace our 'worksalike' began to misfire. Giving up the chase we pulled over and attempted to remedy the problem. Whilst changing plugs and trying a different dissy cap The White Tornado (a twin-carbed 1200 Herald) of the Johnsons pulled in with Doug's TR6-engined GT6 Mk3 to check on us. The misfire was solved and things were once again running to plan. At Jausiers a narrow road took us up to 2800 metres and Col de la Bonnette.

take in the surroundings, and get some photos of ourselves with the cars. Soon the low-strung two-seater had cooled off and been replenished with water, and a little extra coolant. It was an exciting descent, the Herald leading the way on the meandering course, winding alongside rivers and weaving its way through the multitude of open-sided tunnels.

We followed the Herald all the way to Nice, and through every tunnel Berkeley kindly dropped the clutch and let us hear the impressive growl of The White Tornado. A sizeable hole had blown in our exhaust the night before, so we were pretty noisy ourselves!



This road was the highlight of the trip to me. The late summer sun was shining but as the road wound upwards the air became noticeably cooler. The scenery was fantastic, but seeing as I was behind the wheel I didn't get much of a chance to appreciate it. Hairpin followed hairpin on the steep climb, but in second gear the 2000 was more than capable, the back-end swinging out but the right foot pulling it in. Behind us the Herald and GT were keeping up nicely. At one point we came across a Quad-riding shepherd and his flock, and had to pull up and let the sheep clear. Nearing the summit we passed through what on the map purported to be a Mexican Village – a selection of empty, but solid-looking stone buildings. Rising above a lake and entering another section of switchbacks the GT6 overheated. The stop gave us the opportunity to

The group was booked into 2 different hotels in Nice. We arrived at ours at about 8.30pm, to find The Big Red Bus being attended to. The water pump had been leaking since the start in England, and although it wasn't letting too much fluid escape the drivers thought they better change it. At this point we heard that there had been another casualty. The blue Dolomite had begun to attempt the high route, but the overheating problems that had plagued it proved to be too much, and the drivers had made the decision to turn around and head home. Everyone was pretty much shattered, but there was still enough energy left for us to enjoy a bit of French cuisine and a quite a few refreshing drinks. Despite the 24 hours of almost solid driving done since arriving in France we still managed to keep the bar open a little later than was usual.

In the morning people gave their Triumphs a once over and we made our way from the edge of town to Nice Port, along the appropriately named Promenade Des Anglais – the weather glorious, and the cars attracting plenty of attention from the beachgoers.

**Part 2 next Month**

## HOW THE IVR SCHEME WORKS - FOR EVERYONE:

'International Vehicle Register' is more than a big list of Members' cars!

It provides a lot of information to help Owners:

**Car History:** intriguing for you, valuable to the car, yet not costly to do: IVRs can put you quickly on its track. Wait, and you can only lose, so set this moving now whatever the car's condition! Secure its past and you help secure its future.

**Only IVRs put your car in context:** to show earliest- or latest-known survivors; popular vs. rarest colours, or Options; cars built or sold together. **But confidentially:** ie, your Register specialist publishes collated results - not the sensitive raw data on your individual car! But even with thousands of cars now IVR'd, no-one else can do your vital bit of the jigsaw - your IVR!

**Clear careful detail is key.** The Form's often on our Courier address-slip; or find it at [www.tssc.org.uk/ivr](http://www.tssc.org.uk/ivr). New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your V5; and send Freepost to Club HQ.

**Models have different IVR priorities, letter-content etc, so check yours on this page, a-Model-a-month (from Nov 2004):**

Jan: <b>Bond</b>	Feb: <b>GT6</b>	Mar: <b>948/1200</b>	Apr: <b>Spit IV/1500</b>
May: <b>Specials</b>	Jun: <b>Toledo/Dolomite</b>	Jul: <b>13/60</b>	Aug: <b>2000/2.5</b>
Sep: <b>Acclaim</b>	Oct: <b>Stag</b>	Nov: <b>Vitesses</b>	Dec: <b>Spit I/II/III</b>



**VITESSE**  
IVR SERVICE



**Letters.** Owners may just add their Vitesse into the Register, and I thank you for that! But I'd urge you to use the option for a reply-letter and do something towards the car's History, by just enclosing a SAE and 2 loose stamps. IVRs sent FREEPOST to Club HQ come to me in monthly batches, but if you're pushed (arranging it as a present/ selling the car?), write direct; I'll try to help. If you email, please take even more care; **more mistakes happen re-copying data, than in taking the data off the car in the first place (true)!** A nice clear IVR, you might scan to me: [dick.plumridge@btopenworld.com](mailto:dick.plumridge@btopenworld.com)

**What do you get back?** A full guide to the records of your car's whole life: obtaining its Factory records, Dealership and local Registration; all past Owners, normally back to Day 1. Dig just as deep as you like! On Mk2s I've researched many extra sources, and the "context" I can put to your car may be very good, finding matches and rare points. Sometimes I can provide an old photo, or feature on your car. Copy me your BMIHT and I can often add to that too.

**What do I need?** **Carefully-copied data!** And a special plea for the more unusual bits - BMIHT Traces or Dealer paperwork if you have them (these particularly help-me-help-other cars too!) Or, often I'm missing just one detail on a car - maybe Reg Date, or Body No., or a Code. **Do please get me these top-up bits of info** (phone me, email, picture-postcard - I honestly want them!) - they make the info I do have, twice

as useful. Mk2 data is getting so good, I'm now looking for "something" **on any Mk2 built** - even just a Registration. Can you help? Likely sources where IVRs aren't possible, may be old lists, photos from Shows, articles, identifiable Ads, or info on a Mk2 maybe you used to know?

**Last - I look after your data!** I know a bit about "ringed" and cloned cars and **I won't publish sensitive data**, such as a Reg. linked to its Comm No., nor an address, nor pass it on to third parties - though I'll try to forward a letter to put Owners in touch if **both** choose to. I won't lose your IVR; I 'log' every one in, and every reply going out - nearly 1200 to date. So, you know what we need -

**ACTION THIS DAY!**

*Dick*

PS - see what's new, in this month's Vitesse IVR update.



# TSSC Services & Officers

## CLUB HEADQUARTERS

The following services are available from the Club headquarters.

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£36.00 UK £40.00 EUROPE £44.00 OVERSEAS

### RENEWALS

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TSSC REGALIA MAGAZINE BACK ISSUES

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TSSC - Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: [membership@tssc.org.uk](mailto:membership@tssc.org.uk)

<http://www.tssc.org.uk>

### TSSC INSURANCE QUOTATIONS

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### MAGAZINE COPY DATE

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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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Tel: 01858 434424 Fax: 01858 468228

e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

### TSSC ACCOUNTS

e-mail: [accounts@tssc.org.uk](mailto:accounts@tssc.org.uk)

TRUDI PRETTYJOHNS

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

### SHOW CAR REGISTER

e-mail: [showcar@tssc.org.uk](mailto:showcar@tssc.org.uk)

JOHN MUGGLETON

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

### TECHNICAL SECRETARIES

Richard Stubbs, 10 Beehive Way, Woodhatch, Surrey. RH2 8BY

Tel: 07802 229465 and Clint Grimmier Tel: 07899 914970

e-mail: [technical@tssc.org.uk](mailto:technical@tssc.org.uk)

### HERALD 948/1200

Bill Davies, 28 The Pippin, Calne, Wiltshire. SN11 8JF.

Tel: 01249 815342 e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

### HERALD 1360

Derek Giles 7 Homefield Close, Winscombe, Somerset. BS25 1JE.

Tel: 01934 842841 e-mail: [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

### SPIRITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)

### SPIRITFIRE Mk IV/1500

John Thomason, 154, Coleford Bridge Road, Mytchett,

Camberley, Surrey. GU16 6DS.

### VITESSE 1600/ Mk I/II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

### GT6 MkI/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,

Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

### BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: [bond.equipe@virgin.net](mailto:bond.equipe@virgin.net)

### SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 01372 452292 e-mail: [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

### 2000/2500/2.5PI

John Macartney, 2 Town Farm, Stretton on Fosse,

Moreton in Marsh, Gloucestershire. GL5 9SB

Tel: 01608 662970 e-mail: [bigsixtriumphs@tssc.org.uk](mailto:bigsixtriumphs@tssc.org.uk)

### STAG

Nick Vass, Glenmist, Mount Pleasant, Stoford, Salisbury, Wilts. SP2 0PP

Tel: 01722 790173 e-mail: [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

### TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)

e-mail: [TriumphToledo@aol.com](mailto:TriumphToledo@aol.com)

### TRIUMPH ACCLAIM

Michael Hancock, Beech Croft Cottage, School Lane, Baslow,

Bakewell. DE45 1RZ. Tel: 01246 583261 (6pm to 8pm)

e-mail: [hank@ukonline.co.uk](mailto:hank@ukonline.co.uk)

### AMPHICAR

David Chapman, e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)

Tel: 01684 592985

### TSSC MODIFIED

David Royle, The Knoll, Draycot Serne, Nr Chippenham, Wilts.

SN15 5LH. Tel: 01594 563411 e-mail: [modified@tssc.org.uk](mailto:modified@tssc.org.uk)

### INTERNATIONAL LIAISON SECRETARY

Philip Willcocks, 25 Tovey Close, London Colney, St Albans, Hertfordshire. AL2 1LF.

Tel: +44 (0) 7973 333303 e-mail: [overseas@tssc.org.uk](mailto:overseas@tssc.org.uk)

### EQUIPMENT STORES - LIAISON OFFICER

Stuart Newbould, 55 Milner bank., Otley,

West Yorkshire. LS21 3NE. Tel: 01943 465457

### CLUB ARCHIVIST

Dick Plumridge, 30 Canons Lane, Tadworth, Surrey. KT20 6DP.

Tel: 01737 358337 e-mail: [dick.plumridge@btinternet.com](mailto:dick.plumridge@btinternet.com)

### INTERNATIONAL WEEKEND EVENT MANAGER

Chris Mills, 12 Henry Ryder Close, Abbeymead, Gloucs. GL4 5GA.

Tel: 01452 627335 e-mail: [international@tssc.org.uk](mailto:international@tssc.org.uk)

### INTERNATIONAL CONCOURS ORGANISER

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

Tel: 01604 859668 e-mail: [graham.nobbs@btinternet.com](mailto:graham.nobbs@btinternet.com)

### PUBLIC RELATIONS OFFICER

Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough,

Doncaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

e-mail: [publicrelations@tssc.org.uk](mailto:publicrelations@tssc.org.uk)

### AREA LIAISON OFFICERS

Vivien and Victor Thompson,

Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster,

South Yorkshire. DN5 7LG. Tel: 01302 850740

e-mail: [arealiaison@tssc.org.uk](mailto:arealiaison@tssc.org.uk)

### COMPETITION SECRETARY

Nigel Gibbins 10 Dean Road, Hampton,

Middlesex. TW12 3JL. Tel: 0208 2551842

e-mail: [nig.inthehouse@blueyonder.co.uk](mailto:nig.inthehouse@blueyonder.co.uk)



NOVEMBER 2004

Plus

## CLASSIFIED CARS & PARTS CONTENTS

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

See the Avon Area Club Stand  
AT  
The Bristol Autojumble &  
Restoration Show  
Sunday 7th November  
SHEPTON MALLET SHOWGROUND





# AREA DIRECTORY

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

**DIRECTORY CHANGES TO AREA LIAISON OFFICERS**  
**VIVIEN & VICTOR THOMPSON**  
**TEL: 01302 850740**  
**E-MAIL:**  
**vtompson@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- Servicemens 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 Chapel Bangor - CEREDIGION	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Brian Morris: 01792 587204	PONTARDULLAIS CONSERVATIVE CLUB	1st Tues. 8pm
	Ken Bradley: 01269 594578		3rd Sunday Run
SOUTH WALES	Neil Hicks: 01684 290494	Tredegar Arms, Bassaleg - NEWPORT	Last Mon. 7.30pm

## EASTERN AREAS

ESSEX	Russell Tims: 01708 400082	The Dog & Partridge - ORSETT (A128)	1st Mon. 7.30pm
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	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BERKS	Carl Swanson: 0705 0103924	The Squirrel - PENN ST, BUCKS	3rd Wed. Eves.
CANTERBURY	Tim Scrivens: 01233 812616	The Jackdaw - DENTON	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	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 Wilcocks: 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	John Dixon: 01326 231048	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
WYDEAN	Clive Speaks: 01981 500407	Saracens Head - SYMONDS YAT EAST - Odd Months	3rd Thurs. Eves.
		Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.

## OVERSEAS AREAS

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. 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
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.
		lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd., Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.
		president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	Urb. Portela Lote180-52-Di2268 5- SACAVEM.
SPAIN	Wayne Matthews: 00 34 977 430494	Carrer de l'Arc 5, 43786 Batea, Tarragona - SPAIN.
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.





## AREA LIAISON OFFICERS REPORT

Vivien and I have to offer an apology for the slight hiatus in area prize draws. A combination of us being away one month, then we forgot the next we finally got around to doing the draws. The lucky winners are:

**August - Essex**  
**Sept. - North East Scotland**  
**Oct. - Northern Ireland**

Well done, please contact club HQ to get your £25 vouchers.

We sent out the latest edition of Pen Torque recently, and I'm very grateful to those of you who have let us have comments. Just a reminder though, we need to know how you prefer to receive Pen Torque, electronic or hard copy. If you could possibly let me know I'll let John and Craig know.

## IMPORTANT 3rd Area Organisers Seminar 23 November 2004 12:00pm TSSC Club HQ

In response to requests by AOs there will be a third AO Seminar at the Club HQ. A light lunch will be provided at 12:00pm and the meeting will commence at 12:30pm approximately. Would AOs planning to attend please let us know by the **20 November 2004**, we also need items for discussion in advance in order to prepare the agenda.

*Victor & Vivien.*

## AVON

### STOP PRESS - VOTE SEAN JONES FOR SOMERSET AO!

The Classic & Sportscar action day at Castle Combe was well attended, again we filled a large Club stand area here - but not just Triumphs! Thanks to Chris Mills - Glos (Spitty), Karl (GT6 Conv), Lynn (TVR), Pete (Spitty), Les & June (Vit 6), Chris (TVR), Rick (TVR), Pete (GT6), Andy - up from Exeter - cheers mate - (GT6), Roger (TR8), Steve (MKII Vit Conv), Lisa (Spitty), Keith (Vauxhall Royale), Oily (GT6), Nigel (GT6), and Bob (Spitty). Gate Crashers who turned up on our stand included Trudi & Keith - Oxford (Spitty), Karl (racing Spitty), TR7, Dolly Sprint, Vit Conv Mkl, Corvette, Gilber, RS3 100 Capri, and an MGB GT. These just about left room for me (Rover

## ALO REPORT AVON . . . SOUTH BUCKS

216 Conv) many went out on track and came back with big grins! One pair of trousers short!!!! Missed out on 5 or so exciting laps in Rick's (used to race TR's and knows what he's doing out on track) TVR - couldn't cover my legs - so not allowed on the track! D'oh!

MGCC Rivera Run - it's a family thing! Three generations of us, i.e. Dad, Grandad and I, took part in Dad's Stag - hood down naturally! First time I'd driven a Stag - that V8 sound and torque - fantastic!

Thornfalcon Show - Somerset - went down in the TF, expecting to catch up with lots of the Somerset crew. Saw some - nice Stags Lew and Daphne! Wot no Pete and Barb?

No Brean Revisited, meant going to Brands Hatch, to the MGCC racing, hoping to catch some Proper MGs i.e. Pre 1950's racing, and a glimpse of Fiona Leggate (not only quite a Honey, but also causing quite a stir as a racing driver!). No old MG's in action, but 1 out of 2 aint bad!!! To my surprise, there were also lots of Triumphs racing - including a Herald and a Vitesse!! A great day all round then! Round Britain Run - sorry boyz and gals, but after a Pan-European run with Nev, involving a Swede, despite it being the intention, there was no chance of making it to Gordano to catch up with & encourage you! Got back after last orders, but managed to find a Kebab outlet! Just managed to keep eyes open long enough to eat it though!!

October's Meet News: We welcomed Martin in a GT6 along for the first time (also has a TR6) - hope to see you again soon Martin! Les and June had kindly prepared a quiz (many thanks!) which ended in a tiebreaker feely bag feeloff between Alan, and eventually won by, Pete! Les and June had also been playing with prototype props for our club stand at Shepton Mallet in January - you'll just have to come along and see, won't you!!! Several photo's and much reminiscing over Goodwood, and Castle Combe! Just a prewarning - I may not be able to make it to **December's** meeting, due to work commitments! Yippee I hear you shout - that'll mean the years best club meet turn out then!!!!!!?????

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

**7/11** - Bristol Autojumble & Restoration Show - Shepton Mallet Cars required for clubstand - free entry? Don't be shy!!!  
**Sat 8th January** Xmas Panto W. S.M. 'Snow White and the Seven Dwarfs' - Thanks Nev for sorting this one! Money needed now! £11.50 each (normally £13).  
**29-30th Jan 2005** - Advanced Warning - Bristol Classic Car Show!! Hic!!! We start all over again!! We need a red, white, and a blue Spitfire, for the themed Club stand! First come, first served so don't be shy!! Plenty blue Spittys - any red/white ones out there????

Must go, got me long trousers to find for winter!! Party On People!

*Col*

P. S. Vote Jonse'y!!!!!!

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please

## SOUTH BUCKS

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [southbucks@tssc.org.uk](mailto:southbucks@tssc.org.uk)

Well, an even shorter write-up than last month! Why, well, it's heading towards the winter and as an Area, we haven't been doing that much either!

Sunday 12th September was the Triumph picnic at Reading: I couldn't attend, but I believe Robin did, so too did Helen from East Berks. Not a great turnout apparently, overrun with TR's too! Maybe the event will have to move location to attract more people. Tuesday 14th was the Ace Café meet for the Classic car night. A good attendance from the TSSC including Mickey from the Thames Area and his newly finished Vitesse Convertible! Andy and Gaynor from the same area too. Helen from East Berks with another member from her area. Marcus, Tracey and I were the South Bucks members. A good mixture of cars, including one from the film 'American Graffiti' with one of the actors (not Harrison Ford!). You will have to ask Marcus who it was, as it meant little to me, as I've only seen it on video when my parents were watching it! A good night enjoyed by all who went. The next night was the club night at The Squirrel. Just a few of us, Paul and Liz, Marcus, Rob, Phil and myself. If you didn't come, you were missed, and you missed out on the free food put on by David the landlord!

Sunday 19th September was the Classics on the Green at Croxley Green. A good turnout as it was a classic car show with Carter's Steam Fair on the other side of the common. The weather held out for the day, so all went well. A good collection of Triumphs, hello if you are from the Hertfordshire Area and you were there! A huge variation of cars from nearly new to pre-War, English and lots of American.

Well done to Marcus, Robin and Robin's uncle for completing the Round Britain run held over the first weekend. Hopefully, they will do a write up the next Courier to let us know all about it!

**November** dates for you. Hopefully, we will have the annual East Berks v South Bucks bowling night. We are aiming for the **3rd November**, so depending on when you are reading this, it may have gone! Always worth giving me a quick call just to check! **Tuesday 9th** is the Ace Café meet. **Wednesday 17th** is the Club night at The Squirrel from 20.00 hrs. **Monday 29th** the Ace are holding an BMC night. If you fancy it, let me know, and I will try and give you some more details!

Finally, as most of you are aware, I have decided to stand down as AO for South Bucks from the New Year. I hope to put my efforts into the club in a different way. I have let most people know early, as I didn't want it to be a surprise in January! So if you are a South Bucks member that would like to take on the role, please let me know. I will have a gradual handover, so don't worry about that! I just feel that I have done this role for three years in January, and from a couple of friends turning up, South Bucks has become a well known area, that travels to many shows and events, has a good hardcore team,

## CHESHIRE . . . CORNWALL COVENTRY . . . CUMBRIA

and are made up of a group of very friendly and welcoming people.  
Take care,

*Carl*

P.S. I've been offered a TR7 with a years MOT for approx £1,000. Car lives in Beaconsfield. Let me know if you want details!

## CHESHIRE

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

This is a quiet time for things Triumph in Cheshire. My own car is trapped in the garage behind several bicycles and a Mondeo that needs repairs, and needs a wash, not having its cover on. However, I did spot a light blue Vitesse Convertible travelling west along Chester Road a few days ago. It sounded wonderful (Vitesse always seem to!) and the occupants seemed to take no notice of the rain that was starting to fall.

The theory is, if you drive fast enough, the rain misses the passengers.

We had a very cosy meeting at The Cock and Thing this month, looking at my notes, the cosiest since about two years ago! Mike phoned to say he'd been up all night working but everybody else must have heard that the AO had the remains of a cold and his Triumph was in the garage.

We hear that there is progress on both our GT6s, Adrian's now basking upside down in the warmth of the paint shop (to receive paint on its underside, of course!) and Paul's being close to the point where it might even be offered to an MOT station for testing.

Paul has also managed to get his Vitesse into The Courier, just check out page 19, picture 4, of the October issue. That is definitely the same car that I photographed (under slightly different conditions) on the July and August runs this year.

Well folks, that's it for news this month. Our next meeting is on **Thursday November 4th** at the Cock and Medoofah in Bollington. See you there.

*Henry*

## CORNWALL

Well, after several months of procrastinating and making excuses, I have finally given in and accepted the esteemed position of 'Area Organiser'. Before I ramble on further I would firstly like to express my very sincere thanks to Carol for the excellent job she has done over the last five years, ably supported by Les and I am sure all of us in the Cornwall Area and further afield very much appreciate Carol's hard work on our behalf.

Right then, now I'm 'The Boss', a few new rules!

1) Attendance at ALL monthly meetings and organised events is **COMPULSORY** for ALL members. Feeble excuses such as work commitments, holidays, or inclement weather will not be entertained and absent members will be liable to a fine of £10.

2) There will be a levy of £5 per month per member to boost club resources and to cover my expenses (it will thus be cheap-

er to attend a meeting than to miss it)  
3) All organised events are to be arranged to involve the minimum amount of physical effort and the maximum amount of drinking time.

Seriously though, I am looking forward (with a certain amount of trepidation) to undertaking my responsibilities and I am sure I can rely on the support of everybody until I get the hang of it.

I confess that I forgot to ask anybody for a report of Beaulieu/Lan and Janes' so I can't say much other than I was sorry to miss both but I believe a good time was had by all.

September 26th was the day of the Lizard Mystery Tour which was undertaken by six cars and I hope was enjoyed by all. I clearly did not make the route or clues hard enough as nobody got seriously lost! Wait 'til the next one! The honours went to Anthony and Sally-Ann in a closely fought competition but a special mention must go to Sue who drove the whole event over some fairly challenging roads and has not yet passed her driving test (get a move on Sue!)

The autumn seems to be creeping up on us now so it will soon be time to think about all those jobs that need doing on our cars (but which will probably be left until the last moment next spring as usual) but social events will continue throughout the darker months and when I get some idea of what is coming up I will try and publicise in this column. I also think we all should apply our minds to the eternal question of how to attract more active members (single females most welcome! sorry if that sounds sexist but I had to get it in) - I have a few ideas myself but any suggestions are most welcome.

That's all for now folks. Cheers,

*John D*

## COVENTRY

[tssc\\_coventry@hotmail.com](mailto:tssc_coventry@hotmail.com)  
or: [nclark1955@aol.com](mailto:nclark1955@aol.com)

### Corley Moor Group

The recent decision to discontinue production of Jaguar cars the Brown's Lane plant is yet another nail in the coffin for Coventry's manufacturing industry. As you are probably aware, there were over 100 carmakers, including specialist coach-builders in Coventry during the early years of the past century. The Coventry Transport Museum has many exhibits and reminders of these great motoring marques, including of course - Triumph Cars. It's well worth a visit when you have time to spare.

Last month's meeting at The Bull and Butcher was well attended for the time of year with around 8 of us, albeit with only four Club cars parked under the floodlights outside. Paul and Joan Cheshire seem to be enjoying their retirement, but Paul is unable to get his 13/60 Herald Convertible back on the road until he has finished renovating his son's VW Camper Van! We are planning a Christmas Meal at The Bull and Butcher to coincide with our **December** meeting, for **Tuesday 7th December**. The start time and menu selection can be discussed at our next meeting on **Tuesday 2nd November**.



I have provisionally booked a dozen places, having spoken to Anne Huckvale, the publican, and a number of Club members. Please contact me if you are interested in joining us. We are also invited to the Bonfire Night event at the Bull and Butcher on **Friday 5th November**. All money raised for Bonfire Night event will go towards the Warwickshire Air Ambulance Service. Start time for fireworks to be confirmed.

Our next meeting is on **Tuesday 2nd November**, hope you can get along. Anne has promised to light the log fire in the snug bar on this occasion, as winter is now upon us. Hope you were able to make the most of the short summer. Any ideas and suggestions for next season will be welcomed. Thanks for your continued support. Regards,

*Kevin.*

### Church Lawford Group.

Another short news item from me this month due to the time taken up by my new job. We had another good meeting at the Old Smithy in September. As I write this early in October to meet the Courier print deadline, I hope that for our get together coming up on Sunday 17th October we will get some fine Autumn weather and a good turn out of club cars before winter sets in. At this meeting we will be deciding how best to celebrate Christmas, most likely with a Sunday lunch at the Old Smithy in **December**. Of course by the time you read this, our October meeting will be history!

The dates for the remaining meetings this year are **21st November** and **19th December**, please come along if you can. Regards,

*Nigel*

## CUMBRIA

We will have just come back from a holiday in Tenerife when you read this hence we will have missed the October meeting. We will need to confirm numbers for our Christmas meal at **November's** meeting - the **28th**. Subject to confirmation I am assuming this will be **December 19th** at the Trout Beck as per the Calendar. Not much to cover for September. There was little interest and/or people available to attend the Selkirk Show so there was no club stand. In any event I believe it was a pretty wet day up there. I sent a letter of apology to the organisers in case we want to try again next year. No reply so far! A personal apology to Jan and Alan for not making the Treasure Hunt at the end of September - I was driver and back-up to Sue and Debs doing the Great North Run. In the event I understand only two cars (and five people?) took part which is a pretty poor show given the time and effort





## CUMBRIA Cont

required to organise it. I am sure those that did make it enjoyed it.

For next year it is worth considering ensuring an advance commitment of four or five cars minimum to make it worthwhile entering a show or arranging a run. There are still several vehicles for sale in the area as mentioned last month. Also Brian H. has the V8 Dolomite for sale. Get in touch if anyone wants further details. I believe Helen and Tony's Spitfire re-spray (blue?) may be complete now? Shirley and Johns' Hurricane may follow if it turns out to be a good quality job. I have not spent any more time on the Spartan recently so it is still not running. Maybe next year!! That's all folks  
Cheers

Phil

## DERWENT VALLEY

e-mail: [derwentvalley@tssc.org.uk](mailto:derwentvalley@tssc.org.uk)

Where did September go? One minute we were at Mallory watching the TSSC Championship at the end of August, the next minute we were clay pigeon shooting in October. Even though September was over quickly it was certainly packed with fun, some of life's little challenges and not a lot of sleep.

One of the main TSSC events during September was Norfolk Area's MOT which a few of us from Derwent Valley attended. Angie's Vitesse nearly did not make it for the second year on the trot. The plan was that Nigel and I would set off at around 10 o'clock get to Gt. Yarmouth mid afternoon pitch the tent ready for Angie and the rest of the gang to arrive at six. So an early rise, greeted by clear blue skies, and into the garage at 8.30 to start 'Victoria' up, check her over, and give her a polish. Disaster! As she fired-up the seal on the 'spin off' oil filter popped and dumped 7 pints of oil all over the garage floor. After tearing the utility apart discovered that I had nothing to clean up the mess. So it was down to Tesco for 8 rolls of cheap kitchen towel. After the mess was cleared I spent the next hour toiling. What should I do? "Should I fix it or should I go in the Volvo? If I fix it I risk the 180 mile journey... perhaps I should go in the Volvo. Am I a man or am I a Triumph enthusiast? What's wrong with me ... I am a Triumph enthusiast ... get it fixed and drive!"

So at 12.30 we were ready, top down and rearing to go. The great thing was that because of my later start I could now rendezvous with Mike Mayfield and travel down in a convoy of two Vitesse Mk1s. We certainly drew attention from passing

## CUMBRIA . . . DERWENT VALLEY

motorist and after five hours arrived at the camp site to be greeted by Kirsty, Chris, Lubi, Pete and Ellie frantically waving from their caravan. At the bottom of the site we selected a suitable place to pitch next to a familiar looking Purple Herald with 76 on the side hitched to a camper van. Out popped Kev with a massive smile on his face. "Have you seen Kirsty and Chris?" he said. "Yes," I replied "they're in their caravan". Kev then explained that they did not know they were there and it was a surprise as they had arranged to meet at Brands Hatch late on Saturday. It was a great surprise and started the weekend off with a bang.

It was great to see all the Norfolk gang once again and we all were made to feel very welcome, including our virgin Mike Mayfield (yes, it was his first time at the MOT). Saturday dawned, blue skies, fluffy white clouds and a quick dash to the burger van for our bacon butty breakfast ... Fantastic, life could not be better. The morning was spent viewing the vast range of cars on show, taking a chance on the tombola stalls, smashing plates, and talking to friends old and new.

The MOT was also the location this month's most embarrassing moment. Mike and myself had been trying to separate the windscreen sticker from its backing paper for some 15 minutes by picking at the edge of the paper. Janine (my 13 year old daughter) had been saying that she could do it for 5 of those minutes. Eventually macho pride aside we let her try. THREE SECONDS later she had removed the circular sticker from the centre of square backing paper - it was one of those moments I was lost for words.

Unfortunately, the weather took a turn for the worse and dampened activities somewhat. Pete and Lubi had taken their new addition - a Dolly Sprint which won second in its class - congrats, but I am convinced that it would have won if he had bothered to clean and polish it!

Pete wasn't too worried as I quote "it goes like stink".

Saturday night is 'Teddy Bear Auction' night. Sue and Joe Craske were on form and soon got everyone into the spirit of the evening digging deep into their pockets for a great cause. Di was intending to make telephone bids from Brands Hatch but due to technical difficulties I had to bid on her behalf. It's great bidding with other people's money. Di was not disappointed as we won her the Rat she wanted for Kev and he was chuffed to bits when she gave it him at the October meet.

At the September meet we had a collection so that Derwent Valley could bid for a bear and together with additional donations from Pete, Lubi, Mike, Angie and myself raised £85 and brought a cross-eyed, thumb-sucking, bright orange orang-utan. It was Mike's idea, he made me, HONEST.

It was a fantastic night and following the auction of Joe's shirt and Mike Mayfield's raffle prize, which he donated back to be auctioned off, raised over a £1000.

Such a good time was had that we drank the pub dry!!!

Sunday dawned. Blue skies above as we gathered for the 'Run'. The Police arrived, read the riot act and we were off.

Hundreds of cars (mostly Triumphs) in convoy into Gt. Yarmouth. Waving at excited children and frustrated motorist waiting for us to pass, having our photograph's taken, driving legally through red light's and eventually lining up along the sea front. FANTASTIC!

May I say on behalf of Derwent Valley thank you to Joe, Sue, Amanda, Laurie and your team for all your hard work. It is appreciated. Hope to see you all next year at the Peak Run.

Well we now find ourselves in October. Saturday 2nd to be precise and John Eade had organised a clay shoot at Swarkstone (thanks John). Yet again blue, sunny skies and some excellent shooting by everyone. On the day the best man won, they could not stop me, they even tried to make it harder for me but I still won with 23 out of 25. My prize was a lifetime membership of the shooting club. I can't wait 'til next year.

After the shoot we retired to the club house where a computer simulated duck shoot was being tried. My son Mark begged for a go and eventually, much to everyone's delight, got his way. It was something out of a Swartzenegger movie - the room was filled with rapid fire and hysterical laughter as he gunned down eight ducks with only 167 shots. Those barrels were smoking.

What a fantastic turnout at our October meet. It was great to see two new faces and the return of Ed, Bri, Brian (black Vitesse), Ian, Tony and John. The meeting started with some wheeler dealing and I managed to buy an alloy rocker cover for an agreeable price. Dee-Vee the previous mentioned, cross-eyed orang-utan was introduced to the rest of the Derwent Valley gang and Di tried to bribe me with an extremely large box of Cadbury's Chocolate Fingers so that she would be allowed to cheat in the night's activity.

Speaking of which the evening activity was inspired by Richard M's knowledge of the British Isle and the fact that the believed that the M4 Ran from London to Bristol! Lubi (to whom I am indebted) spent Saturday night preparing the quiz and then personally delivered it to my door on Sunday Morning, whereupon Pete sustained a painful injury to his finger by trapping it in his car door trying not to wake Ellie who was a sleep in the back.

The quiz went down a storm and was won by Tony and Stu with a fantastic 38 out of 40. Well done guys. Roger and Julie were also delighted to announce that they had scored 6/40 by cheering and waving to rapturous applause when I asked who had scored less than 10. The appearance of Ed and Bri ended months of stress for as I had been sworn to secrecy not to tell anyone of the existence of his new car. A Vitesse Mkl 2L Convertible which he brought to the meet.

Hundreds of photographs have been added to the Derwent Valley Website recently - check them out. In addition at the request of members I have now added a For Sale/Wanted page onto the site. If you want me to include any items let me know and I will do the rest.

Dates for your diary's:  
**2nd November 2004** - AGM (nominations have been received for all positions so there is no need to hide) and Annual

## DEVON . . . DORSET ESSEX . . . WYEDEAN

Triumph Drive - It's great fun come on and give it a go - lots of spot prizes - a fast action game - children of all ages welcome. 8.00 pm at the Smalley Common Ex-serviceman's Club.

**7th December 2004** - Xmas buffet, games, plus the traditional 'everyone's a winner' prize draw at the Smalley Common Ex-serviceman's Club at 8.00 pm.  
**25th December 2004** - just in case you may have forgot - Christmas Day - Gifts gracefully accepted.

**2nd January 2005** - New Year Mini Run - details in December's Courier or on the Website.

**4th January 2005** - First monthly meet of 2005 - 8.00 pm at the Smalley Common Ex-serviceman's Club.  
That's all folks

Colin

## DEVON

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

We've been out and about a bit in the past month, starting with a treasure hunt on the Wednesday evening meeting organised by Bob. This was great fun, despite (or maybe because of!) finishing in the dark, making the second half of the clues rather hard to see! Gave us a chance to make use of the map light in our Spitfire. Five teams (as far as we can remember) competed and all made it safely to the finish in the very tight carpark of The Royal Oak. The October Sunday lunch meeting was another run, this time organised by Adrian, from Exeter to Castle Drogo. Bad weather kept the numbers down somewhat (only three club cars and a couple of moderns), but it was a good route and after raiding the Castle Drogo gift shop for possible Christmas presents and the like, we retreated to The Drew Arms for some excellent food.

Oddly enough the people on the table next to us were Club Triumph members and introduced themselves after our talk about ticking UJs and trunnions sounded familiar to them!

The next Sunday meetings are **November 7th** in the Kings Arms, Otterton, and **December 5th** in the Kes Tor Inn, Manaton. Of course, don't forget our Wednesday evening meetings in the Cowick Barton Inn, Exeter, at about 8.00 pm on the third Wednesday of the month (you'll find us in the Priory Bar through the side door, unless we've got a special event planned). That's about it for now, hope to see some of you at the meetings. As we mentioned last month, our next report will be our last as AOs, although we will be continuing to maintain the area website. Bye for now,

Rob and Helen

## DORSET

e-mail: [dorset@tssc.org.uk](mailto:dorset@tssc.org.uk)

It's been a quiet month on the Triumph front - I missed the Triumph World picnic because I went to Monza for the F1 Grand Prix - not a bad excuse as excuses go! I also missed a few other events later in the month, due to work - not quite such a good



## WYEDEAN

First of all, a big thank you to our gallant Herald breaking duo for their invaluable assistance. You know who you are so I'll spare your blushes but that poor little car never stood a chance! Only 5 hours to reduce a Herald to its component parts, pretty good after nearly 40 years, the last 15 of which saw it standing in a field. I took the carcass to Wye Valley Metals and bought back £12. The body was upside down when I lowered it onto the trailer and the really scary thing was the way that the A posts and windscreen surround just gave up the ghost and it settled flat on the trailer. This is a stripped out shell mark you, no weighty engine, transmission or running gear to support, it just sort of gently subsided!

When the 13/60 Convertible finally makes it out of its various boxes and onto the road, I think that it may well be sporting a rollover bar, especially if as intended, it goes trialling on a regular basis.

Anyone out there looking for a Spitfire? I had a phone call the other day from some long term Club members and even longer term owners of a 1971 MkIII Spitfire that after 24 years of ownership is now for sale. Always garaged, Wedgewood Blue, O/D and unleaded with only summer use for the last 15 years or so. Apparently all it needs is some new carpet as the originals are a bit frayed! If interested, I would be delighted to put you in contact with the current owners.

We always seem to hear of people's problems with suppliers so I wish to re-dress the balance for once. A Gold Star and 3 house points go to TD Fitchetts of Telford. The sequence of events goes like this: Back in March, amongst other things I bought a full set of outriggers from them. In June I acquired a good rolling chassis so no more need for the outriggers. In October I finally got organised enough to ring Fitchetts and more in hope than expectation asked if I could return the chassis bits and swap for other necessities? And the answer was YES! 7 months on and no handling charge, no nothing just a straight swap for the components I needed. Now that's real customer service for you!

Dates for the diary:  
**18th November** Monthly meeting 8.00 pm approx Saracen's Head Symonds Yat East

**7th December** Return Skittles Match against the Forest of Dean Historic Vehicle Club. Venue The Royal Oak Whitecroft. Please contact me ASAP on 07810 135279 so I can get numbers to order for catering. Apparently they are in training already but then after their last performance I can see why! Please come along if you can, this is a good evening and the FDHC are a very

Steve

## ESSEX

Wow, what a month! Let's start with Duxford: A good day had by all I think? Got the Vitesse on the road after the engine and gearbox went bang (thanks to Jeff at Wins for the help) and the car made it to Duxford and back. Met up with some Essex members (Don/Dave/Alex).

Don managed to get us a photo shoot with our cars in front of the American hanger with the Club Photographer. Well done that man. It was also good to see Harry and the West Kent bunch, who I have met at other shows.

Now I was at work today, driving around in my van in the Essex countryside when I saw a yellow, 1500 Spit. In a hedge, with the driver shook-up but OK. I stopped to see if he was OK and if I could help, as you do when you see another Triumph in distress (he was a non member but you like to lend a hand). When I looked at the car I could see how lucky he was to be standing - a piece of 4 by 4 wood had gone into the driver's footwell, past the gearstick, through the passenger seat and out through the n/w wheelarch. He only had a scratch on his trouser leg. We got some bits out of the car and I gave him a life to work. I think the car is a right-off!

Now on to the meeting: This month was a bit quiet but we still had two 1360s, my Vitesse, a 2.5 PI and a GT6 MkII. One of the 1360s was a very nice, yellow Convertible owned by a new chap to our meetings. One of the best cars I have seen at our Club nights. The owner's name was Eddie. Now, to the topic of the October meet. We just put the world to rights as you do. So hope to see you all at the next meet, which is still at The Dog and Partridge on the A128. TTFN.

Russell

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please





## WYEDEAN cont

nice bunch of people with an eclectic selection of vehicles

**16th December** Monthly Meeting Yew Tree Inn, Preston-on-Wye.

The alternate venue idea seems to be working so we'll be sticking with it and the proposed change of area name to 'WyeDean TSSC' has been accepted as it was felt to more clearly represent the area from which we draw our active members. Courier and Area Liaison officers have been informed so I guess The Courier will catch up sooner rather than later. See you all at the Saracen's.

Clive

## GATWICK

The third Wednesday meeting was well attended. It was nice to see Cliff and his lovely Herald Estate, which looks great on its new Minilite wheels. It's also nice to have a few wives turning up. Only two more meets here this year as December's meet will be our Xmas meal at Ardingly. We will need numbers for this quite soon. How about some members we haven't met yet, making this their first attendance? You will be made most welcome.

A few of us went to Brands Hatch to cheer on the racing lads. This is a really good day out.

A surprise phone call from Glen had David up very early on a Saturday morning to salvage parts from a Spitfire found at a scrapyard. Thanks Glen!

David and I did some marshalling at Goodwood for Club Triumph's Round Britain Reliability Run. Some members of the TSSC were participating. Congratulations go to all involved - bleary-eyed but still smiling!

The first Wednesday meet at Ardingly found me leaving David at home - ill in bed. But our friend David Parker had fixed the headlamps on the Vitesse so I took that down. It was a rather damp evening so poor Tony ended up washing the interior of his Spit rather unexpectedly. Meetings are on November 3rd at Ardingly and Kingsfold on November 17th; Ardingly on 1st December and Xmas Dinner on Thursday 16th at Ardingly. Sorry, a bit rushed this month. See you all soon.

Lynn and David

## GLOUCESTER

[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

Firstly thanks to Ian and Jane for last months write-up, as we basked in the hot Greek Sun Ian tapped away at the key-

## WYEDEAN . . . GATWICK GLOUCESTER . . . HANTS & BERKS

board and then asked Jane to do the 'technical' bit and e-mail it to Bernie.

We rushed back hot foot to be at the Area BBQ only to be greeted by wind and rain. Fortunately, we as an Area are blessed with what can only be described as the best supply of outside catering equipment and hence took no notice of the weather and carried on regardless. Apart from the Area gazebo being blown away that is. Once again there was an excellent turnout of around fifty-five with as usual a strong Cornish contingent.

Ian and Jane worked hard as did all the food contributors. The lack of leftovers bore witness to that. Thanks to everyone for making it the evening it was.

The following weekend had Ian and Jane on holiday and me 'dog sitting' at Wac and the Hanbury steam fair. We had a great weekend with plenty of cars on both days. Sunday was the better day weatherwise and lots of people came out to enjoy the September sunshine. A fantastic parade around the arena had the commentator having to move further around the arena to get all the cars in. I must just mention Mike Carters six-pack, no he hasn't been working out more like working his way through a pack of minted lamb steaks. You certainly won't starve eh Mike? Thanks to Mike and the team for all the time put into organising the weekend.

The Midland gold cup finale was at Prescott hill and Steve Holder of Fournite engineering has had a superb racing season winning both his individual class and the Paul Matty championship. These earned him some rather impressive silverware and cut glass for the sideboard. Congratulations Steve.

Malvern was, as usual, peppered with showers but unable to dampen our spirits although the Worcester Area gazebo probably helped quite a bit with that; it's great to have such a good focal point to the club stand. I remember a couple of years ago we were all huddled in Bev and Mike's portafold trying to keep out of the rain now the luxury gazebo affords us shelter. As usual Bev mowed the grass and provided excellent catering facilities, thanks to all for another great weekend.

Ian and Jane visited the Swindon Area meeting and were made most welcome by Karen, Bill and all.

Finally a reminder that the **November** meeting will be our AGM so if you fancy a go at being Area Organiser or scribe etc. then make sure you're there to put yer hand up. See you soon.

Andy

### EVENTS.

**Sun November 7th.** Autojumble, automart & restoration show at the Royal Bath and West showground, Shepton mallet. Admission £5. Children free. (to get in, not to take away).

**Monday November 15th.** Area meeting at The Kings head, Norton.

## HANTS & BERKS

[www.tssc.org.uk/hantsandberks](http://www.tssc.org.uk/hantsandberks)

e-mail: [hantsandberks@tssc.org.uk](mailto:hantsandberks@tssc.org.uk)

Phew - what a month. I'm dashing this off at the last minute as it's been so hectic

this month with the Club Triumph Round Britain Reliability Run preparation and the run itself, I'd clean forgotten about an Area News! I've spent rather a lot of time away from home and work getting me and the car ready for the run and now it's all catching up. Doubtless there will be much reported in the Triumph press on this year's run. Our own Area was well represented, Carl and Becky in their Spit, Craig and Sarah in their Vitesse and me in the Canley Classics V8 Saloon. Carl also loaned a friend his Sprint at the last minute. All went well, really up to the home straight when Craig and Sarah heard a rumbling which developed all too rapidly into the loud banging of a failing UJ - the Vitesse could go on no more and without any time left to 'make up' any repair time they decided to end their attempt on the outskirts of Dartmoor - better luck next time guys. The Vitesse made it back home on the back of a recovery truck, to be repaired to drive another day. Now that the Round Britain is out of the way we can look forward to the Ten Countries Run, September next year for a bash through ten countries in a long weekend. I'm not sure what I'll be driving or with whom but I'm sure going to do it - anyone else up for a continental tour? Enough of Club Triumph activity, this is the TSSC after all - I'm sure you'll agree that it doesn't really matter what flag we fly, the sentiment is the same.

I feel a bit sheepish saying "use your Triumph" as I was in the eurobox last meeting, the new Sixfire let me down as the new battery was inexplicably flat when I jumped in the car to drive to the meeting - more investigation and shake down needed with this car I think.

Welcome to a new face at our meetings, Paul Bodiam. A contributor to the TSSC messageboard, buyer of some of my eBay rubbish (err sorry, fine NOS parts) and Spitfire driver. Paul did turn up in his club car! Well done, put a lot of us to shame, me included. Welcome back also to the ever shrinking Keith, number one fan of Dr Atkins. Welcome also to Olesea his partner and her Signal Red hair! Chris was taking a break from chatting up nurses and arrived with tales of bargain purchases - can't wait to see this Vitesse Chris, when you need to collect it give me a shout and I'll lend a hand. Last meeting saw the last of the quality raffle prizes being won, I know how disappointed some of you were that you didn't get some of those big ticket items. I am now in need of more - the standards have been set so high now, what will arrive next?? Arriving late and in a flap, I forgot to do any 'official business' last month so I didn't get to talk about the Christmas meal.

We'll be going back to the Hatch on **Wednesday the 15th December** - the meal is £20 per head. Deposit of £10 with your confirmation, balance payable at **December's** meeting on the 7/12 please. Keep your eye on the email Yahoo Group <http://groups.yahoo.com/group/hantsandberks/> for finer details, that's the quickest way of getting info out to you all. If you don't have email then make friends with someone who does or call me. That's it, see you all soon!

Jason

## ISLE OF WIGHT . . . MID KENT WEST KENT . . . LEICESTER & RUTLAND

### ISLE OF WIGHT

e-mail: [isleofwight@tssc.org.uk](mailto:isleofwight@tssc.org.uk)  
[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

Hi everyone!

We have had a great summer over here on the sunny Isle and have been to many shows and had a good attendance at the meetings. So well done to all those who have been taking part!

Unfortunately, only one of our members was able to get along recently to the Mile of Triumphs and here is Carol's report on what sounded like an absolutely brilliant event ...

"Hello everyone. I just wanted to say a few words about the fantastic weekend I spent at the Mile of Triumphs Norfolk. The Acclaim went well all the way up and back even with all my stuff plus my dog Bracken, who takes up the whole of the back seat. It was raining when I arrived but I soon had the tent up and thanks Eric who gave me a welcome brew. From then on it just got better and I want to thank all my friends old and new who helped us have such a good time and a special thanks to Peter for all his help over the weekend. Joe Caske is to be congratulated for the dedication he shows in making the M.O.T such a friendly and fun weekend so please everyone get in touch with TSSC headquarters to make sure it is kept alive and, hopefully, to persuade Joe to keep running it. Anyway Bracken and I hope to see you all next year."

Carol

Getting back to activities for the remainder of 2004: Sadly for the foreseeable future there will be no more pizza and gambling runs in the evenings not only because it is going to be too dark but Fat Papa's are now only going to attend events which is very unfortunate.

So we would like to hear your suggestions for next year for somewhere to eat en-route so we can continue gambling and bowling through the spring and summer months as everyone enjoys it so much.

Shortly we hope to get the date and menu sorted out for our Club Christmas dinner which we hope will be very well attended again as it is such a great opportunity to relax and have a good natter and meet a few new faces hopefully too. If you are interested in joining us please call me for more information (01983) 281427. Hope to see you at the next meeting **November 15th** from 8.00 pm at the Woodman Arms, Wootton. Hope to see you soon!

### MID KENT

Crikey - another month gone by already, and it's November. Hope you're enjoying those bright, crisp mornings, hoping the car will start! Have you started your Christmas shopping yet? No, me neither! So what have we been up to? Well, we have a 'new' addition to our little family of vehicles, much to the delight of our neighbours! Colin's new baby is Beatrice, a 1972 1200 Volkswagen Beetle in pale blue. She is a beauty - Jon even gave her his nod of approval, even though she's not

a Triumph!!

Well, the big happening of September was on 18th, which was Lorraine and Chris's wedding at the Museum of Kent Life. Colin and I were in attendance for official photography and Jon provided his services as bridal chauffeur. The day was quite a windy one, but dry, and the bride arrived early! Lorraine looked stunning in a beautiful dress reminiscent of Guinevere, while Chris looked jolly dapper, if a little hot and flustered! After a ceremony containing much uncontrolled giggling, the wedding party dined in Sherif-style. The evening party was a 70s disco, completed by some bad dancing and glitter ball. A wonderful day - Congratulations to both of you! The happy couple honeymooned in Turkey, scuba diving, white water rafting, and generally doing mad, un-honeymoon like things!

October's outing will have been Sandown, which we planned to be in attendance at, so more news next month.

The October area meeting was a good one, with lots of members showing up, plus three new faces - big hellos and welcomes! Chris and Lorraine were looking the most relaxed we've seen them this year, and very happily married! Sam and Neil were taking a much-earned rest from sanding, decorating, and generally getting bruised from unexpected bike crashes. There was much talk about things to do this winter and very importantly, the Christmas bash. A few ideas knocked around and a definite plan should be in place by this time, so come along to the **November** meeting on **Weds 3rd** and catch up with the latest.

... Discussions about fireworks/silly games/fun at Jamie and Nick's for Fireworks night also to be confirmed by the **November** Area meeting. Colin will be celebrating his birthday in style on 4th November, so I suspect his will be a big, cool pint of Guinness. Ooh ... and possibly some jelly and ice cream ... and also cake. But I don't think they sell those in the pub ... Happy Birthday ... Enjoy!!!

Take care and see you in **November**,

Carol

### WEST KENT

[WestKent@tssc.org.uk](mailto:WestKent@tssc.org.uk)

Hi all, well the classic car season is just about over now. My Spit is laid-up for the winter now but I know many of you are only waiting for the faintest glimmer of sunshine for the cars to come out onto the lanes of Kent's beautiful countryside.

Ian M. Keith, Del, Sue and I went to Duxford. Sadly almost all the aircraft were on an away day in the opposite direction to Biggin Hill for the air show.

We had a good day all the same, Ian was trying out some replacement wiper arms on his MkIII Spit, while I was looking for spares for the 1200 Herald Saloon that I am currently restoring for Sue.

Other than greeting them on their arrival, I didn't see much of Del and Keith. Sorry about that guys.

Once again I would like to thank everyone who sponsored me for the Round Britain Reliability Run. This was a terrific



experience and believe it or not is not as difficult as you may think, although thankfully I remembered the paracetamol.

The scenery was truly breathtaking, particularly in Scotland.

We were very well looked after by Club Triumph who arranged beverages at most of the control points, notable Edinburgh airport and breakfasts at John O'Groats and Land's End.

The residents of John O' Groats are hardy folk, in what is a pretty desolate area. I went to the post office/grocers looking for some souvenirs and happened to comment on the strong prevailing winds, to my surprise the shopkeeper replied that this was actually a good day!

The club meet quiz nights are proving very popular. Sue and Julian were excellent replacements for Maureen and Keith. Well done to team Johnson who blew the rest of us away. That history joker was well played. The final scores were as follows: Kim and Gavin 60 Sue and Harry 48 Tony and John 48 Duncan and Del 46 Alan and Ian 43 Irene and Frank 43 Ann and Mary 41. The next quiz will be **February 2005**. Apologies for rushing off after the quiz, I was on night shift so we missed the later conversations.

Going back to the aforementioned Maureen and Keith, we received a letter from them. In summary they say it is very hot at the moment, lots of formalities to sort out including learning the language. Met the neighbours who own the surrounding land, they are friendly and helpful. Keith is hoping to have his GT6 shipped out soon. They send their regards to all. Cheers

Harry

### LEICESTER & RUTLAND

The bustle of summer seems a long while ago but the Area have still managed to attend a few events in the last month. A few of us travelled to Duxford on a lovely autumnal day and joined up with a good number of cars from around the country. Nice to see it so well supported and with traders in attendance, it was a good day out. Roy and Jean collected yet another trophy without even entering. They had





## ● LEICS & RUTLAND Cont

travelled to Duxford in Jean's lovely Dolomite and were about to leave for home when they were told to delay as she had won a prize for best original car of the show. I've just had a private viewing of all the trophies they have won in the last twelve months, most impressive. All I ever won was an engraved wooden tent peg when in the scouts. Still it was more use than a cup or shield, it helped to start the fire one cold winters day. Did not manage the Mile of Triumphs as away but my junior reporter, Stan, tells me that despite the cool weather it was a good show and he estimates just a few less cars than the year before along the sea front at Yarmouth. On behalf of the Area he thanks Joe and team for another successful event.

Sheila for the seventh year running, and by coincidence at their seventh show, won yet another trophy. And the bad news is that she has already booked the caravan for next year lads, and she has another cabinet on order. Grrrrrrrrrr.

Just back from our visit to HQ, which we did instead of our normal Area meeting. Apologies to anyone who turned up at the Brant Inn, but we did tell you in last month's Courier. Nineteen members ate themselves through the buffet provided and wiped off all the finger prints from the cars on display before leaving, and our thanks to John and team for letting us in. In recognition of our 21st show at Stanford Hall this summer we presented to the club a framed montage of photos taken on the day. Our apologies to your cleaner for something else to dust.

That's about it for this month except to remind you that Slot car racing was on Saturday 9th October so report next month. That Ten pin bowling will be **Tuesday 9th November** and details will be finalised at our next meeting, which is back at the Brant Inn as usual. Finally the AGM will be in **January** combined with a skittles evening and details as soon as I have arranged them and that Graham is sporting a nice blue rinse after spending all Monday in his garage spraying the MkIII he is building.

*Dave*

## ● LINCS & NOTTS

Not a long Area news this month, but first things first, I know we have not been at the present meeting venue very long, but unfortunately the Landlord's attitude towards children is less than friendly, and as some of our members have children it was suggested that we try a more family oriented pub. So we are going to move to

## LEICESTER & RUTLAND . . . LINCS & NOTTS MANCHESTER . . . NEWBURY

a pub about 3 miles away from the present one at Kelham Bridge, called The Fox. So the first meeting there will be at the end of **November**, as by the time you read this we will have probably had the meeting. Nigel and Claire have agreed to have a Fireworks party on **November 6th** as that is the closest Saturday to the 5th. They live at Selston, so let me know if you are interested, and I can give you directions, please bring a bottle and some fireworks.

The next bit of news is that our Area's website is now up and running. There is not a great deal on it at the moment but Tony and I are working on it and we would welcome any contributions and ideas from people.

The address is [www.lincstssc.co.uk](http://www.lincstssc.co.uk) I know the Area is Lincs and Notts's but I had paid for the URI before we encompassed Nottinghamshire as well.

Please visit it and send me your comments and ideas/links etc. for it.

Lastly, please let me know if you are interested in any embroidered clothing as we are planning to order some very soon.

That's it for now, remember to look at the site as it will have any news or info on it.

*Garth*

## ● MANCHESTER [www.tssc.org.uk/manchester](http://www.tssc.org.uk/manchester)

Pip and Frank are still away on holiday. The last text we had from them said they were sat watching the sunset, no doubt with feet up and a cold drink in hand, at the end of another hot day. Still, I think watching the sun go down through the bottom of a glass is better than watching it from the bottom of a swimming pool, fully clothed still clutching your sticks, like last time, eh Pip.

No shows since the last report so there is very little to write about. Perhaps I should start rambling on about ducks and football like Pip does. Maybe not.

The Tuesday meeting was well attended again with 18 of us in total. Whereas last months fine weather brought out 9 cars, this month we saw none. It's not surprising really because it was impossible to dodge the heavy showers (as Gary found out getting drenched twice between car park and pub).

After doing a sterling job taking the minutes last month, Katie sent her apologies for not attending this month; so number one, ace volunteer Jenny came to the rescue. Thanks again Jenny.

We were pleased to welcome more new members this month. Nick, who has a white Spitfire 1500 (needing only 'a few jobs' to be ready for the road), and Ken who has had a Spitfire 1500 and a Herald-based Gentry for some time (both in need of work). We don't have any active kits in the Manchester Area so perhaps Ken could make the Gentry his priority. Steve from Triumph Nuts finally turned up to a meeting, having been dragged along by his better half.

Phil sent his apologies for not attending the meeting. We learnt that his wife Carol is poorly and he is looking after their young children, ably assisted I am sure by Hannah (my eldest) and Laura. We all wish

Carol a speedy recovery and look forward to seeing her soon.

There was feedback on the Christmas do. Some of the venues under consideration have been eliminated for various reasons, but new ones are now under consideration. We are likely to make a decision at the next meeting, so if you have any last minute suggestions please give me a ring. Did I say make a decision?

What I meant say was send Pip the information so she can take the responsibility if things go wrong.

Last month I told you that Phil and Jenny are organising a treasure hunt. The date is confirmed as **Sunday 14th November**, but because Jenny has to go away on business, Graham has been roped-in to help Phil. Full details will no doubt be available at the next meeting but for those of you not able to attend and wishing to take part, ring me on 0161 456 8259.

We are still looking at suggestions for the 2005 events calendar. We have a number of new venues already, with interest being shown in more of the local shows. Keep the suggestions coming.

Linda and Dave have been looking at a weekend away for early next season. Last year they organised the trip to Caernarfon, which was a great success, this year it looks likely to be North Wales again. During May Bank Holiday a Victorian Weekend is held at Llandudno. There is a car show and a great many other interesting activities. The option is to either camp or B&B, and Linda and Dave will be exploring the possibility of setting up a club stand on the site.

We had a count during the meeting and expect at least twelve cars to attend. If anybody else is interested, give me a ring so this figure can be up-dated. You don't need to be in a club car to attend so those with restoration projects have no excuse.

Chris won the monthly raffle again and even remembered to take the prize with him this time.

The next area meeting will be at the Rope & Anchor, 8.00 pm ish on **2nd November**. See you then.

*Les and Les*

## ● NEWBURY [dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com) [marty.rumens@btinternet.com](mailto:marty.rumens@btinternet.com)

The Trophy World Picnic was most enjoyable, even though, for whatever reason there were not so many cars/people there. We did have a good show on the TSSC stand, with a wide range of cars. This included a very early Vitesse 1600 (which you will see featured in one of Dave's Vitesse Register articles in the future), a Gentry and Derek Giles, Bond which won one of the Top Ten Awards. Thanks to all who came along. Dennis and I saw KAB again, the new owners were able to meet the previous two (including one careful lady driver!).

We all had a good time at the slot car racing evening which Sean organised, many thanks. Get's quite competitive at times and Nigel came out the champion for the evening with Sean in third place. Sean also won the Mars Bar challenge but we didn't see what happened to his prize. We will

## NORFOLK . . . NORTHEAST NORTHERN IRELAND

have to ask them to do something about the colours of their cars as we were all a bit confused because the green car was actually white with a green sticker on it, and got rather mixed up with the real white car. Not very helpful when you're following the wrong one, and even more frustrating when a marshal puts it back on the wrong track! Nice to see Nick and Ben at our meet: hope to see you again. Malvern was good for a few bits and pieces - a quick run round before the rain came!

Mystery Pub lunch is on **Sunday 7th November** - meeting place will be Waitrose Car Park in Thatcham at 11.00 a.m. You must have pre-booked for this.

Christmas Meal on **Wednesday December 8th** (normal club night) 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 - everyone to come dressed in as much GOLD as possible (real or fake!). If you turn up without having booked I'm afraid you will have to watch the rest of us eat. This will also be our AGM night.

Next meetings: **Wednesday 10th November** (main meet) and **Wednesday 24th November** at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events: **7th Nov** - mystery pub lunch  
**8th December** (normal club night) - Christmas meal.

**16th March** - Skittles against the TR Register (Provisional date)  
See you all at the next meeting.  
Keep 'em flying.

*Mary and Dave R.*

## ● NORFOLK

Hi All, October's meet proved to be a success with David Aspinall taking the platform for the evening, whilst Joe and Sue took a well deserved break, after running another successful Mile of Triumphs (hope you both enjoyed your hols!!!). The evening got off to a good start with an early Christmas quiz.

There was a set of 25 general Christmas questions, followed by guess the Christmas tune. There was much head scratching and humming to the tunes, we all knew the tunes but couldn't quite remember the songs. The winners of the quiz were Mark and Vicky, who won complimentary tickets to Swaffham Stock Car Racing on bonfire night. Second, prize winners (whose names I can't remember, sorry!!) after a close tie-off question won a bottle of wine.

Events talked about for October, included the International Triumph and Spares Day at Sandown Park on the 17th, the following weekend is the 3 day National Classic Motor Show at the NEC, Birmingham. It was decided that anyone wanting to attend these shows, would make their own way there.

Final bookings for our Area Christmas Dinner Dance, which is being held at Wensum Valley Hotel on the **11th of December** are now being taken. Please contact Julie Sewell for details. Payment will be required at the November meeting. Also, menu choices will be available. The evening concluded with lively banter

amongst the members, (some being older members who turned up for the evening). It was good to see you all.

Please note: next months meeting is on the **1st of November** and is our AGM.

*David and Julie*

## ● NORTH EAST e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)

Hi all, Busy meeting again. The prospect of a quiz prize dragged lots out of the woodwork. Not so many were happy when they found out it was an individual effort as most had left their cleverer halves back at home. Anyway we had some laughs, congratulations to Paul, Geoff, Margaret, Chris and Ian who took the prizes away with them.

There were quite a few cars in the car park as well, good to see as the weather turns worse. We had a good turnout last month at the events that we attended as well, the kite flying had the best turnout for many years and also the best wind for a long time. In fact it was so good a number of kites suffered string breakages and plummeted to the ground. No break-downs to report either.

No news with my cars this month and not a lot with others except Gavin, his Spit gearbox locked itself into top driving back from a previous meeting and hasn't moved since. Seeing as his dad Watson was driving at the time I think I know who should be out twirling the spanners to get it fixed!!

Our introductory bit had a few surprise announcements as well, firstly, Barry and Jill announced they are expecting. Then Chris Fish said that he was getting married the next Saturday. Congratulations to you all.

Graham Holt has a 69 Vitesse Saloon and a '63 Herald saloon both for sale. Offers around £900 and £600 respectively. The cars are NOT for sale to be broken up. Price is negotiable to good homes.

Mark Ramsey has sold on his MGB roadster and is trying to get some quality use from the Vitesse now. Dave Curtis now has another Herald, a spares 13/60 Saloon appears to be too good to break. His Convertible has some rather fetching alloys from a questionable (the original car) source as well as some other nice mods.

Martin's addition of a switchable Kawasaki fan to his Vitesse has improved the cooling around the carbs when stationary in traffic and has cured the problems experience earlier this year.

Steve and Lisa Spit is in Willow Triumph having the heelboard and other bits sorted. We started chatting about next year's events, all the usual favourites, TalkinTarn, Holy Island are likely to be on, also a run around Northumberland courtesy of Brian with a stop in Newton Point, and maybe some Sunday lunch runs again.

There were other suggestions and they are quite interesting as well, watch the news reports for updates. Le Mans 24 hours provisional date is **18-19 June** and a number of people are looking to go. Not me though as it clashes with Rebecca's birthday.

My pass out is open ended though so I



fancy the Classic 24 hours in 2006 instead! Anyone else?

The Travellers Rest has been taken over. I have spoken to the new manager and we are okay to carry on the meets there. The Christmas Dinner may still go ahead but nothing is finalised yet.

More at the next meet.  
Got to go now to get this off, see you next month. All the best

*Mark*

## ● NORTHERN IRELAND [northernireland@tssc.org.uk](mailto:northernireland@tssc.org.uk)

After all the excitement of the Totally Triumph Classic Car Show at the end of August and the Kilbroney 200 event in early September the rest of September has been quiet.

We thought we were finally going to get some decent weather and there were plans for a club picnic - alas the rain returned and the plans were abandoned.

There was another good turnout for the October Area meeting - numbers are slowly increasing again. We have already started to plan next year's events including Totally Triumph. I have already received a few offers of sponsorship and we hope to build on the success of this year's concours competition. To that end I am looking for volunteer Concours judges - I hope to arrange some training etc. before next year's show. Other events for next year include the Circuit of Northern Ireland Run, a second Norman Edmond Memorial Run, The Annual Area Dinner (February, of course) and very possibly a run to Kerry in the south of Ireland. Send me an email at [northernireland@tssc.org](mailto:northernireland@tssc.org) for a copy of the preliminary 2004 events calendar or any suggestion for events etc.

This month's meeting also included an informal and free autjumble - I brought a Herald Estate boot full of spares ranging from 4 and 6 cylinder heads, wheel centres, clocks, door mirrors to stacks of carburettors. I think most people got something they wanted. We also agreed to fit in another event in October - a short run on the 24th starting in Ards and finishing with lunch in Cultra Manor. Last but not least it was agreed that at the **December** meeting (and Area AGM) that there will be a free CD which will include photos of some of this year's events, the 2005 calendar of events, details of Club equipment and other bits and pieces. It's cheaper to burn a CD than print a newsletter!

*Paul*

## IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please





## PETERBOROUGH

Two Spitfires and a TR6 in the car park this evening. They do look good under the lights. The normal noggin and a natter this evening, with very little news. But we do have a member who is about to release a very nice 1964 Vitesse 6, it is MOT'd for 12 months. Ring me for his phone number if interested. Now then Simon, if you had bought this it wouldn't have taken the 9 weeks to get it, like the Vectra.

We had ourselves a convoy from Norman Cross to the Duxford Herts and Beds All Triumph Day in September. There were five cars, full of people, having fun in fine weather. Well three of them had fun. Paul arrived at our departure point in the Vitesse with all the family aboard and the top down. Mrs Lumsdon said it was "OK with the hood down and they were getting Well 'Ard'". But the Vitesse wasn't playing ball and was blowing fuses like a hyperactive child eating blue Smarties. When we arrived at Duxford out came the tool kit, out with the transmission tunnel cover and the overdrive wires were found to be shorting out. So it was out with the insulation tape and no overdrive on the way home. PS The hood went up before we left Norman Cross. I needn't chuckle as the GT6 died at the last exit off the M11 before Duxford. Electrical Gremlins. Checked wires, tightened connections, etc and a push start up, yes UP the slip road and it fired. Success was short lived as it died on the slip road the other side of the roundabout. So we tightened and cleaned connections to the alternator, etc. and a push start DOWN the slip road and we were away. It wouldn't start on the key when we got to Duxford. We needed to get home early so a push start was enlisted and we didn't stop it again 'til we got home. Even after 55 miles or so of charging it wouldn't start on the key when we got home. Father Christmas will have to bring a new battery me thinks.

Opportunities to beg a few spares for a Dolomite 1500 SE. We do have a few secondhand bits from two broken cars. Please phone me if we can help.

The topical tip for the month is for those whose pride and joy may be being shared in the garage with tiny four legged, long tailed animals. Mice are now coming in from the fields and they love to make nests in cars and also eat wiring loom insulation. Get them traps set. Catch the mice before they catch you out.

The next two monthly meetings are very special events. The **December** meeting will be our Christmas Meal where our spouses and partners are all very welcome to join us. Probably that should read 'where our spouses or partners', otherwise

## PETERBOROUGH . . . SCOT CENT WEST SCOT NORTH EAST . . . SOMERSET . . . SOUTHERN

it could be an extra special event. The November meeting is that all important Annual Election of Serving Area Representatives. It would be good to have a small committee as well to organise/help to organise an event/or events for another year.

We look forward to seeing you on the **14th of November** at the Bertie Arms, Uffington, Stamford, PE9 4SZ. Join us around 8.00pm and share your knowledge and problems with like minded people.

*Doug*

### SCOT CENT WEST centralandwestscotland@tssc.org.uk

A total of eight people (the AO not being one of them - sorry who has been hectic lately - Jim) turned up. Only two Club cars, a Spitfire 1500 and a Vitesse Convertible plus a VW camper!

The rest were in modern cars, a sign the weather is changing although it was dry, hence top down for me.

John MacD brought a box of spares left over from Herald ownership and garage clearance. Most folk left with some part that would suit their car and that they have always needed. Thanks John!

The discussion in the car park somehow digressed from Triumphs to the merits of a six-stroke engine which we were led to believe used six-strokes instead of four and increased fuel efficiency. So now if over the winter months our Triumphs don't keep us busy we can all attempt six-stroke engines! The car park was quite dark so we retired inside the Club to scrutinise the donated spares.

With the car shows all but over thoughts are now turning to work to be done on our cars over the winter, whether minor running repairs or major tree felling restoration! Ian McK is busy replacing the rear bearings on his wife's Herald 13/60 - hope it all goes back together. The Courier article on the same was well timed!

Not many cars or spares up for sale, most people seem to have settled on their chosen Club car(s), although you never know what might turn up (as I know all too well).

Finally, one plea which has been raised again was the Club tools, in particular the hub puller. If you borrowed it (say at least 5 years ago as I have never had it - Jim) or know where it is now could you put your hand up. We would like to know where it is so it can be returned for all to use.

*Gregor G*

Firstly thank you to Gregor for the above as a late running project keep me late at work on the meeting night (again). All I can add is 'See you at the next meeting on **Thursday 4th November** at the Lochinch Sports Club, Pollock Park, GLASGOW' Yours aye

*Jim*

### SCOT NORTH EAST northeastscotland@tssc.org.uk

Hi. I found out about the Aberdeen Golden Wheels event at the Exhibition centre a short while after last month news was submitted to Bernie, so sorry to anyone who

had missed it. I will report next month how the event went.

A bit of sad news now, TR register member Nigel Wilkinson sadly passed on the 1st October. He was such a cheery, smiling person who will be missed by all of us.

The last event of the season is due to be held on the **7th November**. The Angus Classic Rally is set over several stages in Angus and Aberdeenshire, the last stage of the day is held at The Grampian Transport Museum track at Alford. It is at this stage that the Triumph clubs help out with the marshalling, it is well worth a visit. Karl and his TR4 rally replica will, I think, be competing. I will not be able to make it as I am working.

Our next club meeting is scheduled to be held on **Thursday 25th November**. I hope to make this one. That is all the news I have for you this month.

*Danny*

## SOMERSET

Hi all, well not too much to say this month I'm afraid. At the last meeting the venue for the Sunday lunch was discussed and decided on The Fisherman's Cot at Bickleigh Bridge on the Exeter road out from Tiverton. For anyone who has not been before it is situated by the river Exe and if the weather is nice is a lovely spot. It will be **5th December** and anyone wishing to go could you let me know as soon as possible please. It would be ideal if the day is sunny to be able to go in the Club cars but as this is good old England and the weather very unpredictable, we will have to wait and see!!!!

Unfortunately, I was unable to go to the Thornfalcon Garage meeting at the Hatch Beauchamp playingfields but I understand there was a very large turnout of cars of all ages and makes there. That is it for this month, happy motoring. Cheers for now.

*Peter*

## SOUTHERN

e-mail: [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)  
<http://triumphsouth.20m.com>

The Ship and Bell was rather a long drive for us for September's roaming meet but well worth while the trip. We got a nice early start after work in the Convertible and arrived at the same time as Alan and Wendy - also of course, riding al fresco. Being a nice, mild evening when we got indoors we got some rather strange looks and comments from the regulars, a bit surprised at seeing us unravel scarves, woolly hats and various layers of clothing.

It was great to see Graham's Vitesse on the road though Alan and Guy nearly missed out on their dinner whilst giving it a lose inspection.

Thanks to everyone who sponsored Guy, Larry and I for the Club Triumph Round Britain Reliability Run which we once again completed at the beginning of October, more details of which will be found in the Bond Register elsewhere in this magazine.

Thanks also to those of you who sent emails and SMS messages of support, and

## SUFFOLK . . . SUSSEX TEST VALLEY

especially to Mark who deserted his family to bring us a spare wiper motor as ours was beginning to tire and cause a bit of concern in case it didn't last the journey out. In the end Guy's inverse theory of logic applied and, with a spare in the boot, the original one was stubborn enough to survive long enough to get us home.

Although it's a very pleasant, sunny Autumn day out as I write this we are, of course, getting into much shorter daylight hours so this month will be returning to our roaming Sunday Lunches in place of the Thursday evening meets.

Our first lunch will be held on **Sunday 20th November** at The Thomas Lord at West Meon.

To those of you who are new to the Club or the Area all are welcome at these lunches. We don't have to pre-book meals though each pub we use would prefer to have some idea of the numbers they'll be dealing with so please try to let me know about a week beforehand if you'd like to join us. On the other hand, if you haven't done so but at the last minute you realise you can join us then please just come along and meet with us at 12 noon at the pub chosen. We aim to always arrive and order early. These are very relaxed meets and Club cars are not obligatory - but it's nice to see them out if possible.

Still on the subject of food, we have now confirmed that our **Christmas dinner** will be held at the Bakers Arms in Droxford, our usual meeting place, on **7th December** at 7.30pm for 8pm.

Paul Kneen has agreed to once again be our co-ordinator extraordinaire so please contact him on paulkneen@FSBDBal.co.uk or 01730 267134 asap with your menu choices. Please contact Paul or myself for the menu if you haven't already seen it. The cost of the meal will be £15 per person. We will also be holding a Bring and Buy Raffle on the night as last year's one went down so well. Please remember to bring along one item each, not to cost more than £3 and wrapped up so that everyone will receive a pretty. You can be as inventive as you like with this - or just grab a box of choccies at Woolies, whichever you please, the variety is what makes it interesting.

**2nd November** - Regular meet at The Baker's Arms, Droxford **14th November** - Double LL Indoor Autojumble, The Grange Centre, Midhurst **20th November** - Sunday Lunch at 'The Thomas Lord', West Meon

*Suzie*

## SUFFOLK

[Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

A smaller turnout than some months for October's meeting but seemingly a first all the same. Looking at the attendance list, Colin and I reckon that everyone who came to the meeting either arrived in, or departed in, a club car! Remember, you do not have to come in a club car if it isn't roadworthy, or even if you do not want to use it that night, just come along. It was a dry evening although quite cool and some owners arrived and left with their tops down. We were joined by a contingent of Riley owners in Riley RMs from the 1950s.

They came to see what our club was all about. It was good to see these cars and I am sure they will be welcome to join us at any other meeting, or any other classic car owner for that matter.

Mostly people were talking about the cars in general and problems they had or had fixed. One interesting discussion was about the British Leyland range of cars and how the same engine parts in particular were used in various cars, particularly MG and Morris. Do you remember the Hillman Imp, the Wolseley Hornet, the Riley Elf, Singer Chamois and the Sunbeam Stiletto? I had forgotten about the last one.

Apparently there are ever more Triumph spares for sale on eBay but there are less bargains these days. However, Colin recently got one when he bought a set of MkIII Spitfire camshaft bearings for £1.04. And before you ask, yes they were new.

The next meeting dates are: **Tuesday 2nd November Tuesday 7th December Tuesday 4th January**  
See you at The Magpie, 8.00 pm on **Tuesday 2nd November**

*Peter*

## SUSSEX

There was a good turn-out for our first meeting on the first tuesday of the month in October. Fifteen people came out to the Green Man and the pub was quiet allowing us plenty of space to spread out and to chat without fighting over the pub quiz question master and his PA system.

We had a few new recruits too who I hope we'll get to know better. John Martin has defected from Surrey area with his MkI GT6 now that he is living in Eastbourne. Peter and Beverley Tomkins are new club members I believe and own a Spitfire 4. I'm sure Peter will be more than happy to talk to anyone with any ideas about a cooling system dumping all it's water into the expansion bottle after turning the engine off and without apparent overheating!

I have arranged our area Christmas meal for **Saturday 11th December** at Cafe Belge in Eastbourne. I already have 19 places confirmed but if anyone else wants to come along get in touch with me and I will do what I can to increase the numbers with the restaurant.

Almost a year ago Sussex Area won the club monthly draw and £25 of vouchers for the club shop. I had intended organising a treasure hunt in the summer for which I was going to use the vouchers as a prize. Unfortunately, the engine got in the way so it never happened. My intention now is to have our own draw for the vouchers at the christmas meal. If anyone wants in but can't make the meal please let me know and I'll enter any names I receive which are backed up by a membership number.

By the time this is published we will have had our bar sports challenge evening with the Stag owners club. I will let you know if we upheld club honour in the next news. That's assuming anyone can find their way to the venue. Everyone except Pete seemed to be vague at best on the location of the Laughing Fish in Isfield. Hopefully Pete won't have been left to uphold club honour all by himself.

I drove my Spitfire to the club meeting for



the first time since May. The engine is finished. The oil pressure relief valve was stuck open when I first started it and then once I got things running satisfactorily the engine exhibited a nasty noise which led me to believe the new bearings had got damaged. The engine was driving great but I had the engine out again to check after 100 miles but all was ok.

The noise didn't fool Pete though. He correctly diagnosed it as induction noise. I have been using trumpets and sock filters on the carbs which don't do much to dampen noise. I fitted an air box and the offensive noise went completely. I'm running a Kent Camis TH6 profile, which is perfectly civilised considering it's classed as a 'race' cam, but the valve timing and overlap makes it very noisy through the carbs. However, the airbox restricts the air flow to the extent that it has richened the mixture enough that I no longer need the choke for cold running. My next task is to make a bigger airbox with a bigger intake.

Events are drying-up for the year now as we head into winter so I believe the only date for your diary is the next monthly meeting which is **Tuesday 2nd November**. I may be there but since my wife is expecting our second child on 1st I may not. There is also the chance that this date may have passed unless the Courier is delivered to your door very promptly in which case the next meeting will be **Tuesday 7th December**.

*Neil*

## TEST VALLEY

e-mail: [guy.singleton@virgin.net](mailto:guy.singleton@virgin.net)

Well, your illustrious leader and scribe have managed to travel 4,000 miles in one weekend, the Club Triumph Round Britain Reliability Run. Bob, Shani and George in his 2500 Saloon and Larry, Suzie and myself in my Bond Equipe Estate. Thanks to all who have sponsored us.

At the last meeting Ed Treadwell mentioned that he had 14 cars which made our fleet of 11 seem to be quite restrained - unfortunately, we'd originally miscounted and that along with some shopping recently brings the current fleet up to 14!

In the last two weeks we've bought two metallic green Acclams - don't ask - it's too complicated!

Don't forget the next meeting on **Thursday 14th November 11th** at the Clatford Arms, Goodwood Clatford.

*Guy*

## IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 10th Month please





## THAMES

e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
www.tssc.org.uk/thames

Hi all. Well since getting my Vitesse back and sorting out some small problems (i.e. front indicators working on a different left and right from the rest of the known world), I must say that I am very happy with the end results. Driving the car back home after a nine month absence felt very strange, but fond memories came flooding back as a long, clear road lay ahead of me and the overdrive kicked in, sheer JOY! 12th Sept

Triumph World Picnic, was a 1st for me. Helen J (East Berk's AO) guided me to Beale Park. A quick blast down the M4 (got nine months of cobwebs to clear out), we get there for mid-day. A lovely selection of Triumphs, various clubs are there, some stall holders and lots of familiar faces. From our Area I saw Tony and Penny with their 1500 Spitfire (sorry if you were there and I missed you). I was very surprised when Tony Beadle from Triumph World Magazine put my Vitesse up for a little silver plate with nine other Triumphs (look out for the photos - more reading material to buy).

I was having a very pleasant day and that topped it all off very nicely for me. 14th Sept

East Berk's Area are off to the Ace Cafe (London's premier bikers and classic car haunt). Helen and I waited at the Shires pub to meet up with any others wishing to go. It's a shame that only two others turned up, (one of which went home due to lack of support) so Michael follows us to the cafe. We are in the Vitesse plodding along the M40 to the north circular, stopping in a lay-by when we remembered that neither of us had been there before (as it happened, after a quick phone call, it was just around the corner from us). We are shown into the packed car park, with lots of wonderful classic cars of all ages from both sides of the great pond and Europe. Also Tony was there in his 1500 Spitfire, Andy and Gaynor in a TR6, from our area, Peter from East Berks (who had made his own way up), Carl, Marcus, Tracy and others from South Bucks. We had a great night there. Well worth a visit with plenty to see. 16th Sept

Another busy night at The Swan Inn with music, the evening started off outside chatting and drinking. George N had his MkIII GT6 with him tonight and what a lovely looking car it is too! George B had his MkI Vitesse and myself in my MkII Vitesse. What a great sight it was to have them all parked out front. We were also blessed with the company of Andy K, Tony H and Helen J (East Berks AO). After the temperature dropped we withdrew into

## THAMES NORTH WALES

the warmth of the pub and enjoyed the music by the two-man band (a very enjoyable night).

19th Sept  
Sunday morning my Dad and I were waiting in the Vitesse at Lightwater for Mike C in his 2.5Pi Saloon, we were off to Duxford, via J17/M25 to meet up with Tony and Penny in their 1500 Spitfire. We had a good trip on the way up. The show was very well attended with most types of Triumphs being there also some traders and TSSC stand. After saying hello to some friends, a hot drink, we took a look around the different hangers and watched a Mustang flying around the airfield. A wonderful sight and an amazing sound. After lunch we looked over the cars that were on show before heading home. 24th-26th Sept

Friday late afternoon and I am off camping for the last time this year (I hope) at the Mile Of Triumphs, Great Yarmouth. After a quick glance at the map I opt for the M25, then up the A12. Being a Friday the traffic is fairly heavy going but the Vitesse's roof is down and am enjoying the trip even if it is stopping, starting most of the way. By the time I get into Great Yarmouth, it is quickly getting dark and threatening to rain. I make a phone call to check out where I am meant to be heading for and get the help I need. Ten minutes later I am racing against the imminent downpour, I only get half-way though before the drops start to fall. After getting the tent sorted out, its time to feed and water myself (thirsty work putting up tents in the rain). I finally find a pub in Caister that's still cooking food and sells real ales. The meal is nice and filling the ale - lovely. Next it's back to the campsite to sample the beers on offer there and to find out who's around. After parking up the Vitesse near the tent, I meet up with Ash and Jannet, off to the club house we go.

Saturday morning is a little chilly even the birds are quiet for a change. I get breakfast under way and watch the cars going in to the field opposite ready for the start of the show. While I wash up my breakfast equipment I spot a familiar tent (like magic it seems to only appear over night). John and Anthea have made the trip up also, stopping at a favourite eating place on the way up (it is rumoured that they can only put their tent up in the dark!). In the show ground cars are parked up as they turn up, so you get a fairly good mix of different cars. In each window is a code and number so at your leisure you can vote for the cars you like best, also there are some auto-jumble, traders including the TSSC stand, also being run by the Scouts are side shows collecting for charity. The customary burger van, ice cream man and beer stall are also present. After a pleasant start to the day the rain returns to dampen things down. Later in the evening I join Ash and their party going into Gt.Yarmouth to eat. We go to a restaurant that they have been going back to for several years, so after eating a nice meal we head back for the camp site, only to be told by Ash, that we had just eaten at the wrong restaurant?! Back at the club house we are enjoying a beer before the Teddy bear auction kicks in, to watch this take place is worth the trip alone, it's amazing

how willing people are to put money into a good cause and enjoy themselves at the same time. Sunday morning and the weather has cheered up some. At 9.30 most of the cars are ready for the police escort convoy into Gt.Yarmouth for the seafront line up. Time for a quick chat and refreshments before taking the optional run through the country side. After which I make my way to the camp site to pack away my tent, load up the car and start the trip home. After saying farewell to friends I top-up with fuel and start off towards Norwich, the trip is a good one with little in the way. I get home in good time but the car is filthy, it's too late to wash now - I will have to do it later.

30th Sept  
Our last meeting at The Swan, it will be strange moving to the new venue, because since I started to go to club meetings in 1999 they have always been at The Swan. Let's hope The Fox & Castle will do us just as proud. Anyway, tonight's surprise is footy on the TV, but it's too cold outside so we huddle by the pool table. The farewell turnout is well attended with three Triumphs in the car park, George N, (GT6) Tony H (1500 Spitfire) and myself (1300 - Vitesse is having a break), with Andy K, George B, Mike C, John and Anthea L. Opting for warm, comfy cars (Autumn's here). Talk was of the Sandown show of which we are hopefully putting up 4 cars on the club stand and of the past trip to Duxford and Mile of Triumphs. **Novembers** Meetings at The Fox & Castle Old Windsor are **9th and 23rd**. Everyone is welcome to join us, so we will hope to see you there

Mickey

## NORTH WALES

www.triumphwales.co.uk

The show at Erdig on 12th September was very well attended, in spite of poor weather. Everyone had a good day with free entry to the house and gardens. The National Trust presented three awards for best vehicles at the show and we gained second prize with Dave's TR3a and the MGOC group claiming third with Ron's MGB. We look forward to a similar event next year. The Walled Towns Trail Car Run on 26th September had nine cars from the Club and some excellent weather over the route from Caernarfon to Conwy to Denbigh and finishing in Chester.

Over 130 cars took part with the winners of awards being in 'Vintage' a Renault 1922; Best Post-Vintage 1930-1940 a Singer 9 Saloon; Best Classic 1945-1972 a Wolseley 4/44 and Best Overall Sports up to 1973 a Triumph Sports.

Looking ahead, we have a visit to NEC Classic Car Show on 24th October, followed by a visit to Stoneleigh on 31st for the National Restoration Show. More news next month on these events.

If you are unaware the Government is planning an 'annual registration charge', which will be collected when the car's Tax disc is up for renewal or the SORN declaration is due!

In other words, no more Tax Free classic cars and that car you are enjoying, you will have to pay Tax on! Contact the FBHVC to sign the petition and voice your disap-

## SOUTH WEST WALES . . . WEST MIDLANDS WIRRAL . . . WORCESTER

proval before it becomes law.

Our next meeting will be **November 2nd** and don't forget **Christmas Dinner on 17th December**. Take care on the roads.

Michael

## • STH WEST WALES

southwestwales@tssc.org.uk

Due to holidays we did not manage to have a Sunday meet in September, therefore this will be short area news.

October's club night brought eleven members, Bryan, Mark and Alison, Marryl and Ken, Steve, Gladys and Tony, Joy and Keith and Jeff to The Conservative Club, Pontardulais. Bryan asked for names and a £5 deposit for the Christmas Dinner and also gave out the menu, which he asked everybody to make their selection and let him have it back. If you wish to join us at The Smiths' Arms in Llangeenoch for **Saturday 11th December** please let Barbara know as soon as possible on 01792 587204.

As we had not arranged anything for the October Sunday meet Ken and Marryl were asked to book a lunch for the 17th October.

Jeff reported that he had been up to the Malvern Classic Car Show and although there was a good selection of auto jumble he failed to get the parts he needed for the Vitesse.

We are currently looking at events for next year and if you have any suggestions or comments that we have not arranged anything to your liking can you please contact Ken with your suggestions. We are a large geographical area and therefore we would like to arrange something in your neck of the woods. Please forward details of shows and events in your locality and we will do our best to come along and support you and we will publicise them in the Events Diary. Don't forget we can be contacted on the above e-mail address or telephone 01269 594578.

We will be supporting The Swansea Historic Vehicle Register auto jumble, which will be held at the Old Bus Garage, Clarence Terrace, Swansea on **Sunday, February 20th 2005**. If you require further details contact Ken. Gladys won the monthly raffle. **EVENTS DIARY 2004**

**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 Smith's Arms, Llangeenoch

For further information and details telephone 01269 594578  
See you next month

Ken

## • WEST MIDLANDS

Farewell and Adieu Moxhall Hall!

It was a surprise this month to find a newly installed barrier across the gate to the car park this month, it was more of a surprise to discover that we were refused entry to the bar!

The meeting was held in the end at The Green Man in Middleton. Thanks to Chris and Steve for redirecting folks from Moxhall Hall.

We will be trying out some new venues over the next couple of months so you will need to keep looking at The Courier for details. If in doubt please give me a call.

The intention will be to keep meeting with the local TR Register group, I will be liaising with Frank.

Next month we will be meeting at The Drakes Drum in Great Bar. Chris has had a word with the Landlord and there is a reasonably secure car park at the back of the pub, as well as a more public one at the front of the pub. Drake's Drum, Old Oscott Lane, Birmingham, B44 8TR. This is just off the Aldridge Road.

Congratulations to Steve and Chris for completing the Round Britain Run. In just over 48 hours, with credit cards stopped for suspicious spending patterns it was certainly an eventful weekend.

Look forward to seeing you all on the **2 November**.

John

## WIRRAL

Hello again. Yes, it's that time already so here goes with our November report: Unfortunately not a lot of news as show-time has just about come to an end for this year and Andy gave an in-depth report of the Wirral Area's visit to the North Yorks Camping Weekend in the October Courier. Congratulations to one and all for hauling in so many awards and prizes.

As always Carole and Sharon are organising this year's Christmas dinner and again it will be held at The Cottage Loaf on **Saturday 18th December**, 7.30 pm for 8.00 pm. Please let them have a deposit of £5.00 as soon as possible and the balance to be paid no later than our **December** meeting on **Tuesday 7th December**. Menus can be picked up in the pub for you to pre-book the particular meal you require.

Events that have been attended not previously covered include a ten car turnout for the 'Andrew Greenwood' show at Cholmondeley Castle on Sunday September 5th. This is getting bigger and better every time and some really fine classic cars were on show, including many of ours, plus the extended family, TRs, Stags, Dolomites etc. Again the weather was superb and a good day was had by all. Late news which was not communicated to me at the time (take on hundred lines that man) is that Dave Evennett won an award for his TR6 at the RAF Woodvale show way back in August. He told me this at last night's meeting in The Loaf, when we mustered an attendance of twenty bodies. On Saturday 18th September a few of us attended a small show at Northop in North Wales, organised by Clywd Classics. A very nice day out in the village with white elephant stalls, craft fair, local brass band and a jazz band on the back of a lorry.

An added bonus was a free burger and coffee for all participants. Again the weather stayed dry all day, if not scorching hot sunshine.

The following day, Sunday 19th September saw a few hardy souls meet up

in the car park of the Kentucky Fried Chicken at 7.15 am (yes, 7.15 am) and head for Aintree Race Course, to be there by 8.00 am. Although it stayed dry, it was cold and windy and participants were not allowed to leave until after 4.30 pm. The show itself was considered to be not over marvellous, with very few true classic cars in attendance and the general consensus of opinion is that if it is held next year it will get the thumbs down from Wirral.

If anyone is interested in a Sunday winter run out, stopping at a pub for lunch, please, please let us know at our **November** meeting and Dave will be overjoyed to organise it. I mentioned this in the 'Wirral Triumph Newsletter' but to date the response has been zilch. There is good news however: Our eldest son, Sam, who was at one time joint AO for Wirral, has re-entered the Triumph scene after a three year absence due to family commitments (yet, another grandchild for us, this time a boy) and has purchased a 'STAG' (car not animal) more roomy than his previous vehicle, a Spitfire. It is in very fine condition and we hope to see him out and about in it at next year's events. Further good news is that at last Peter Dunn has completed the restoration of his GT6. I have not seen it in the flesh, so to speak, but the photographs he had at last night's meeting showed a superb car which I am sure will reflect a credit on Peter for his lengthy labour of love. I think I can say with confidence it will definitely appear at Stafford in 2005. Also thanks to Peter for the photo of Bettine and I taken in the gazebo at Stafford. On close examination, I can confirm that my eyes are open and Bettine's are closed, it must have been the drink!

Finally to close, a commercial: For sale locally is a 1977 Dolomite Automatic. 1600 cc. White, black vinyl roof. Genuine 39,500 miles. Price £450. Ring Johnathon Thompson 0151 327 4920.

That's all for now folks. My next contribution of the printed word will be in **January**, yes, that's next year. In the meantime, tighten up your tappets, test your tyres and it's TA TA from me.

Ray

## • WORCESTER

www.tssc.org.uk/worcester

I was delighted with the turnout, 30 people if you count our two guest's which if you consider this to be our first winter meeting and how much we have crammed in lately was excellent. This was our first full indoor meeting for six months, we have been blessed with good weather during that period. Good to have Barbary Andrews with us her mobility has been restricted whilst waiting for her knee operation and we appreciate the effort she makes to attend, also pleasing to have





## ● WORCESTER Cont

Jane Saunters in our company, husband Dave (Triumph Spares Worcester) was thanked for his sponsorship of WAC and for raffle prizes supplied every month without fail and general all round contribution.

It would seem WAC was a resounding success judging by reports, comments and general feedback (more on this in a later issue). A success which would not have been possible without a huge effort by all concerned from setting up on Thursday evening to taking down on Sunday evening, tiring but worth it. The same applies to Malvern, again well attended by our members (joint effort between Worcs and Gloucs areas). An excellent pitch prepared by Bev which makes all the difference when setting up the marquee. Bryan again was there when needed and many thanks to Ian, Glouc's AO for all his efforts throughout the weekend, some we cannot print, AND WHERE'S my pie. Also on hand were Martin and Janet Skipper in their Ford Cortina Mk1 Estate and Ansfold Caravan, who were invited to join us for the weekend having been refused entry to the period caravan enclosure. They are now looking for a 2000/2500 Estate to add to their low mileage collection. I mentioned the marquee which has been a godsend for us this year, where would we have been without it. Following the arrival of Sept Pen Torque a number of items were brought to the attention of those present, to make members aware of issues being discussed at the TSSC, to continue the link between the TSSC and the local Area and how we at Worcester have already put into action some of the points raised. Future events confirmed, were the departure times from various pick-up points for Sunday 17th Oct Run to Craven Arms and the Land of Lost Content, (reminds me of The Faraway Tree and Marshmallow Land, Mrs Wishywashy, Moonface and all). Joining us will be the TR register and the Stag OC.

The date for our A.G.M has been brought forward to **1st Nov** so leaving **Dec** meeting for festivities. **Sunday 14th Nov** a re-run of the WAC road run (I copied this from Derwent Valley) Start from Navigation Inn Finish at Ginney Ring Hanbury. Phone for details or see website. **Thursday 25th Nov** is the date for our Quiz Night grudge match against the Stag OC, TR register and possibly the TR Drivers Club, as you can see WAC has helped bring a number of local Triumph Clubs together. As reported last month Viv is retiring from reporting our news and views to enable him to attend a marine course at a local college which unfortunately for us takes place on Monday evenings. It has been pointed out on more than one occasion by new members that they were attracted to us by those month-

## WORCESTER NORTH YORKS . . . SOUTH YORKS

ly reports, so thanks Viv for what must be four years hard work on our behalf and we look forward to you and Yvonne joining us on our events through the coming years. Viv has gone ... long live the Viv. Next month's report will be taken on by Eddie Crowley (a very popular man especially now). Eddie who lives near Leominster has been travelling to our meetings near Worcester for 3 years and has recently finished a nine year, yes a nine year restoration of a MkIV Spitfire, having lots of encouragement from wife Debbie and right hand man 13 year old son and fellow enthusiast Rob. He and older son Peter set up the Worcester Area Website. Not sure what daughter Amy thinks of it all. Finally, those of you we met at Hanbury and Malvern and have never been to a club meeting or are simply out of the habit of attending, looking for something to keep you occupied on a long, cold winters evening, come along and join in we make everyone welcome and whatever you need from the club you will find with us. Be it a friendly chat, information about your car, help with a restoration, help in finding a car, what to look for in finding that car, or just a drink. I'm afraid I can't help you but there are plenty here who can. So go on treat yourself. Ah go on, go on. (or is that goon).

Mike

**Monday 1st Nov** A.G.M Berkeley Arms  
**Sunday 14th Nov** WAC Road Run Re-run  
**Thursday 25th Nov** Quiz Night Berkeley Arms 7.30 pm  
**Monday 6th Dec** Monthly Meeting - Free yes Free raffle and other exciting things

## ● NORTH YORKS

The nights have started drawing-in and the number of club cars in the car park have started dropping too as members get ready to put them into hibernation for the winter. Mike, normally an all weather Triumph driver turned up in his wife's Rover and explained he'd had a spot of 'bover'. Well as soon as he got out of the car we could all see the problem - a mouse had attached itself to his top lip! Unfortunately, he told us that was not the problem, but didn't we think he looked suave and sophisticated like Linda had said? Yes, Mike - whatever you say. Anyway the real problem was a spot of incontinence. Yes, we all looked at the stains, but apparently it was the heater matrix on his TR7 that had sprung a leak all down his trousers. Hopefully, Mike should be back in the TR next month along with his handbag purchased at Rudding, but will he turn up alone, with Linda or the mouse again?

We had only a few stalwarts turn up this month, but boy did we have some fun. New member Steve Roberts turned up with his new acquaintance; a very nice red Vitesse Convertible (don't believe what people say, the paint really doesn't wash off in the rain) ... Look I keep saying if you don't understand what I'm talking about come to the meetings and find out.

As promised last report, we all met the new barmaid, Tracy. For those who missed out, Tracy is a tall blond, wears tight trousers with a skimpy top and now likes

Triumphs. We all had a bit of a treat at the last meeting, not only did we decide to have a Christmas meal trial run but Lynn even got dressed up for it. Let me explain ... upon arrival we explained to Tracy that we were the car club and that she needed to get Lynne's cherries ready. One slap across the face later a full jar of cherries was produced just for Lynne. After half a jar of cherries Lynne went to get changed in the back of Paul's van for the Christmas snack. What she forgot to do was close the door properly. We all tried shouting from the pub but she obviously didn't hear and promptly stripped off with the door wide open. Anyway the whole pub now knows that Lynne uses Persil for her smalls. For those of you who missed all the Christmas trial run I've booked the restaurant for **Wednesday 5th January 2005** (Normal club night) for a late Christmas Meal. Come along next month for more details.

Not enough time to write a long report this month, so I'm afraid that's it for this installment - See you all at the next meeting on the 3rd of November when one of our members has a birthday!! I wonder if that means we get birthday cake? Hint Hint. Regards,

Nigel

## ● SOUTH YORKS

The room was buzzing once again, many thanks to everyone for supporting us. Mike Charlton very kindly (and I use the term advisedly) offered to do the quiz, and Mike excels at cryptic quizzes. I'm not sure if it's just that we surpass at that sort of quiz or were just lucky but amazingly Vivien and I won it for once.

I mentioned having had a conversation with another Area Organiser recently and he commented that their Area were having an AGM soon, this set me thinking this might be a good idea for us too. Over the last year, eighteen months our Area really seems to have taken off and has become more pro-active. Given the fact that members are talking about doing things, i.e. rallies, our own camping weekend once more it may be helpful to discuss a little more formally what we're going to do, ideas, who's doing what and who can help.

So next month we'll have a short formal discussion about the coming year, so if you have any thoughts or suggestions, please come along and have your say.

We also need to discuss the little matter of election of AO, does anyone else fancy having a go?

Just a little bit of advance warning, (for those not at this month's meeting) in September some members enquired whether we were having our usual Christmas buffet, bearing in mind our new venue don't do food, I thought this may prove to be difficult, or we'd have to do things ourselves. Well having had a chat with the landlord I can confirm we will be having a Christmas buffet, so please let me know if you're planning to join in, will let you have more details at **November's** meeting.

Well, that's about it for this month, see you all in **November**,

Victor

## WEST YORKS

### ● WEST YORKS

For those who didn't speak to Andrew Shaw at the last meeting, his 1600 Vit will be seen on Heartbeat at some point in the future (twice apparently). Andrew was loaned an A40 whilst his car was away becoming a star - I believe it was a rather less enjoyable driving experience than the Triumph. When his Vit was handed back, the fake damage used for filming was still on the car as a wind-up, which must have put his blood pressure up momentarily!

The first autumn Sunday lunch gatherings was held on Sept 26th at the Top Brink at Lumbutts near Todmorden. Only three cars showed up (where were you all?) but we had a very pleasant meal and an enjoyable drive back over the hills despite a very ominous black sky.

It was suggested that we try a meeting somewhere with an attraction (besides beer) so feel free to come up with suggestions. Another idea was to meet at the Black Bull. Provisional date for the next one is **Sunday 14th Nov**, probably at the Sun Inn, Fewston but we'll confirm this at the meeting on the 9th.

Five Area cars went to Ripon on the 3rd October: Jim Wild, George and Brenda, Dawn and Richard, yours truly and Richard Boyle - although I only saw the car, not Richard!

The weather held off despite the dire forecast and there was a big turnout for the show, although sadly the Rolls Royce Merlin engines did not make it.

The motor club quiz nights started up again in October, courtesy of Dave Caswell. We fielded a team of 5 (the regulars) and thought we were doing fairly well, scoring 27 out of 37. We came away with a fine trophy in polished burr walnut but for some reason it was shaped just like a spoon! At least 1st place was shared by the Stag Owners club, so Triumphs got two awards. We obviously need reinforcements to uphold the honour of the TSSC, so let's be having some of you knowledgeable types next month - it's a good laugh. The next one is at the Golden Fleece, Birkenshaw on **Nov 11th**.

Talking of quizzes, we could use some volunteers to supply some for our meetings, having used all the reserves up now. October's was won by the Briscoe team.

Ron Foster who is off to Cyprus soon, held an impromptu auction of car bits from the back of his car after the meeting. Guess which squirrel came away with most of it.

Mik Davies has been in touch with Alistair Banks of S Yorks and is keen on doing the proposed track day at Elvington. Please contact Alistair directly if interested (e-mail address cozal@tiscali.co.uk)

I have taken £5 pp deposits for twenty people for the Xmas dinner and have paid these to the pub. The meal will be three courses and will cost about £8pp in total (the balance to be paid on the night). If you want to add your name please let me know at or before the **November** meeting. The event is at the New Inn, Roberttown on **Tuesday 7th December**. This is the week before the Area meeting which will be at the Black Bull as usual.

At Bob Waddington's suggestion we will be looking into starting an area website. More on this later

Bob



Please NOTE

You can E-mail news to:

[courier@tssc.org.uk](mailto:courier@tssc.org.uk)

News in By 10th Month please

# IMPORTANT 3rd Area Organisers Seminar 23 November 2004 12:00pm TSSC Club HQ

In response to requests by AOs there will be a third AO Seminar at the Club HQ. A light lunch will be provided at 12:00pm and the meeting will commence at 12:30pm approximately. Would AOs planning to attend please let us know by the **20 November 2004**, we also need items for discussion in advance in order to prepare the agenda.

Victor & Vivien.



# New Seats

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



## New Bucket Seats!!!

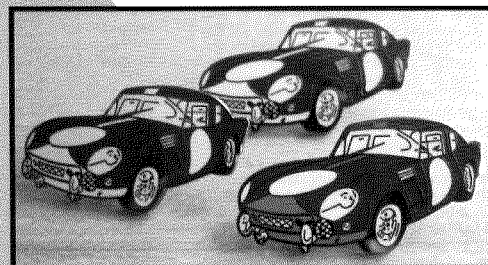
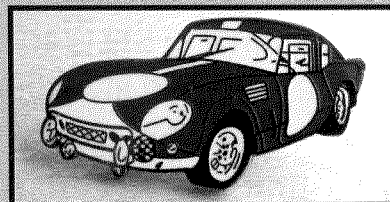


Designed specifically for the Spitfire and GT6. These seats are made to order to the highest quality. They give superb lower and upper back support as well as hugging your hips. In standard form they come in Black finish with black piping and a pair of subframes to bolt directly to your floorpan. Head restraints are an optional extra. Alternative colours for piping and seat covers are available please enquire.

**BS600 NEW BUCKET SEATS (pair) £345.00.**  
**BS600A HEAD RESTRAINTS (pair) £65.00. Special Order P&P £19.95 UK**

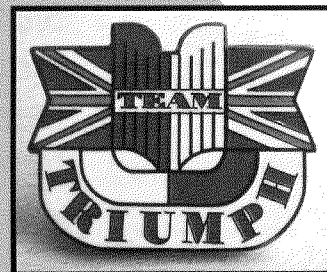
## Le Mans Lapel Badges

Celebrate the 40th Anniversary!

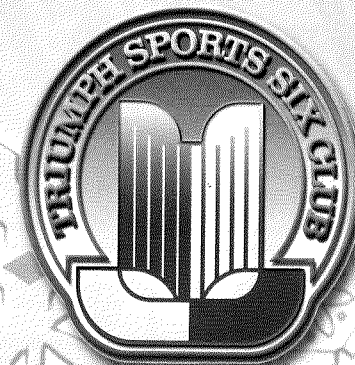


These new lapel badges have been limited to 100 of each to celebrate 'LE MANS 40th Anniversary'. Modelled on the LE MAN SPITFIRES these badges are very high quality. **P&P F.O.C**

**R192 RED/GREEN LE MANS SPITFIRE £4.95**  
**R193 YELLOW/GREEN LE MANS SPITFIRE £4.95**  
**R194 WHITE/GREEN LE MANS SPITFIRE £4.95**  
**R195 TEAM TRIUMPH £4.95**



## Christmas Open Weekend



Join us at HQ

**Saturday 11th December 9.00 am to 4.00 pm**  
**Sunday 12th December 10.00 am, to 3.00 pm**

The Club HQ and shop will be open **ALL WEEKEND**. Our shop is packed full of goodies for those last minute Christmas presents. All Items will be discounted in the shop to all visitors over this weekend only.

(Free mystery gift to visitors with every purchase).

For those members who are not able to visit, **DON'T PANIC**, we are taking orders over the phone and are waiving all carriage charges for orders placed over the weekend.

**ORDERS HOTLINE 01858 434424**



# CLASSIFIED

**Cars for Sale**  
**Cars Wanted**  
**Parts for Sale**  
**Parts Wanted**

## HERALD

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**13/60 CONV.** 1970. Signal Red. Show winner 1993. TSSC valuation £4,500 1994. Recent works by JY Classics. Unleaded head, s/s exhaust, twin S/U, 14 in Minilites. This car is stunning. Can E-mail pictures. £3,650. Roy (Oxford) 07831 662086

**13/60 CONVERTIBLE.** Garaged since 1998. Fitted with 12/50 bonnet and boot. Average condition bodywork. Spare engine and gearbox. Sensible offers considered. Danny (Hants) 02392 476632.

**13/60 CONVERTIBLE** 1969. Dark Blue. Black interior. Modified with Vitesse 1600

engine and dashboard. Can supply 1300 engine. Good all round condition. Needs minor attention. £800. Rob (York) 01904 769004.

**13/60 CONVERTIBLE.** Vitesse 1600 engine fitted. 12 months MOT. Runs well. Rear seatbelts. Good condition but needs tidying. £1,500 o.n.o. Richard (N. Devon) 01271 831179 or mobile 0770 2099718.

**2X 13/60 Estates.** Damson with full webasto and Valencia without. Both solid cars with MOT in need of TLC. Sensible offers Sara (Derbys) 01629 640124

**1360 ESTATE.** Good overall condition. Upgraded suspension (spax shocks). Twin 1 1/2 su carbs with K+N airfilters. Overdrive gearbox. Sunroof. Towbar. Needs a bit of tidying but solid with good paintwork. Goes really well and handles well. Nine months mot and tax (tax exempt). £950.00 ono Chris (Wilts) 01722 331255

**13/60.** Yellow. First reg. 1.5.69. 18,000 miles on the clock. Good condition. One previous owner. £1,400 o.n.o. J Bridge (Cheshire) 01565 872459.

## SPITFIRE

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**JY CLASSICS**  
SERVICE, RESTORATION & SALE OF  
TRIUMPH SPORTS CARS

**CASH PAID**  
**FOR**  
**YOUR**  
**SPITFIRE!**



**TEL: 01494 866087**  
**E-MAIL: sales@jyclassics.co.uk**  
**Website: www.jyclassics.co.uk**

**MKIV** 1972 1300. O/D. Red. Good mechanics and bodywork. Tax exempt. MOT Feb 05. Interior average, hence only £1,200 o.n.o. for quick sale. Frank Baum (W. London) 0207 3852188 - 95/49894.

**1500** 1975 O/D. Good condition. Recon. engine. MOT 9.05. Electronic ignition. S/S exhaust. Oil cooler. H/S tops. £1,800 o.n.o. Carl (Derbys) 01773 745242 - 97/56642.

**1500.** 1976 75000 miles. 8 Months Tax/MOT. Used daily. Few niggly faults. £1500. Chris (Bristol) 07734 579303 - 03/71370

**Mkiv** 1972 MoT Sept '05, Tax exempt, 48,000 miles. Red, Excellent runner, bodywork scruffy but basically sound. £1250. John (Northampton) 07779 624153

**1500** 1979, Black, nice rust free condition, overdrive, spax, good chrome, Alloys, MOT & Tax May 05, nice interior, good hood, recon engine c/w new carbs, electronic ignition (although 1970) runs great! Growing family forces reluctant sale, poss PX nice Vitesse/13,60 convertible. £2300 on please email for prices. Richard (Peterborough) 01733 706105

**MKIII** 1968 1300cc. Royal Blue. Tax exempt. 102

12 months MOT. Hard top, soft top, wire wheels. Good condition. £2,750 o.n.o. Kevin Lloyd-Spencer (Portsmouth) 023 92640740

**MKIII** 1979. Chassis-up rebuild. Recon engine and gearbox. Footman James valuation £3,500. Offers based on this figure. Album of photos. R C Blake (Hereford) 01432 273508 - 83/06588.

**1500** 1978. White. Fully restored A1+. Photo/receipt history. 1300 engine. 96000 miles. MOT July '05. Tax Nov '04. TSSC valuation £6000. Quick sale £4,500 o.n.o. Jess (Leics) 07814619385

**BUYING A SPITFIRE?** Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk www.jyclassics.co.uk

**MKII.** White. 1965. 58,454 miles. 1 owner. Complete as taken off road in 1976. Always garaged. A2 condition. Rod (N. Cheshire) 01625 524713 - 92/39041.

**MKIV.** Full MOT in family from new. 64,000 miles. Overdrive. Used daily. Unleaded conversion. £1,650 o.n.o. Keith Dickinson (Nottingham) 0115 9265933 - 93/42581A.

**MkIV** 1971 Red. Softtop + Lenham Hardtop. Running but No MOT. Repair project or spares. Bodywork in need of attention. £600 Juliet (Lancaster) 01524825277

**MKIV** 1300. 1974. Yellow. running project, loads done, excellent runner. new roof, tonneau, sports exhaust. Invoices, second owner since new. £1800 ono Mark (Leicester) 07710 101364

**1500** 1977 Inca Yellow. Overdrive, TR7 Wheels, Twin Sports exhaust system with tubular manifold. K&N airfilters. Alloy rocker cover. Garaged. Dover Kent £1500 ono Nathan (Kent) 01304 214783

**Mk IV** Ex Class C Race. Re-chassis'd, very good tub, new full cage, full race engine, modified suspension, close-ratio gearbox, uprated diff, fibreglass panels etc. Needs rebuild finishing. Offers. Dave (Oxford) 07816 516495

**1976**, red, immaculate condition, A1+, valuation £5000, overdrive, hard top, excellent soft top, good tyres, very nice to drive, good reason for sale. First to see etc. John (Northants) 01933 388434 or 07770944106 or mythos650@hotmail.com.

## TR6

**TR6** 1972, tax free, excellent condition regretful sale. Inspection by Engineity, total suspension rebuild and upgrade by Manvers Triumph. Must sell £12000.00 Shane (Surrey) 01276 683338

**TR6** 1971. Signal Red. Black interior. Stunning condition. 2,000 miles since complete strip-down and respray. New chrome, interior, metering unit, injectors etc. History file back to 1980. Very few this good. £10,750 o.v.n.o. Julian (Leics) 0116 2478113

## CARS WANTED

**WANTED URGENTLY** Triumph Herald Estate in A1 working order and condition. Good price paid for the right David (Somerset) 01749 813320

**Wanted GT6** either fully prepared or project car for track days and possible sprinting/racing. Must be road legal and tax exempt. Paul (Co Durham) 01642 642325

## GT6

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**MKIII.** Mimosa Yellow bodywork. Interior and mechanics in good condition. Recent new engine, overdrive. Full MOT. £3,200 o.n.o. Andy (Hants) 01590 676488.

**MKIII** 1974. O/D. S/S exhaust. Good condition. Mimosa. 11 months MOT. 5 months tax. 54,000 miles. £3,000. Good history. Hector (Wirral) 0151 6086312

**MKIII** rototex, overdrive, 1971. Red. tax exempt. Full MOT. Garaged. New tyres. Standard and alloy wheels. New car forces sale. £3,000. Robert (Milton Keynes) 01908 691487

**Mk III** Well sorted car, New body panels, 2.5L engine, Sports exhaust, Servo, Leather interior and new foam, Recon G/box & Diff, 5 1/2 J wheels, plus alarm/immobiliser, electronic ignition...plus many more. Steven (West Mids) 01926 613 933 Mob 0797 107 5496 -

**MkII** Red, overdrive, used until last October when engine developed a misfire, garaged since, bodywork very good since restoration in the early 90's no mot £1500. Geoff (Cardiff) 0292 0747630

**MKIII** 1974. 16,000 miles since body-off restoration. O/D. C/D. 12 m MOT. Body, mechanics good. Stored heated garage 2 years. £3,250 o.n.o. Simon (Warwicks) 01564 742791.

**MKII** 1974. Red. Very good condition. S/S exhaust and rocker box. Pride and joy of deceased owner. Needs loving and caring home. £4,950 o.v.n.o. Yvonne Squire (Kent) 01795 874057.

**MKII** 1972. Red. Rototex. S/S Exhaust. Overdrive. Recently Re-wired. Copper Brakepipes. Mechanically Sound. TSSC Valuation £3,200. Body in need of some TLC. £2,200. Reluctant Sale. Wormell (Bloxham, Oxon) 01295 720892 - 87/19605.

**MkII** Rototex. Abandoned restoration. Bodywork and mechanicals completed, many new parts (£1000 spent). US bonnet & car Gunmetal Silver. 80% complete. Needs good home, easy to finish. Paul (Oxfordshire) 07968-126542 (eve 01235-867049)

**Mk III** French Blue first registered August

## VITESSE

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**1969 MKII CONVERTIBLE.** Body off restoration. Leadfree engine. Overdrive. S/S exhaust. Brake servo. Carpets. Hood. Dash. Steering locks. Many new extras. TSSC showcar. £5,995. Arthur (Camps) 01353 740464

**MKI CONVERTIBLE** 1966. Partly dismantled for restoration. Spare 2ltr. good engine to go with it - all parts boxed. To be collected by trailer. £950 o.n.o. Bill (Herts) 01462 452450.

**2L MKIII CONVERTIBLE** 1970. Sienna/black. Unleaded conversion.

Electronic ignition. K&N filters. Garaged. Summer use only. V.g.c. throughout. Long MOT. £3,750. Gordon (Lincoln) 01522 723348 or 07742 716952 mobile - 93/44404.

**MKII** (Nov 70), red, Convertible. 97,000 miles. MOT July 05. Complete A1 rebuild in May 03 with photos and history. TSSC value £4,000. Accept £3,500. Original manuals and spares. Allan (Haverfordwest) 01437 769299 PEMLARC@HOTMAIL.COM

**MKII** saloon 1970 O/D MOT 'D Green/white, SAH tuned, alloys, spax, full S/S

system, 3 owners, Solid car, benefit respray. £1800 ono Sara (Derbyshire) 01629 640124

**MKII CONVERTIBLE.** Fabulous A1+. June valued £6,500. E-mail jeremy@shearer-candies.com for pics and full description. Only 57,000 miles from new. J Lane (West Oxon) 01993 843737.

**MKI CONVERTIBLE** 1968 2 ltr. Royal Blue. S/S exhaust. Numerous spares. MOT May '05. 50,000 miles. Tax exempt. Wire wheels. £3,000 o.n.o. Unfinished restoration. Reg (Devon) 01769 520292 - 97/56214.

## 2000

**2000 MKII SALOON** August 1973. Genuine 23,000 miles. Full MOT. Engine excellent, new hoses. White bodywork good, lovely chrome. Interior immaculate. £1,100 o.n.o. Pics see link www.nickloe.co.uk/triumph Nick (London) 07900 242046.

**2000 Mki ESTATE** 2.5 engine, man O/D J Mkl rear track, full MOT, solid body. Nice, black trim PVC (leather available with car) polybushed, Goodrich hoses. Would benefit paintwork. £2,000 o.v.n.o. Mike (Coventry) 02476644499, 07768775170

## PARTS

**Parts For Sale**  
**Parts For Sale**  
**Parts For Sale**

**AUTUMN AGAIN!!** Get those jobs done that you forgot. MOTs, servicing, suspension work, electrical, clutches, gearboxes, diffs., most things mechanical and welding. Ring John for a quote and a chat 01933 388434 before 8 pm please or 0777 0944106 e-mail: mythos650@hotmail.com

**SPITFIRE 1500** dismantled for chassis rebuild. Cannot finish. Bodytub restored. Engine and gearbox good. Complete car. Must go. Offers. Neil (W. Sussex) 01403 270248 - 97/55012.

**STANPART PANELS FOR SALE:** Triumph 2000 Mkl: front nose cone panel - o/s end cut off £15; rear inner panel 706808 £30; rear

inner part panel N/S £15; front wheel arch inner panel £15; rear panel 903257 qtr. section N/S £20; 2 part panels head light surrounds - 1 left/1 right £10 each; 2 part panels surround wing end £10 each. Triumph 1300 FWD: Front panel inner £30; rear panel boot inner 808743 £15; rear panel boot outer £30; windscreen panel 828241 £10; inner wheel arch £15; Triumph Spitfire Mkl grille surround. Triumph Herald N/S section Coupe screen aperture 901979 £10. John Turner 01732 844824 eves or 0771 9863370 day.

**SPITFIRE MKIV 1500** 4 chrome wire wheels, 1 steel w/wheel with splines and eared centre caps £220. 1 Lenham hardtop £150. 1 hood bag £20. 1 tonneau cover £50.

Mr P Needham (Lincolnshire) 01427 611664  
**SPITFIRE 1500** bonnet, new wings fitted. Excellent unwelded chassis. Complete engine. Good doors. Shotblasted suspension (painted). Any offers? Mobile 07708 867031. Adrian (Leics) 01773 833896.

**VIT 2LT** O/D gearbox and prop mount etc., etc., works perfect £400; cyl head £50; car set alloy bumper trims £75 some odd pieces; pr rear lights £20; front hubs/brakes £120; dri-vest shafts Mkl £60 pr; rear roto drive shafts fully rebuilt £350 pr; 3.89 diff good £125; bootlid mint £25. Mike (Coventry) 02476644499, 07768775170 e-mail mike.papworth1@btopenworld.com



# PARTS

**HERALD** chassis and running gear. Has been stored dry for 8 years. Several new chassis members included, plus many other parts. Paul (Worcs) 01242 232121

## MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★  
★ ALL MODELS COVERED INC. FWD ★  
★ KEEN PRICES / FREE ADVICE ★  
TRY ME FOR THAT ELUSIVE PART  
01530 271326 EVES/WEKENDS  
E-MAIL FOR PRICE LIST  
mickdolphin@tinyworld.co.uk  
Visit our Website  
www.mickdolphin.co.uk

**BREAKING** Spit MkIII and 1500 items include: Bonnet, bootlid, seats, windscreen frame, roll bar plus S/S exhaust, prepared bare chassis. Ring for more info. Paul (Norfolk) 01508 492892.

**GT6 MkIII** bonnet, yellow, good condition £300 o.n.o. GT6 MkIII or late Spitfire dash top, generally good but with a couple of cracks £15. Secondhand Spitfire 4 branch mild steel with twin boxes £40. Very good Herald and Vitesse doors £85 each. Spitfire Mk4 1500 or late GT6 chassis, excellent condition £300. Spitfire wheels with tyres £5 each. TR7 Weber inlet manifold, no carbs £100 o.n.o. TR7 4 branch stainless steel manifold £120. New Heritage Mk4 1500 Spitfire bonnet £525. GT6 overdrive kit, refurbished and ready to fit £350. GT6 Stage 3 ported cylinder head, with valves and springs £400 o.n.o. Plus many more secondhand items in stock, plus of course our everyday and performance items. Please ring JIGSAW 01536 763799 with your requirements and we will try to assist.

**SPIT I/2** new door shell L/H £130; S/H R/H door £40; wheels x 4 £30; steering wheel £10; Spit III bare eng £125; diff £55; g/box £40; Spit III front suspension corners new discs £80 pr. Some small bits. Mike (Coventry) 02476644499, 07768775170 e-mail mike.papworth1@btopenworld.com

**SPITFIRE MKII** Body Tub. Fair condition £275. Gearbox £100. Other new parts available. G. Bellamy (Peterborough) 01733 810444 - 97/55430.

**SPITFIRE MKIV** - good FH 1300 engine just removed from running car - £70. Set 4 new 13x145 tyres on Spitfire rims, also original size for Herald £40. John (Surrey) 01252 377929.

**SPITFIRE 1500**; O/D g/box kit all parts S/H perfect working £400; seats for recovering £45 pr; 4 x 5" J wheels £80; 1.5 engine bare £100; engine parts head, crank, cam etc., etc.; carbs/manifold £60; diff v.g.c. £40; rear driveshafts £30 each; petrol tank £30; anti roll bar £20; hood frame £45. Lots of bits. Mike (Coventry) 02476644499, 07768775170 e-mail mike.papworth1@btopenworld.com

**1979 SPITFIRE** 1500 Pair late SU carbs on manifold £40. Hood bag, unmarked £15. Tonnou cover with headrests £20. Pair black/white cloth seats, drivers seat back small tear by seat belt, passengers unmarked. £40. Non overdrive gearbox. £30.

Original map light £7. Arm rest £5. Steering column with key £10. Late steering wheel £6. Water pump viscous coupling fan, no wear. £10. John (Surrey) 01252 377929.

**SPITFIRE MK3** ex Californian complete body shell inc bonnet and chassis in perfect original condition. Genuinely no rust, no bodes, no welding. Wheel arch insides and chassis still in unmarked original red paint. Bought for concours car but no time. £1200. John (Surrey) 01252 377929.

**2.5 PI** engine complete with injection set view running £400. Modified sump for GT6 2.5 conversion £75 ex; flywheel + clutch sleeve modified to allow 2.5 Saloon carb/box in Vit/GT6 £75 ex; Saloon 2.5 O/D gearbox J type £160. Mike (Coventry) 02476644499, 07768775170 e-mail mike.papworth1@btopenworld.com

**GT6 MK3** bonnet, need repairs, good top panel, choice of 2, £35. Set 4, 5.5 J Wheels £100. John (Surrey) 01252 377929.

**SPITFIRE MK 1** carbs on manifold £35. Spitfire Mk2 carbs on manifold £30. Petrol tank £8. Spitfire Mk3 Fibreglass hartop £65. John (Surrey) 01252 377929.

**SPITFIRE MKIII** hardtop, white, reasonable condition, £50. MKIV hardtop, white, very good condition with new fittings, £150 ono, keep snugger this winter, you know it makes sense! John (Northants), 01933 388434 or 07770944106.

**WHEELS** 4 x 5J Spit 1500 type £85 set; Vit/GT6 4 x std rims £60; 1 x GT6 3 51/2J damaged £12.50. 4 x Spit I/948 Her £40 1 x Sprint alloy (polished) £20. Mike (Coventry) 02476644499, 07768775170 e-mail mike.papworth1@btopenworld.com

**TWO HERALD 13/60** walnut dashboards need some attention/revamping £20 each Julian (Kent) 01732 834481

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