



## Visit your Headquarters



## North East Area did!

**A**s a TSSC Member and an enthusiast for all things TRIUMPH - a visit to the largest collection of Club Cars and unique Triumph Memorabilia in the UK should be No. 1 on your list of 'Things I really must see and do this year'. Situated in a lovely rural setting in the Heart of England, TSSC HQ is open 9am to 5pm on Weekdays all year round and selected Saturdays (ring for Dates) and once on site you can spend an enjoyable time soaking up the nostalgia, studying the exhibits and marvelling at the originality and condition of some of the Top examples of 'Our' cars to be found anywhere.

Enjoy a Hot drink and perhaps be tempted by some 'Goodies' in the Shop, we're sure you'll have a great time and perhaps learn something new too!

We look forward to seeing you - soon?

### How to Find Us

Junction 20 M1 then A4304 to Market Harborough.  
TSSC HQ, Main Street, Lubenham, Leicestershire. LE16 9TF.

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

## The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.295 Vol 25. JANUARY 2005  
Price £2.50 Free to Club Members.

### CLUB HEADQUARTERS

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Headquarters open between  
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### Courier Copy By 10th of Each Month

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**Courier / Area News**

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

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Derek Holman, Chris Mills,

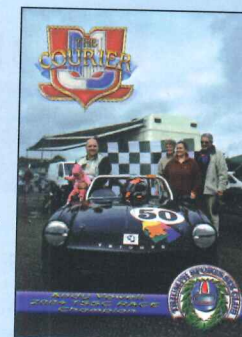
John Muggleton, Trudi Prettyjohns,  
Simon Roberts, Tim Scrivens,

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.

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Cover Pic:  
Andy Vowell

2004 TSSC Race Champion  
and "Team Vowell"  
Andy's Review on  
Page 26  
Pic - James Carruthers

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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

### September 2005

FRIDAY/SUNDAY 24/26 SEPTEMBER 2005  
MILE OF TRIUMPHS, GREAT YARMOUTH  
NORFOLK

## TSSC ORG EVENTS

CONTACT LOCAL AREA FOR INFORMATION

### 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

### June 2005

FRIDAY/SUNDAY 10/11/12 JUNE 2005  
THE DALES RUN & CAMPING WEEKEND  
CONTACT BOB 01924441955

### August 2005

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

## CLASSIC CAR SHOWS

(CLUB INVITED)

### February 2005

SUNDAY 6 FEBRUARY 2005  
INTERNATIONAL TRIUMPH SHOW  
AND SPARES DAY. NATIONAL  
AGRICULTURAL CENTRE.  
STONELEIGH PARK WARKS.

### March 2005

FRIDAY/SUNDAY 18/20 MARCH 2005  
CLASSIC CARS LIVE  
ALEXANDRA PALACE  
LONDON

### November 2005

FRIDAY/SUNDAY 4/6 NOVEMBER 2005  
INTERNATIONAL CLASSIC MOTOR  
SHOW. NEC BIRMINGHAM.

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# Comment

By John Muggleton

## Members Handbook Technical Directory

Included with this months edition of the magazine, is your 2005 Members Handbook. Packed full of Club information and contact information for Triumph Specialists, technical specifications, plus the Clubs ever popular Self Help Scheme. This years publication also includes the Clubs Technical Directory. This lists out all of the technical articles that have appeared in the Courier since 1977. So if you are busy doing work on your car(s) over the winter and need a helping hand, have a look through to see if there is an article that covers the job!! It could save you a lot of time and hassle! Back copies of the magazines are available from Club HQ. My thanks to Peter Williams for all his hard work over the past months compiling all the information to make this publication possible.

If you require any technical assistance over the winter months, please remember that you can also ring Club HQ for assistance during normal opening hours, or the relevant Technical

Secretary during the evening. (Refer to page 82 of the Courier for contact information). The Messageboard on the Club's website is also a great place to seek answers to your technical questions, frequented by most of the Clubs Technical Secretaries and other enthusiastic members who are willing to share their knowledge of the cars. A new board has been included recently called 'Tools &

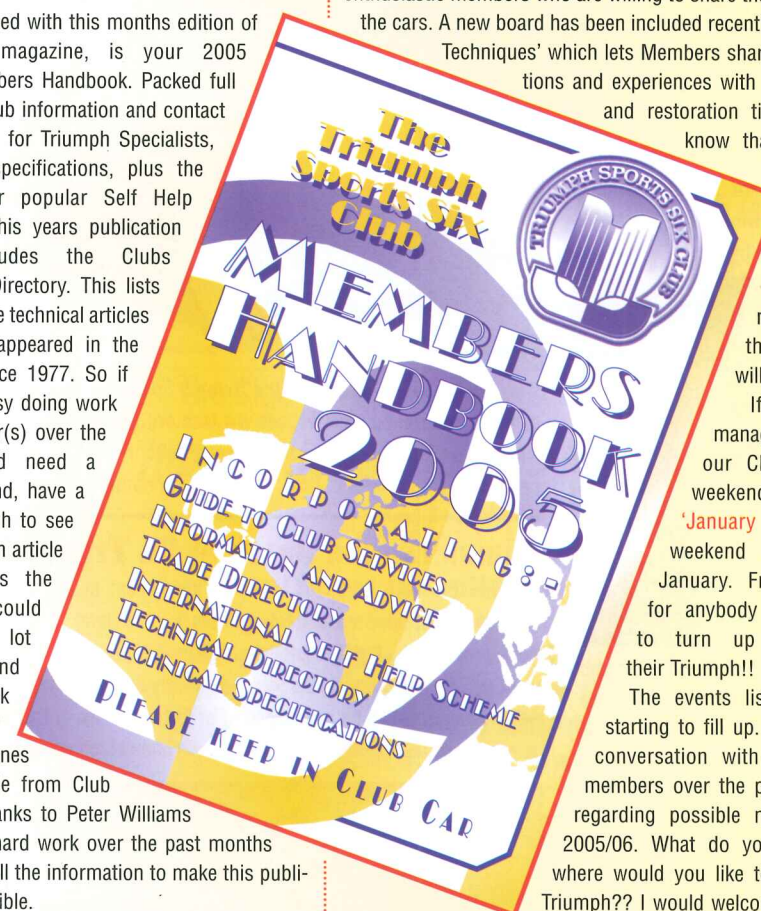
Techniques' which lets Members share recommendations and experiences with workshop tools and restoration tips. Its nice to know that while you're freezing and scratching you head in the garage, there are other members out there that are willing to help.

If you didn't manage to make it to our Christmas Open weekend, we have a 'January Sale' open weekend on the 8/9th January. Free Club caps for anybody brave enough to turn up 'roofless' in their Triumph!!

The events list for 2005 is starting to fill up. I have been in conversation with a number of members over the past few weeks, regarding possible new events for 2005/06. What do you want to do, where would you like to go with your Triumph?? I would welcome suggestions from members over the coming months.

Let's make sure everybody enjoys using their cars during the next year.

I wish you all a very happy 'New Year'







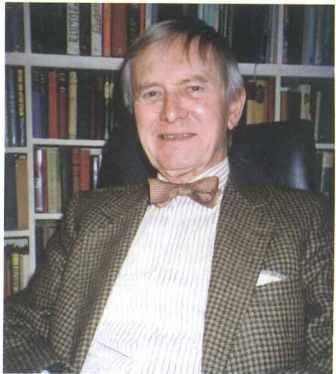
# TSSC NEWS

## Review

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

### Unique Special Edition Prints

For Sale. Choice of 10 unique colour prints (30cm high by 42cm wide) of drawings of Standard and Triumph cars by the late Vic Hammond, Chief Stylist of Standard Triumph. Each of the original drawings was signed/initialled and dated by Vic.



TR2 long door, TR3A, GT6, Triumph Roadster, Triumph Gloria 'flow free', Standard Ten, Vanguard, Mayflower, Herald, Vitesse.

**Provenance.** The original colour drawings were commissioned by Paul Richardson for the front covers of a magazine he produced called Triumph Over Triumph. The drawings are completely unique as they are the only set of such drawings in existence by a Chief Stylist of Standard Triumph.

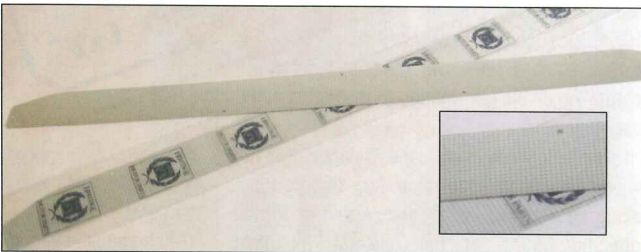


The 10 prints are on display at the Triumph Sports Six Club, Lubenham, and can also be seen on their website [www.tssc.org.uk/clubshop](http://www.tssc.org.uk/clubshop)

For orders in the USA please contact Bill Sohl 29 Netcong Road, Budd Lake, New Jersey 07828, USA. e-mail: [billsohl@mindspring.com](mailto:billsohl@mindspring.com)

### Rimmers Find Batch of OE Treadplates

Rimmer Bros are proud to announce the recent discovery of a limited quantity of OE specification Tread Plates for the Herald and Vitesse. They were produced by British Motor Heritage in alloy with the correct embossed pattern. The Tread Plates are sold individually as part number 806598 at a very reasonable £13.00 inc.vat each. For further details or to place an order telephone **01522 568000** or email [sales@rimmerbros.co.uk](mailto:sales@rimmerbros.co.uk)



## HQ OPENING TIMES

### JANUARY - OPEN AS USUAL\*

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

## January Sale Weekend

SATURDAY 8<sup>TH</sup> JAN - 9.00 AM TO 4.00 PM

SUNDAY 9<sup>TH</sup> JAN - 10.00 AM TO 3.00 PM

SEE PAGE 17 FOR FULL DETAILS



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## FEBRUARY - OPEN AS USUAL\*

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 5<sup>TH</sup> FEB - 9.00 AM TO 1.00 PM

SATURDAY 19<sup>TH</sup> FEB - 9.00 AM TO 1.00 PM

The Club Shop will be attending the following show

## International Spares Day - Stoneleigh

### SUNDAY 6<sup>th</sup> February

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

ARE YOU REGISTERED ON THE CLUB WEBSITE?

IF SO, ARE YOUR DETAILS ALL CORRECT??

ESPECIALLY YOUR E-MAIL ADDRESS.

CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE



# Cop Shop

by Mike Crewes

## Driving in Adverse Weather

### Happy New Year!

**T**his month I thought I might remind members what the Highway Code says about driving in adverse weather conditions; this is possibly the worst time of year for this, so I thought it might be a helpful reminder.

**201.** You **MUST** use headlights when visibility is seriously reduced, generally when you cannot see for more than 100 metres (328 feet). You may also use front or rear fog lights but you **MUST** switch them off when visibility improves (see Rule 211). Law RVLr regs 25 & 27

### Wet weather

**202.** In wet weather, stopping distances will be at least double those required for stopping on dry roads. This is because your tyres have less grip on the road.

In wet weather:

- you should keep well back from the vehicle in front. This will increase your ability to see and plan ahead if the steering becomes unresponsive, it probably means that water is preventing the tyres from gripping the road. Ease off the accelerator and slow down gradually
- the rain and spray from vehicles may make it difficult to see and be seen.

### Icy and snowy weather

**203.** In winter check the local weather forecast for warnings of icy or snowy weather. **DO NOT** drive in these conditions unless your journey is essential.

If it is, take great care. Carry a spade, warm clothing, a warm drink and emergency food in case your vehicle

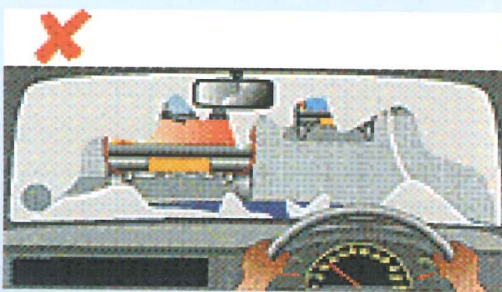


breaks down.

**204.** Before you set off

- you **MUST** be able to see, so clear all snow and ice from all your windows
- you **MUST** ensure that lights and number plates are clean
- make sure the mirrors are clear and the windows are de-misted thoroughly.

Laws CUR reg 30 & RVLr reg 23



**Make sure your windscreen is completely clear**

**205.** When driving in icy or snowy weather

- drive with care, even if the roads have been gritted
- keep well back from the vehicle in front as stopping distances can be ten times greater than on dry roads
- take care when overtaking gritting vehicles, particularly if you are riding a motorcycle

- watch out for snowploughs which may throw out snow on either side. Do not overtake them unless the lane you intend to use has been cleared
- be prepared for the road conditions changing over relatively short distances.

**206.** Drive extremely carefully when the roads are icy. Avoid sudden actions as these could cause a skid.

You should

- drive at a slow speed in as high a gear as possible; accelerate and brake very gently
- drive particularly slowly on bends where skids are more likely. Brake progressively on the straight before you reach a bend. Having slowed down, steer smoothly round the bend, avoiding sudden actions
- check your grip on the road surface when there is snow or ice by choosing a safe place to brake gently. If the steering feels unresponsive this may indicate ice and your vehicle losing its grip on the road. When travelling on ice, tyres make virtually no noise.

### Windy weather

**207.** High sided vehicles are most affected by windy weather, but strong gusts can also blow a car, cyclist or motorcyclist off course. This can happen at open stretches of road exposed to strong cross winds, or when passing bridges or gaps in hedges.

**208.** In very windy weather your vehicle may be affected by turbulence created by large vehicles. Motorcyclists are particularly affected, so keep well back from them when they are overtaking a high-sided large vehicle.

### Fog

**209.** Before entering fog check your mirrors then slow down. If the word 'Fog' is shown on a roadside signal but the road is clear, be prepared for a bank of fog or drifting patchy fog ahead. Even if it seems to be clearing, you can suddenly find yourself in thick fog.

**210.** When driving in fog you should

- use your lights as required in Rule 201
- keep a safe distance behind the vehicle in front. Rear lights can give a false sense of security - be able to pull up within the distance you can see

- clearly. This is particularly important on motorways and dual carriage ways, with vehicles travelling faster
- use your windscreen wipers and demisters
- beware of other drivers not using headlights
- do not accelerate to get away from a vehicle which is too close behind you
- check your mirrors before you slow down. Then use your brakes so that your brake lights warn drivers behind you that you are slowing down
- stop in the correct position at a junction with limited visibility and listen for traffic. When you are sure it is safe to emerge, do so positively and do not hesitate in a position that puts you directly in the path of approaching vehicles.

**211.** You **MUST NOT** use front or rear fog lights unless visibility is seriously reduced (see Rule 201) as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves. Law RVLr regs 25 & 27

If you have a query, or topic on Road Traffic Legislation why not write to: **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF**, or email: [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk)

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# Magic Magnet

By Derek Giles

This months featured car is  
Graham Simmons 'H registered'  
saloon BYP 96H.

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

Graham from Wiltshire joined the Triumph fraternity in May 2002 when in his words he bought BYP not knowing anything about Triumphs and very little about cars in general! With his IVR he asked for an insight into it's history (stamps and envelope) and gave this account as well!

The purchase was from the heart rather than the head, even though

But hey it was Graham's first car and most first cars are bought from the heart!!

Graham had no licence at the time so his brother in law drove BYP home to the accompaniment of various noises, draughts and a semaphore oil warning light! Ever the optimist Graham figured a full service would put things right! With manual in hand BYP got a new battery, coil, hoses, points and filters, even the idle speed was reset. All this helped, but not enough and it soon became evident that the 39,000 miles on the odometer was in fact 139,000.

Could it be that the car was less than sound even though it had an MOT?

All the normal places were attacked with a screwdriver and yes they all failed the probing! The seatbelts were only for show as they were both attached to very rusty mounts and the drivers one parted company with the floor with a gentle tug! The air-con (draughty ride home) was due to an almost non-existent passenger foot well.

Graham comments, "I expect you are thinking why didn't I notice all this at the time of purchase? Well although the car had Tax and MOT the seller said he was NOT insured to drive



there was plenty of paperwork from various garages to suggest the car may be less than perfect!

it anymore, so the test drive was just 5 mins or so around a few back streets.

Even the fair looking paintwork was just cosmetic; covering

a multitude of taped/filled areas that also succumbed to the screwdriver!"

Being young, penniless and new to classic cars Graham prioritised that safety first was the way to go and had all the welding done. With new seatbelts a good clean and polish and anything that seemed loose tightened up BYP was put to use!

It was another 10,000 miles before, in 2003, the engine became a noisy 3 cylinder Herald that leaked oil and refused to go uphill anymore!

During this period BYP only broke down 3 times, one of which soon taught Graham that most fuel gauges don't tell the truth!

By now Graham had spent about a Grand on a myriad of parts and labour, including spending a whole summer underneath sorting out problems and waxoiling. A replacement S/H engine from the Spitfire Graveyard left Graham down on funds again but despite this he has enjoyed his time driving and maintaining the Herald. So much so that he has decided he wants more "luxury" for his journeys to London and is seeking a Vitesse!

Graham finishes off by saying, "this has been my history with BYP 96H and I am looking forward to finding out about it's past!"

\*(I am not sure there is any more 'luxury' in a Vitesse, just a big engined Herald really, but hey it's still a Triumph! Derek).

## Something for the evening/weekend Sir?

This is the time of year when you are perhaps contemplating all those little jobs that have you put off in the hope of driving your car all summer. Well I guess even though the summer was none too good, they probably still need doing!

What they may be is up to you, but why not add one that may not have readily come to mind before?

A magnetic sump/gearbox drain plug, as fitted to 1500 Spitfires! You can go the same way as Colin Lindsay (GT6 secretary) did a few issues ago and buy one, either new or S/H.

'Or' make your own!

This is easier than you think especially if you have a reasonable set of HSS drills, a centre punch and some epoxy resin (Araldite) in your toolkit. This can be done when you change the oil so you can plan it in anytime!

I bought some small bar magnets (see photo) at a DIY store for £2.

With the plug removed and cleaned, mark the drilling position on the base with the punch and drill into the base of the plug about 3/8" with a small drill. Now enlarge the



hole with bigger drills till a bar magnet fits as tight as possible.

Make sure the plug is really clean and free from oil/dirt by washing it in white spirit and allow it to dry, perhaps in the oven or on top of a radiator.

Mix sufficient epoxy and fill the hole with it, push in the magnet and wipe off any surplus resin. Allow 12 hours for drying just to be on the safe side and now you have a magnetic drain plug for your sump!

This can also be done for the gearbox should you so desire!

As long as you get magnets that are no longer than 1" there is NO danger of it fouling any moving parts and you will be surprised how much debris the magnet collects! If this does not appeal to you, then put the magnet on the underside of the sump/gearbox adjacent to the drain plug during normal motoring and just remove it when you do an oil change. The old oil will carry away nearly all metallic deposits as it flows through the drain hole! Don't forget to refit the magnet before driving again!

Cheers for now,

Derek



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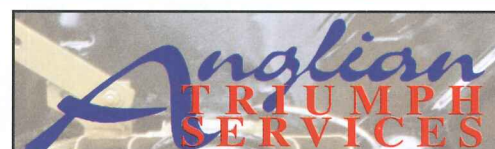
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# Winter Driving

By Dave Rumens

Happy New Year to you all

I hope you all had a good Christmas and did not eat too much over the festive season. I have been busy during the break doing all those odd jobs that need doing ready for the coming season. Well this year

their car is capable of handling the winter weather. There is no reason why your Vitesse will not cope with the winter conditions as they were being produced when the weather was generally more severe than in more recent years.

The first areas to check are the lights, **See and be Seen.** -

Picture 1



marks 40 years since I learnt to drive in a Herald 1200 and little did I know what an effect that experience would have on me in a long term sense. I digress. So as we are now into the long dark cold days of January, Picture 1, it is time to look at **Driving In The Winter.**

Over the next couple of months the weather could deteriorate increasing both road and traffic hazards. To cope with these conditions drivers must adjust their driving techniques and ensure

**Front Sidelights.**  
**Headlights, Main & Dip.**  
**Fog lights, if fitted**  
**Rear Fog if fitted.**  
**Indicator lights**  
**Number plate light**  
**Tail lights.**  
**Brake lights.**  
**Reversing light if fitted.**

Thinking on the safety side fitting rear fog



Picture 2

lights are well worth the effort and if attached to the rear valance in my view they

don't look to out of place on the Vitesse. You can fit these as a pair, see Picture 2, or just one on its own. If you fit one then it should be mounted on the driver's side see Picture 3. Mounting the fog lights on the rear valance means they are quite low which is an old method of giving better penetration of the fog and still relevant today.

Other checks on the Vitesse's equipment are as follows. -

**Wipers.** - Make sure they clean the screen.  
**Tyres** - Ensure the pressure is correct and they have a good amount of tread.

**Windscreen washers** - Ensure the bottle is full and the washers work.  
**Battery** - This is overworked this time of year. Ensure it is in good

**Brakes** - Ensure they work and the car stops in a straight line. No joke if the brakes pull to one side in icy conditions.

**Steering** - Make sure there is no play and the car is not pulling in one direction.

**Windows** - Ensure they are not sticking.

**Horn** - Ensure it works.

**Heater** - Make sure it works both to keep you warm and demist the car's windows.



Picture 3

condition, is being charged, the terminals are clean and greased.  
**Cooling System** - Is there Anti-freeze and is it strong enough? In southern England I normally used around 33%. Also check coolant



regularly for discolorations e.g. traces of oil.

**Engine** - If you intend to use your Vitesse in the winter then you should carry out a winter service which would include a check to make sure the ignition, carbs are in good condition and an oil change. Check the oil weekly for discolorations e.g. water contamination.

If the weather looks like turning bad and you have to travel long distances it is a good idea to carry the following equipment:

**Torch.**  
**Blanket.**  
**Spares e.g. Hoses & Fan belt, etc.**  
**Tow rope.**  
**Tool kit.**  
**Jumper leads.**  
**De-icing equipment.**  
**Shovel.**

**Pieces of old carpet.** - This can be used under the rear wheels to gain traction if you are stuck in icy and snowy conditions.

**A bottle of mixed Windscreen Washer Fluid.** - The Vitesse has a small capacity washer bottle and it will run out just when you need it.



Picture 4

**Flask of hot soup or tea.**

Put something heavy in the boot. - This will increase the grip of the rear wheels in snow.

**Mobile phone** - Keep the phone turned off as if it rings it could distract you.

### A Warning Triangle.

I can remember driving from Tunbridge Wells to work at Cranbrook in Kent in the winter of 1968 and having the above on board except of course for the Mobile Phone & Warning Triangle which had yet to be fully developed. Before driving remove any ice or snow from your Vitesse. When driving in icy or snowy conditions slow right down, just take your time and make greater allowances for others on the road. If the temperature is well below freezing, though not recommended by the most car manufacturers, I let my Vitesse warm up before I drive it. This may increase the engine wear but in my view it is a lot safer as the car does not mist up and will run a lot smoother thereby making it safer to be driven in the winter conditions. One important point to note is that as the fan is mounted on the crank in the Vitesse you need to be very careful of either snow or water being sucked up into the engine bay. If this happens in all likelihood it will stall out the engine just at the wrong moment. So avoid deep water and snow if possible but if you have no option than to drive through them then keep the speed down to walking pace. I was lucky to have the opportunity to drive a number of different types of car in the 1960's & 1970's and found if you had some weight in the boot both types of the Vitesse rear suspension worked very well in snowy conditions. Though one thing I will say is only make a long journey in snow and ice if you have to and have no other option.

If possible wait until the weather improves.

Picture 4 shows this month's Vitesse which is owned by John Taylor from Aylsham. VMD is a White Mk1 2 Litre Convertible and first left the showroom in August 1968. John bought his Vitesse in 1982 and rebuilt it 4 years ago. I like the angle at which the picture was taken as it

gives the Vitesse a purposeful stance and shows off its fine lines.

The finished job does John credit.

That's it for now see you all next month.

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

*David.*

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# Salisbury Meeting

By Nick Vass

## Happy New Year!

**M**y friend Neil Cooper has kindly agreed to become Area Organiser for our new Salisbury area. He has written about our first meeting, which you can find at the end of the Courier with the other area write-ups. We have been meeting unofficially for

Spits, Heralds and even a 1930's Dolomite also attends as well as being a member of the Dorset branch that he used to run prior to handing over to Steve Golab. We have another Stag owning member. Steve Patrick has owned his beautiful yellow Stag for over twenty years now. He and his wife Bobby have driven her extensively and he has rebuilt her engine more than once. The pictures include



some time now and have built up our numbers to a high enough level to become a proper area. Neil owns a GT6 that he is restoring. Jasper Bacon, owner of a very tasty Mk1 GT6 and several



Neil (with the pint), Steve and Bobby with the yellow Stag, Jasper and his Blue Spitfire and me with my Mk1 Spitfire. I'm still working on my Stag which has been delayed as I've still to finish Derek's Mk3 GT6. I could write a book about that blasted car! Everything that could go wrong has gone wrong.

## IVR

Please complete an IVR form for your Stag and send it to either myself direct or to the TSSC HQ. Sending it to the club would be free! I've only received three IVR forms so far and



We meet on the third Tuesday of the month in the centre of Wilton. I've just bought some new carbs for my Stag, as the current ones need a re-build. I also bought a set of exhaust manifolds as one of the old ones had cracked. Well actually I swapped a moped for the carbs and stuff. I'll buy the parts that I need from Burlen Fuel Systems of Salisbury. They manufacture new SU, Stromberg, Zenith and Amal carbs as they have the patents. I have bought stuff from them before and they are very helpful. I don't think that I should give them too much free advertising but you can find them on the Internet, in glossy car mags and through directory enquiries. The address is Burlen Fuel systems, Spitfire House, Castle Road, Salisbury, Wiltshire.

I will photograph the re-build as I go and let you know about the pitfalls that I stumble up against.

one of those was from me! Surely there are more Stags out there?

**Courier content.** Can you please send me some Stag related stuff! I can't keep on talking about my car! Thank you James for your encouragement by the way.

My contact details are as follows, they are also in the back of the Courier along with my postal address. Nick Vass, Stag Secretary. [stag@tssc.org.uk](mailto:stag@tssc.org.uk) 01722 790173.

## Ramps.

Thank you Peter Hennell of St. Neots for sending me pictures of his car ramps that bought in the 1960's. The best £10 that he has

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Desmond Short's Stag

ever spent, he states. They were made by H E Carliff.

I have had a huge response to my offer of free plans for my Ramps. Seventy three people were sent copies! However, only four actually thanked me! I'm sorry but I can't send out any more copies as it's taken me ages to post them. Also, I can't give my consent for them to be made by third parties who are professionals as I have patented the idea and allowed people to use the plans free of charge, as a gift as long as they promise not to profit from making them. I think that I have been quite generous, perhaps even a bit silly?

If I have sent you a set please pay me back by letting me know how you have got on with making them. That's all I ask. I think that I made a mistake on some of the first ones that I sent out. The angle steel should be 2mm not 5mm thick.

I've become a marine surveyor. Have a look at my website which I did myself on Dreamweaver. Not bad for a first attempt? [www.omega-yachtservices.co.uk](http://www.omega-yachtservices.co.uk)

Paul Robinson sent in the picture of the superb green Stag which he saw at the Totally Triumph Show in Northern Ireland. The car is owned by Desmond Short. Thanks Paul.

Nick

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# Readers Restorations

By Guy Singleton

Well I hope you have all had a good Christmas and been given plenty of Bond prezzies, and had time to do some work on your car/s some hope, I know, I don't expect I will.

To start some photos sent to me by Jean-Claude Lacueille of his 4s convertible and two standard 4s awaiting restoration. The convertible is a pretty conversion and I hope to get to see the car in the flesh sometime. Jean-Claude is arranging a drive along the channel coast in June, is anyone interested in joining this?



I'll let you have more details when I get them.

An update on my cars: I have sold my 2+2 to Tim Smith in Warrington. He is currently playing with the Weber carburettor trying to make it run better (though at least it did get him home safely) Hopefully he will enjoy the fruits of his (and my) labours. I am pleased that the car has gone to a

Linking in with the fact that this is the month for the new regular Bond IVR page I have received IVRs from R Miller, Matt Thomson, Chris Byrne and Larry Bishop for their cars. In all these cases these were cars I had not previously known so it's nice to hear of cars new to the Register.



good home.

Following the sale of my 2+2 we had a funny five minutes(!) and acquired 2 more Acclaims – don't ask!! We are trying to end up with one good HLS Triomatic for Suzie's everyday winter car - progress is being made but in my usual tangential fashion!

We saw Larry recently but did not take a photo of his car. I don't know why it is but he doesn't seem to like leaving cars intact and within hours of bringing his new 4s home it was completely stripped out! It looks like it has the makings of a nice car.

Chris has emailed me some photos of his two 2 litre coupes he is restoring. The blue one, registration OJF 30F, looks very similar (especially in condition!) to





I have had a couple of queries regarding the new badges etc that I have had made, these are available as follows:

**Bonnet GT Badge - £24.00**

**Equipe Scroll - £15.00**

**Bond Lozenge Badges - £17.00**

**'4' 'S' & '6' Letters - £5.00**

**BOND Letters - £14.50**

**Bonnet trim - £45**

If you would like any of these, please contact me on **01672 514241** or at the address shown in the back of the Courier.

the car I used as a basis for my estate. It's nice to see the coupes being restored. I have been asked when I'll finish doing the minutes for the Bond production committee so my New Year's Resolution is to get back in the habit of doing this after a gap of ... too long ... over a year! Sorry though, you'll have to wait another month for the next instalment - I have to find them again!!



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# Champion's Review

**By Andy Vowell**

## 2004 TSSC Champion

**After chucking away the 2003 TSSC championship by driving like a dunce in the final race I was hopeful for 2004 to be my year but with some excellent cars and drivers in the championship it was not going to be easy.**

**A**s the car was going so well during 2003 I did not rebuild the engine concentrating my winter rebuild on sorting out an unreliable electrical system, further lightening up the front end

and tidying the well worn bodywork. All was completed for the first race and I was ready to rumble with time to spare.

**Silverstone-** the home British motorsport started the season with qualifying on a wet track, making it an entertaining start. The Mini practice before us made the track extremely slimy (those A series engines seem to sweat oil!). After a tentative 3 laps to ensure a place on the grid I found some space to try a banzai time and put the boot down. Though the track had different ideas as I lost control doing over 90mph round Woodcote resulting in me spinning backwards down the start finish straight. Seeing the hard retaining walls up close calmed me down a bit after that and I bimbled round for the rest of the session expecting to be to the rear of the grid. But on my return to the paddock I discovered that my best lap was set on that banzai lap actually setting the time when crossing the finish line skidding backwards into a grid slot of 9th and TSSC pole. The race was a fair bit drier so put paid to any hopes of coming to terms with the V8s. So as the red light went out the big boys shot off ahead leaving me in a solitary class lead. The rest of the TSSC cars were having their fun behind me until I got a bit lonely and backed off a bit to see if anybody would catch up for some fun. TSSC compatriot Rej who started catching me, so common sense prevailed and I put my foot back down to hold on to my lead securing my



Silverstone

points tally until the race finish and my first TSSC win of 2004. This gave me 11 points in the bag especially with the extra point for pole introduced this year and a good jump up the championship ladder

**Croft-** was the second race which I did not attend as the 10 hour drive North seemed a little excessive. But fun was had by all who made the effort with Karl being rewarded with the class win.

Next we trekked over to Lydden in Kent and had a hugely entertaining day with 3 non-championship races entered against a vast variety of cars. The highlight of the day was my first ever outright win in the Canley Classics sponsored sports and saloon race in which I had a storming drive through a field of 2 litre BMWs to my first outright race

**Rockingham-** is one of my favourite tracks as the banked oval is an experience and one of the few tracks I actually get to terminal velocity, plus the twisty infield section can really be attacked levelling the field between the large TRs and smaller TSSC cars. I was looking forward to a close race with the returning John Thomason to carry on from last years epic struggle. However John's engine expired in practice leaving me on my class pole nicely ahead of the rest of the TSSCers. This was good in more ways than one as I was away



Rockingham

win ever. A proud moment for British engineering aided only slightly by massive Italian Dellorto carburettors and a very trick limited slip diff that rather gave me an edge on the wet track.

from the midfield pack on the rolling start when Andy Winterton's engine let go at high speed causing him to spin drastically into a huge impact with the concrete oval retaining wall, collecting a couple of surrounding



cars on the way. The race was stopped while the substantial mess was cleared and restarted with a few less cars on the grid. The TSSC battle was in the midfield between Dave Thompson, Karl, Kevan and Rej. So while they kept themselves occupied I stretched my class lead catching the TR4s of John Andon and Dave Bailey. We had an entertaining battle with the chuckability of the Spitfire able to overhaul the TRs on the tight infield section only for them to overhaul me round the big open oval section. I could not get ahead of them until Dave span at the hairpin blocking John but opening up a inside line which I duly slotted into. But the line was that bit too narrow as Dave's spin continued into the side or my car removing the door handle and GRP rear wing. But it was not enough damage to stop me and I managed to continue to the finish and another class win. Further back Kevan was winning the midfield battle until he missed the line on the final bend, hit a pothole just inside the kerb and span out of contention - gutted.

The championship charge continued apace on our visit to Cheshire's **Oulton Park**.

Yet another damp practice saw the powerful TRs either tiptoeing around the circuit or spinning off into the tyres. A good time put me up racing with the big boys in the grid, 7th as when the rain slows down the bigger cars the little Spits are less affected. So straight from the start I was mixing it with the V8s. On the first lap I made a rude move from 7th to 6th by sneaking under the wing

mirror of Hugh Maund's TR7 round the outside of the Cascades fast right hander giving me the inside line for the following Fosters lefthander pushing Hugh out wide. I then caught ex Spitty driver Martyn Adams in his new V8 and dived down the inside of Lodge up into 5th, though I don't think Martyn

put up too much of a fight as he was looking for an event free race. Within a couple of laps my fifth became a 4th as Jon Wolfe parked his car into the rear of Mike Cowing's similar V8 that was already sidelined. Then the super quick TR5 and 6 of Mikes Hughes and McKenna took each other off due to brake failure into Old Hall bend leaving me in 2nd. Once Martyn behind me realised a 2nd place was on offer he started to catch again but luckily for me, ran out of laps before the chequered flag giving me my best ever TR/TSSC finish and another 10 pints on the championship board. The result was made all the sweeter as a couple of days later in the Motorsport News, a National paper picked me as Driver of the Day!

**Donington** saw the return of the super fast Paul Lucas who laid down the gauntlet straight away by qualifying on class pole. John Thomason was hot on his heels with me right behind. All this gave potential for an epic TSSC battle. John got his usual swift launch off the line and shot into lead but his car was really not handling well, being very jittery under braking and he was off in the gravel within a lap. Paul and I were locked in combat as we sped past him, upping the stakes of our competition as we were now playing for the win. We had extremely close racing with lead swapping several times and Paul proving to have the widest Spitfire on the track as he squeezed me onto the grass down the ultra fast Craner curves. I had to really thrash my car to keep in contention and managed to nose ahead on a couple of occasions only for Paul to leap past



Oulton Park



Donington

under braking. I think I had the greater top speed and fast corner stability but Paul was definitely the later braker and quicker out of the bends. Eventually my car could take no more abuse and called time on the 7th lap shearing the flywheel off the crank leaving Paul to take a win in 4th overall and me sidelined with no points at all.

A week later we were due at **Snetterton**, so I had a week of extremely late nights as I carried out of frantic repairs to replace the totally destroyed crank and flywheel. A big thanks must go to Mark Field of Jigsaw for supplying me with a bottom end built up from his own early 90's race engine in 4 days. Friday was taken up with assembling the engine with a replacement head and all the ancillaries then

delivery to the head, which destroyed the rocker shaft and blew the head gasket. However I had done enough to qualify so extensive repairs with a plethora of borrowed bits and help got the engine back together. Thanks must go to all the other racers for their help in the rebuild, without them the car would have been on the trailer and on its way home before lunchtime. This is one of the best features of the TR/TSSC championship in that if a car can be fixed then everybody will pitch in to get it back on the circuit whatever the problem.

With 15 minutes to go the car was ready for its lowly grid slot in 16th. After a tentative getaway I managed to ease up to class 2nd by sneaking round the outside of



Snetterton



the first corner bedlam. John T was well ahead and I had to work very hard to stay in front of Clive and Kevan with my speed through the bends only just enough to give me a little breathing space as I limped up the straights. Within 6 laps the car started smoking heavily and dropping oil indicating a limited life so I backed off to try to make the finish and get some points. This allowed Kev and Dave to pass me with cheery waves. Then Clive caught up through Coram bend to make his pass but lost control in the excitement (or was it on my dropped oil ?) and span off leaving his car in a dangerous position. Therefore the race was red flagged. When races are stopped the result is taken from the previous completed lap, which was before Kev and Dave had passed me so I was reinstated into class 2nd with the appropriate points bounty. Not the most elegant way to score but a great help in the championship charge. Later diagnosis revealed the smokiness was caused by the rocker cover gasket squeezing out, which was an easy fix with no further damage done.

In August we were at my closest circuit next at South Wales's **Pembrey** circuit. Amazingly I qualified on outright pole with John and Kevan in 2nd and 3rd slots. Normal polesitter Graham Miller in his 400bhp TR7V8 was bedding in brakes and would start from the back.

With the new rule for 2004 giving us a championship

point for pole position this meant I now only needed to finish second for the remaining races of the year to take the title which really took the pressure off. With this in mind I had a fair start getting into the hairpin first and comfortably kept the lead for a lap until the next run to the hairpin when Graham dived went round the outside. I stupidly tried the David

and Goliath defence against Graham forcing him out wide but leaving the inside line clear for John to slip through into the lead. Realising my mistake I quickly latched onto

the back of John going through the next flat out and aptly named "Spitfires" bend. However John lifted at the apex where I was at full chat so I inevitably ran into the back of him. It was only a light tap but enough to put John off the track (and apparently into a bit of a strop). Graham also had to back right off to avoid ploughing into both of us, so I was able to leap back in the lead. Not for long though, as when we hit the start finish straight Graham's minor power advantage had the edge over me as he roared up from behind. I tried to shut the door to the inside line but Graham just took to the grass and blew past anyway. We held these positions until the final lap when I came round came to lap Barry Blakeley who ran wide at the quick Honda bend careening sideways across the track until hitting the tyre wall at about 80mph and launching him 5ft into the air. As the marshals rushed to Barry's aid I crossed the line to finish in second taking another healthy 10 points for the class win. Barry was not too badly hurt though would be stiff for a while and his car was a bit of a mess now being about 12 inches narrower.

A week later we were at another of my favourite circuits **Mallory Park**. The evening before the race we had an excellent championship BBQ to celebrate both Diane Hadfield's and my Birthday that weekend. Mallory is a very fast circuit that is simple but effective and well liked by



Mallory Park

everyone. I was still running my replacement Jigsaw bottom end which was not properly set up but seemed to be running OKish. It felt a bit sluggish in qualifying and

proved so, as John took the TSSC pole. Off the start I managed to get up behind him and settled down waiting for easy opportunity to pass, as at this stage of the season a solid point scoring was more important for the championship rather than risking it all for a win. Though John had no intention of making it easy and I had to work hard to just keep up. This was not helped when I accidentally knocked both of my electric fuel pump switches off causing the car to

broke down right in front of me. With both Mik and John on my outside things were looking messy but Mik managed back off to create enough room for me to swerve in front of him and avoid Steve saving me from ruining my new race overalls. This let John escape again and I missed the chance for a clean pass. Not wanting to risk my points with a last gasp dive up the inside on the final lap I settled into second until the flag.

I had some satisfaction by setting a new TSSC lap record for the circuit of 55.003 averaging 88 mph including a 1st/2nd gear hairpin so the engine was pretty good after all.

**Cadwell**, Another great BBQ the evening before the race saw fine entertainment with an intoxicated head gasket change on newby John Yarnell's car by torch-light. A sunny race day saw me qualified in another class pole which was a good omen as I only needed a third place to take the championship on points. The good omen did not continue to the race as I lost the lead to John T on the first lap. A stupid mistake as knowing that John's car is quicker along the straights than mine I tried tucking under the rear bumper of Andy Baker's V8 to get a tow. This was a bad move as it left a clear line for John to cruise on by both me and Andy, plus the V8 was slow round the following twisty bits dropping me into the



Cadwell

chug round for a bit before I realised my mistake. This was actually a blessing in disguise as now I had clear space in front of me to get a good run on John catching him on the exit of Gerald's bend as he came round to lap Mik Davis. This gave me my opportunity to pass, John was forced to the outside of Mik allowing me to nip up the inside drawing alongside them both. All was going to plan with me on the precious inside line for the next bend until Steve Adams

clutches of old combatants Dave Bailey's and John Andon's fine TR4s. The ensuing battle allowed John to stretch his class lead. Now I had promised to my team (read wife, father-in-law and baby Summer) before the race to play for points and not risk the championship for a quick thrill. But I am in racing for the adrenaline kick so proceeded to have an excellent 4-way battle for 7th with the TRs. I was gradually shuffled to the back of this





Cadwell

group, succumbing to their large horsepower advantage. But on the penultimate lap the TRs had a minor coming together at Barn hairpin resulting in a track wide traffic jam that I was able to sneak past on the kerbs to take a



Cadwell - Championship secured!

gifted 7th place and class 2nd. So a great fun race and with the pole position score I had more than enough

points for me to take the TSSC championship with a race in hand, and after 7 years of trying this was for me a very happy result.

It was all well and good that I already had the championship when we made our annual visit to Brands Hatch for the final round. I had a mediocre practice for the TR/TSSC race followed by an excellent practice for the two-driver Enduro race I had entered with Barry as my co-driver. But car had different ideas and the engine let go in a big way as Barry was driving in the final stages of qualifying as a conrod made its escape through the sump disintegrating No3 Piston on its way out. This was rather disappointing as we had qualified very well ahead of a stack of

Jaguar D types. But it was hardly surprising as though the bottom end/head/carbs etc where all good they did come off a multitude of different engines and were never set up

properly together. So unable to do the TR/TSSC race I was a reluctant spectator for second time in the year. The race was an action packed for the first few laps until it was stopped as Dave Styles chucked his car in the gravel at Druids and John T was off the track at Graham hill bend. The race was restarted with John at the back of the grid who proceeded to fight his way to the front and took the TSSC lead when Paul broke down. In class A Mark Hadfield threw away the class A championship spinning out of the lead at Druids letting Martin Stackpoole through to the class win and Newcomers trophy.

And that was the end of another awesome TR/TSSC Race Championship year, I believe the best ever, but then as the new champion I would, wouldn't I. Here's the order the TSSC drivers finished and in true Autosport stylee I rate their performance:-

## Modified Class C

**Andy "Champ" Vowell** - 2004 Champion, Numero Uno, Leader of the pack.

It's my article and I can write anything I smugly like.  
**John "Frisky Rear" Thomason** - Fastest TSSC car in a straight line but quirky in corners and prone to dramatic spinning.

**Dave "Lee Hooker" Thompson** - The most reliable TSSC car (and best looking).

The only driver to finish all the races.

**Karl "Last minute" Dandridge** - More rebuilds than Cher's nose but still the fastest GT6.

**Kevan "Bread Van" Hadfield** - With more aluminium bits than R2D2, his Herald is stunning but temperamental. When the problems are sorted I expect great things.

**Clive "Sideways" Gimson** - Will be dangerous once the car goes round corners facing - forwards.

**Rej "The Red Baron" Jane** - Fast bike carbed car that is champing at the heels of the front-runners.

**Paul "Widest Spitfire in the world" Lucas** - Still the benchmark TSSC driver and a nightmare to pass.

**NiG "Race Sec" Gibbins** - Managed not to write off any cars this year with a big jump in performance only to break the engine, his luck just has to change for 05.

**Jon "Lydden" Low** - Occasional runner who found real pace in the latter races.

**Steve "Northern Ninja" Adams** - Stunning engine in a well-worn car, the winter rebuild should see a strong contender next year.

**Andy "Airdam" Winterton** - Most impressive crash of the year and inventor of the short tail Spitfire

**John "Silverback Hearse" Davis** - Innovative Vitesse estate with some teething problems to sort.

## Roadsports Class A

**Barry "Car Destroyer" Blakeley** - consistent fast running kept him as **Class A champion**.

He also managed the unenviable task of breaking both class winning cars this year.

**Mark "Kick up the Bum" Hadfield** - suddenly woke up halfway through the season to come to the forefront of Class A Pace.

**Martin "Stacky" Stackpoole** - proof that watching racing for 17 years does rub off, quick straight out of the box taking the Newcomers Trophy.

**Richy "Scaredy Cat" Rich** - Quick early contender who got scared and ran away to France half way through the season.

**Mik "Honey Wagon" Davis** - had the prettiest car until he chucked it off all on his own at Cadwell.

## Guest Class G

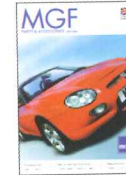
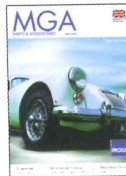
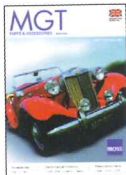
**Dave "Find me a Hotel" Styles** - old car, new driver with an aversion to roughing it in the paddock (wait until he has to pay a full years worth of entry fees!)

**John "Jonny JY" Yarnell** - a late starter and connoisseur of head gasket changes with 4 in one day. Likely to get a new torque wrench for Christmas.

Finally as racing is truly a team sport, I need to thank all who have kept me on the track this year. Particularly mentions must go to my wife **Juliet** for her tolerance, Father-in-Law **Peter** for his enthusiasm, my eight-month-old daughter for not screaming too loudly as I carted her all round the country. TR and TSSC race Secretaries **Mike Hughes** and **Nigel Gibbins** for running an outstanding championship. **Mark and Jo Field** of Jigsaw for help, advice and parts throughout the year (whatever the time of day). And a **HUGE** thanks to the TSSC and TR drivers that I've had the honour to race against - and beat!



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# New Love?

By Trevor Collett

The other day three other petrol-heads from my office and I met up at Earls Court's number one exhibition centre for MPH04.

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**T**his event is a celebration of sports and performance motoring machinery.

The centre piece was a 75 minute stage show 'MC'ed by Clarkson, Hammond and Needell with many cars parading, and some doing considerably more, in front of a seated audience. I won't take you through the whole show but I'll just mention a couple of, what I thought were, highlights. There were two full works rally prepared Focus doing a time trial, almost entirely sideways, at serious speeds for such a small space (one of the drivers was only 17, flash \*\*\*, that's a three letter word rhyming either with sit or God, spooners amongst you will work it out).

A car was driven into the arena and the driver set it donutting, he then got out of the car. He walked back stage and returned in another car, set it donutting, got out, went back stage. This happened again, oh, this time the car was front wheel drive, you

can't donut a front wheel drive? Yes, there were three cars donutting, tyres pouring smoke, all without a driver. Impressive; don't ask me how.

For the finale they took the cover off a car sitting on the right hand side of the arena. Actually it wasn't just sitting, it was mounted on one of those big compressed air launching machines from the film industry. I reckon the whole audience were thinking, "They're not really going to do that, indoors?" A wooden target was set up, there was a terrific bang, the car flew over the target and smashed into a caravan on the other side. Excellent.

Amongst the static displays were a mouth watering collection of motoring pornography, your TVRs, Ferraris, Lambos just for starters. Some highlights for me included the new Marcos, in some ways not quite the wow factor of the classic Marcos shape but a great looking car. There were several Nobles, M12s, M400 and the fabulous new 911-beater, the M14. One classic car dealer had brought along the best Jaguar XK120 I have ever seen, finished in flawless black paintwork with tan leather interior (black and tan, classic, as my Moss Malvern), stunning. It is also the most expensive XK120 I've ever seen, at £55,000.

Walking up one aisle I saw some sort of Jaguar sports car that I couldn't quite place; as I approached it I was wondering if it was some sort of kit car that I hadn't seen before. As I arrived at the stand, there were three examples of the marque, I read that the manufacturer was Wiesmann, a German company. The first question I asked the smart young rep was whether they had copyright permission from Jaguar. The guy's English was very good, he said the car's styling was influenced by many European sports cars, yeah, right. He went on to explain that they had been building the cars since 1992 and there are many on the roads of France, Italy and Germany. Apparently this was the first time Wiesmann had exhibited in the UK; the three examples they had on display were all left hand drive. They only make sixty cars a year so developing a RHD version is a

big commitment, but they reckon to do just that for 2006, mmm? I think I might be in love.

To see some pictures and judge for yourself they have an excellent web site, in English, at [www.wiesmann-auto-sport.de](http://www.wiesmann-auto-sport.de). Here is one short bit of text from the site, *"Once you have seen this face, you won't be able to forget it. Maybe that is because our design is not created in the wind tunnel, but in the hearts and heads of real enthusiasts."*

Any Triumph content at Earls Court that day? The current Caterham Seven still uses the Herald front suspension upright and steering arm; best I can do.

## DEBATE REOPENED

It's been a while since I've written about registering and testing modified cars. I'm prompted to readdress it by a recent thread on the Specials section of the club's messageboard. Towards the end of the last century I wrote on several occasions about various kit car builders' various experiences with the DVLA and the local licensing offices. My words actually prompted a letter from an employee of DVLA, accusing me of not being very helpful. I didn't respond, I let it lie; I was only reporting what had actually happened, although I think in one article I

did suggest that the licensing officials didn't understand their own published rules.

Really I don't find this a particularly interesting topic to write about. The question of registration and SVA (Single Vehicle Approval) testing doesn't really effect any of you who has a running a kit or special on the road. Except maybe for the "description on the V5" issue; there may still be some modified cars still described as a Herald or Vitesse on their V5 registration documents. Six or seven years ago the suits at Swansea decreed that the description on the V5 must actually describe the car, sounds reasonable, I suppose.

The discussion on the messageboard was about whether a newly built Triumph-chassis kit car would need to pass a SVA. I helpfully pointed out that the rules said that "kit conversions" that use the original chassis can keep the original registration, and do not need to pass the SVA test.

Someone then pointed out that the DVLA rules actually say "original unmodified chassis"; OK, but if you're going to get picky... I could go on at length about how many brackets, for example, you would have to take off a chassis for it to be technically "modified", but I'm not going to. I could speculate on how much training licensing inspectors get to recognise an original unmodified Herald or Spitfire chassis, but I'm not going to.



The photos this month come from my archives and just serve to illustrate the different registration rules that seem to have been applied. We





a specific registration issue just contact me direct. I will ask you one question, has anyone volunteered one of our kit cars or specials for a SVA test? If you have, tell me about it.

Talking about telling me things, I'm getting a bit short of material; it's a new year now, hope it turns out to be a good one for you, but how about dropping me a photo or two and a few words about your recent car adventures?



have two Burlington Arrows, one with what is probably the donor Triumph's registration and one with a Q-plate. I don't know if either car has an original Triumph chassis or one of the after-market replacement ones made for Arrows; even an original chassis needed to be lengthened.

The two Marlins also show one with an original number and one with a Q. The Marlin in fact never used the original Triumph chassis.

I have had enough of this topic, I know it's important, just not very interesting. If anyone wants my opinion on



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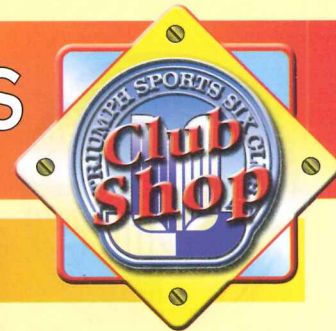
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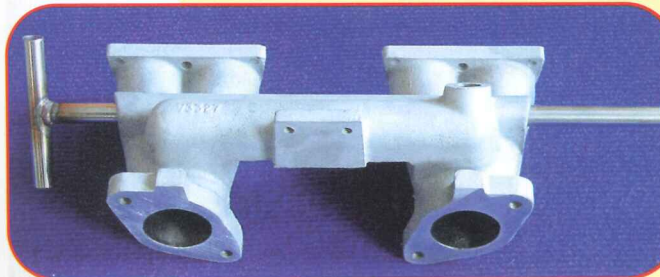
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# The Comic Strip Presents?

By Suzie Singleton

I'm very lucky with writing this Register as I do get a nice steady flow of information from Spitfire owners with their IVRs.

Which usually means that this article pretty much writes itself and saves me having to put too much brain power into it – long may that continue! This month was no different with a nice little pile of items ready for inclusion and my only problem really being which ones to use this time and how to tie it all together.. That being said it's not unknown for me

print for some time.

Last month's IVR update prompted Bob Dye to send me his IVR, complete with photos, by email.

*"I recently re-joined TSSC after about 20 yrs! I started by restoring a Mk2 1969 GT6 that had been decaying in a neighbouring street. I found the owner and parted with £200 and towed the sorry thing (dragged actually, the brakes and clutch were seized) to its new home. I spent about 9 months on it, and the result was an A1 vehicle which I kept for another year till I sold it to my brother-in-law. His step-son took it 'for a spin' and had a head-on 50 yards from his house! It was repaired and I believe it ended up in Scotland. I would love to know where it is now. [TUS 959G, if anyone can help Bob trace this car?] After that I restored a 13/60 Herald, 2000 Vitesse saloon,*



to discover something at the bottom of the heap that I keep forgetting to include so please bear with me if you do send something in and don't see it in

*and finally a 1500 Mk4 Spitfire. I am now undertaking another project. nearly 2 decades on, as something to keep me occupied during the school holidays - I teach. I acquired the Mk3 Spitfire from*



*Mike Haysom, a TSSC member. I believe that you might already have some history of this vehicle."* Although this car wasn't previously on the Register till I received Bob's



mission plate remade to show this when the car was repainted. Dennis tells me that it does look as though this is what had happened. I'd also asked him for further details on his car as it's not exactly standard under the bonnet or even outside it. In his letters Dennis told me: *"Its engine is a 1296cc with a 'period' set of improvements, probably by the SAH Co. of Leighton Buzzard, Beds. It has twin DC40E Weber carbs, an improved cylinder head, a higher lift camshaft and a 4 branch flow exhaust system and the oil cooler."*

*"Curiously the engine now has a 1500 type distrib-*

IVR I can include here a photo which I took of his car at SEM in 2003. From Bob's photos it seems that the poor thing had deteriorated some so it's good to know it's now getting the TLC it surely deserves.

Having added your IVRs to the Register and sent out my replies it's very satisfying to hear back with further updates or even answers to my own questions about a particular car. This happened recently when I received a very nice follow up



*utor, but no vacuum advance/retard. I fitted the carbs*





Cars on their rebuilt Engines, and TLD was Tony Lindsey-Dean (who "was" Kingston Sports Cars). He raced a Vitesse - his name crops up a lot. FS I haven't seen and it doesn't immediately suggest anything, other than I don't think it's a Factory

air duct from the front grill, to above the wheel arch, for the ram-tubes. I made a heat-shield, attached to the side-valance which I have modified to let hot air out."

"I recently had the whole engine set up, using a Rolling road, and I'm very pleased with the results. It is now even more powerful than before, & more manageable in traffic, & more economic on fuel. It runs on an equal mixture of Leaded and LRP petrol."

Dennis has also modified the front bumper on his car and described it too.

"The Bumper mod is evident in the whole-car photo, as well as the new chromed tube across the top of the no. plate. The fixing for this tube, to avoid the bonnet hinges, is seen in the engine photo. The reasons for this mod are - it permits better air flows to the radiator & carbs intake duct (see engine photo) and oil cooler beneath, - and I just prefer it to the US-legislation design."



Although I personally like the 'bone-in-teeth' Mk3 bumper Dennis has made a neat job of the modifications, so that it doesn't look out of place.

While I'm still on the subject of IVRs, thanks to Dick Plumridge for the explanations for some of the unusual engine prefixes I listed in last month's article:

"I saw your queries on Engines and I know a couple of these. KSC was over-stamped on by Kingston Sports

marking. X - you know about prototypes being given X Comm Nos I'm sure, but presumably these are nothing quite that special!"

I don't know the full details but the FS engine number came from an eBay listing so may well have been incorrect. The X-prefix engine was in a Spitfire owned by Patrick Lovell who used his 1965 Mk2 "for work, shopping and hill-climbs". It had a stage 2 engine, (an ex-works block) with twin 11/2" SUs, comp springs and

adjustable shocks all round, and Vitesse rotoflex rear suspension. Patrick had owned the car from new and last year had completed a full refurbishment. Just a few weeks ago I had a call from a friend of Patrick's who told me that he had died earlier this year so I don't know what has happened to his car or how to find out whether it was in fact a particularly special engine, though it would be nice to find out if anyone knows.



As well as IVRs it's good to hear from you with other bits and bobs and I'd like to thank Michael Kernahan for sending me these photos of another 'Steam' Spitfire for my collection that he found at the Bure Valley Collection while on holiday in Norfolk. Not sure if I could fit this one in the back garden! eBay can be fun and some interesting and unusual things can turn up. I have Barry Stokes to thank for a pointer to one of my recent purchases, an Eagle comic dated 4th January 1969 (apt timing for this Courier issue!) featuring a Spitfire on the front cover. The date would perhaps imply it should be a MkIII but looking closely at it, it appears to be a MkI or MkII, with no reversing lights and



early twist door handles but, strangely enough, the steering wheel appears to be a later one.

I'd love to know if anyone can shed any light on the actual car used as the artist's model for this cartoon strip.

As I write this there's another interesting object due to finish on eBay, a Mayflower trailer-to-be. I have dropped hints to Guy but he keeps muttering something about too many cars - too many projects ...

Don't know what he can mean!



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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 TKC1084	£32.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKCS09	£15.00
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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
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Jackshaft 215207	£130.00
Recon starter motor	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor exchange	£40.00
Clutch kit Q/H	£65.00
Clutch kit O.E. Unipart	£105.00
Clutch kit TR8 Q/H	£105.00

### STAG

Inertia seat belts non sensor original	£115.00
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Gearbox exchange	£250.00
Rear shock absorbers	£19.50
Rear sub frame mounting 150382	£21.00
Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£117.50
Recon rear hub assy exchange	£92.50
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
Recon brake master-cylinder exchange	£120.00
Recon Servo exchange	£145.00
Rear wheel cylinder GWC1211	£17.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£67.50
Window regulator and motor assy 309024/5	£76.00

### TR6

Front and rear wings	£187.50 each
Front L/H flich panel 907097/576477	£105.00
Late type rear centre bumper 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 transmission 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

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Bonnet hinge tubes 811679/811680	£35.00 each
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Rear valance 908970	£37.50
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Boot lid 911327	£265.00
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H/ top seal roof/d glass 716183/4	£8.00
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Manifold Banjo Bolt 145155	£9.00

Clutch slave cylinder GSY103	£35.00
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Recon distributor 1500 (exchange)	£47.50
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HT lead set	£7.00
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Recon w/wiper motor exchange	£40.00
Universal joint with grease nipple	£8.50
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Hoods original I.C.I. material inc zip window	£140.00
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### GT6

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Dash veneer set Mk III 820073	£105.00
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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
Rotolux coupling 152273	£22.50
Rotolux bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£13.50
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£7.50
HT lead set	£9.00
Manifold Banjo Bolt 145155	£9.00

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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 quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£20.00
Interior door knob 615888	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552	£57.50
Dash veneer set 2000TC/2500TC - 730397	£57.50
Dash veneer set 2500S 726421	£57.50
Interior grab handle ZKC 701/711	£17.50
Drainage excluder grey 614628	£7.50
Boot carpet 728551	£18.00
Late Mk I 2000 steering wheel 307493	£20.00

Recon power steering rack exchange	£117.50
Recon manual steering rack exchange	£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
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Rear shock absorber	£19.50
Recon exchange brake caliper	£45.00
Brake disc Mk I 209348 - O.E.	£40.00
Brake shoes Mk I (axle set)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£15.00

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Anti-roll bar mount bracket 153669	£10.00
Dolo recon exchange caliper	£40.00





# Crank it up!

By Colin Lindsay

Hi all, and post-festive greetings from Northern Ireland !!

**F**irstly, Happy New Year to one and all; secondly, Happy Christmas and don't ask where last month's article went - it left me here alright ... looks like the

Postal Service is up to its usual standard ...

One of my favourite non-GT6 jokes (other than the MGB) concerns a man who walks into a doctor's with a frog growing out of his head. The doctor asks how this came about and the frog replies "Well, it started as a boil on my bum ...". Two and a half years into a GT6 restoration I have to remind myself that it

You might remember from the dark depths of 2001 that I featured the butchered input shaft from my non-overdrive gearbox and the similar very necessary trimming of the input shaft on my replacement overdrive box - necessary because in order to get it to fit at all I had to remove 1/2 inch

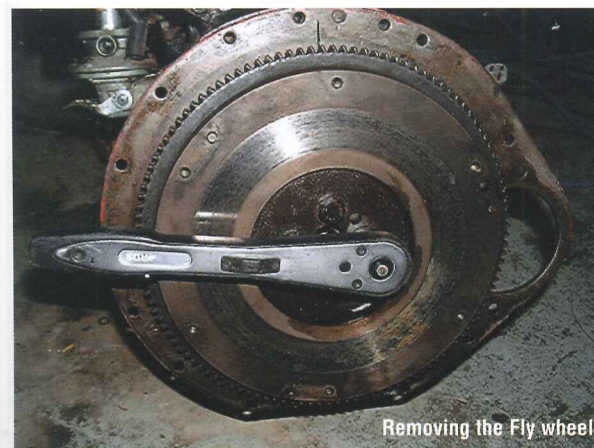
off the tip and the consequences of not doing so were covered in the article on replacing thrust washers and removing the remains of the crankshaft ...

I could have continued on in ignorance for years, never getting to the root of the problem, endlessly replacing pilot bush and input shaft over and over had I not decided to dismantle

The Two Flywheels



the remains of an old MkII engine lying at the side of my garage. The first thing I noticed was the wafer thin flywheel compared to the huge version on my MkI engine - as my car had a MkII 2000 engine fitted obviously the flywheel had come along as well. The thicker metal would move the clutch back towards the car by over half an inch - could this account for the trimmed input shaft? No, because the shaft goes through the flywheel so all this means is that the clutch sits further down the splines. A quick tip for removing a



Removing the Fly wheel

flywheel from an engine which is not in the car and which spins around every time you put pressure on the bolts: Turn you socket



GT6 Crank

wrench or spanner so that you're working on the bolt directly opposite your position. This way the wheel cannot spin as you're cancelling out any upward or downwards movement and all the torque goes into undoing the bolt and not into spinning the flywheel ...

My fault had to lie with the crankshaft itself, and it was only by direct comparison between two

engines that the problem became clear. If you look at the photos of the two cranks, you'll see the GT6 crank sits flush with the engine backplate; the 2000 engine crank protrudes at least an inch out of the rear of the engine. This is where my missing space has gone!

A quick phone call to Jigsaw Racing confirmed that my engine being the MkI 2000 Saloon version not only has the longer crank but also the narrower main bearings of the early pre-KC5000 MkI GT6 engine and while a secondhand GT6 crank might be available, the bearings are not. One solution is to adapt Spitfire bearings ... now you know why I know all the words to the song "There may be trouble ahead ..."

Sadly too, the input shaft of the gearbox actually wiggles about in the housing so the damage is probably terminal. It's almost as cheap to replace as it is to refurbish. I also noticed slight damage to the release bearing carrier - there's a dent in the brass housing - but I'll file this down and change the



Saloon Crank

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



Clutch Release bearing

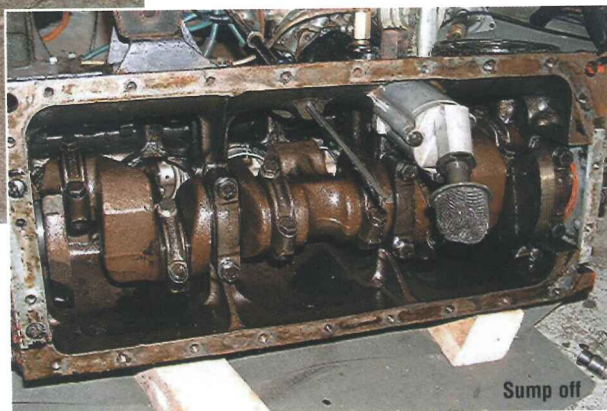


bearing before refitting.

So, shopping list as follows: Replacement crank/bearings/Mk1 GT6 engine/gearbox ... etc., etc. While I'm at it I'll probably fit a reconditioned J-type overdrive as well and get the whole shebang done at once.

Actually, if anyone has a genuine late Mk1 GT6 short engine in useable condition, I might make it as far as Stoneleigh on 6th February, so let me know and I'll gladly take it off you hands, provided I can lift it into the boot of the car ...

See you next month - Postal Service permitting?



Sump off

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# Girls A-Z Guide to Restoration

By Angela McGowan

Andy and I have been restoring Triumphs since 1985 and competing in concours competitions since 1990.



enormous so in case of losing husband, suggest you take compass so you can at least find your way back to the car park.

**C** is for **Concours**. This rhymes with 'Bonkers'. Enough said.

**B** is for **Black Bits** We always do our own 'black bits'. What are black bits? Black bits are components essential to the re-build of the car (like brackets, headlight bowls, steering column, battery bar etc) that must be painted, yes, you've guessed it, black. This involves

**D** is for **Dr. Zhivago** Make sure you've got a something decent to watch on the TV whilst polishing black bits but don't underestimate how long you need the film to be. The pedal box for the TR5 took me the whole of Dr. Zhivago and it ended

## An Infamous 'Black Bit'



husband spending hour upon hour preparing said bits by removing rust, filling dents, priming, spraying, and then spraying again. After flattening, you'll probably get the job of polishing the dull black bits to make them shiny black bits. There is no quick way of doing this. Sorry. Forget Mr. Sheen, you've got to use special products, it takes ages and get a bit heavy handed and you polish straight through to the primer. This never happens at the start of a black bit but just as you're giving it the finishing touch. If you think you're fed up remember that you've got to confess to husband that the black bit he's already painted four times needs another coat.

before the box was finished. A horn bracket can just about be polished during Emmerdale, but the horn itself is more of a 'Holby City', providing you don't waste too much time watching the gory bits.

**E** is for **Exercise Mat** An invaluable piece of equipment. If you're going to spend hours on the garage floor working under the car, then you deserve a bit of padding. Also excellent when you get stuck as husband can get hold of it and pull you out. When being extricated from underneath in this way it's

**A**fter six re-builds and more shows, events etc. that I care to count, it looks as though the overalls can finally go to the cleaners and the garage will be peaceful as, for the first time in years, we don't have a project on the go.

Articles on our cars have appeared in the Courier, the latest of which was Andy's story on the re-build of our TR5. This covered what I call 'the boy things' but what about us girls? If your husband/partner/significant other is about to start a restoration, then believe me, you will be, whether you want to or not, playing a large part and it's not just peering into the garage from time to time to say "more tea dear?". Oh no. So, if the words "I think the motor could do with a bit of a spruce up" are casually mumbled over a drink in your local, the following may give you a bit of an insight as to what's ahead.

**A** is for **Autojumble** Varying in size but held in conjunction with most car shows. Involves endless walking, sifting through boxes (it helps if husband has actually given you an idea of what he's looking for), and avoiding tripping over tent pegs. It's either pouring with rain and you wish you'd put your wellies on or mega hot and the suncream's where you left it on the kitchen window sill when you left home at 6.30 a.m. (the early bird and all that) Remember, autojumbles are very interesting places to husbands so don't expect to stop for coffee/tea, although he might be tempted by a pint at lunchtime. Be careful to keep husband in sight all times. All autojumble attendees wear anoraks and carry rucksacks. Very difficult to re-locate husband under these circumstances. Beaulieu Autojumble is



important to remain completely horizontal for obvious reasons.

**F** is for **Finished** The car is never finished. Ever. All that happens is the postman doesn't wake you up delivering parcels of parts quite so often.

**G** is for **Gym Forget it.** If it was hard to find the time before, then you certainly won't have time now. All is not lost though. Lifting the chassis around, lifting the body, joining the gearbox to the engine will get those muscles working. No pain, no gain, girls.

**H** is for **Harry Potter** If you've not read the books yet then don't bother. Treat yourself to the audio tapes instead and get engrossed in Hogwarts School of Witchcraft and Wizardry. A long, cold Sunday in the garage will simply fly and you'll soon be as good as Hermione at casting spells (the dipstick makes an excellent substitute wand)

**I** is for **Impossible** Don't even think about it.

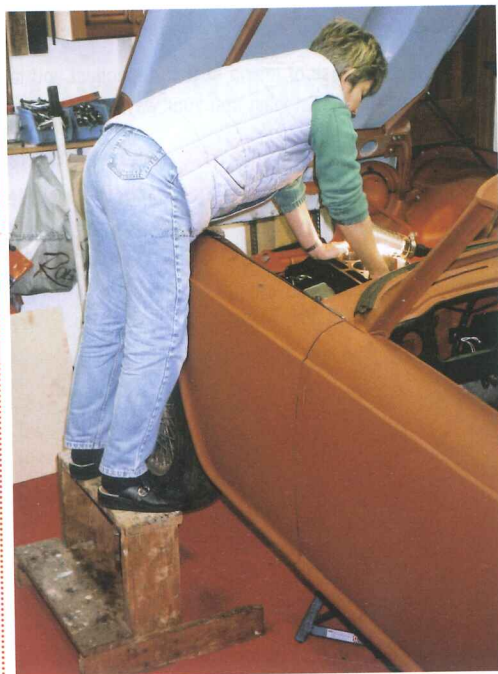
**J** is for **Judges** Be afraid. Very afraid. They get everywhere. They find all the gremlins you hoped they wouldn't. They hide their clipboards so you can't see the marks (or lack of) they've given you. They poke and point and pontificate. They cannot be bribed. They are nowhere to be seen after the prize giving. Treat with extreme caution. I know, I am one.

**K** is for **Klunk** This is the sound a spanner makes when dropped on to a freshly painted body. It can also make a clattering sound or a pinging sound. Much depends on how many parts/panels it hits before reaching the floor. Dropping spanners can make husbands very cross.

**L** is for **Lost Bits** Lost bits, are, well, kinda lost. Husband knew he bought them, can remember where he bought them, but just doesn't know where he put them after he bought them. If you're lucky, he put them somewhere in the garage. If you're not, chances are they found their way into the house and are tucked away in drawers, wardrobes, cupboards and shoeboxes. Because husband knew you wouldn't want

them where he put them, you have absolutely no idea of where to start looking. Best case is he finds them.

Worst case is he doesn't and buys more and then can't find them either.



Longer Legs would help!

**M** is for **Milking Machine** Rocker Box, bearings, alternator, servo, split pins, pistons, grommets etc. etc. are all things you're going to hear lots about while assisting husband. However, make your life more interesting by re-naming any item you like. My favourite is the milking machine. I know it's really the distributor and plug leads but 'milking machine' suits it rather well, don't you think?

**N** is for **Normal** If you're thinking of restoring a car, in the process of restoring a car, or have restored a car, you are definitely not normal.

**O** is for **Over Confident** Things never take 'just a minute'. Allow double the time you expect for 'Black Bits' and then some more.

**P** is for **Petrol** Petrol is my number one hate. I loathe this stinky but necessary stuff. If you're the same and your car boot just happens to be full of it (I

won't go into why here) and your husband asks you to lie underneath with a container while he removes the grommet on the boot floor to allow petrol to drain into said container, just make sure it's large enough. I didn't.

**Q** is for **Queue** There's never a queue for the ladies loos at classic car shows and autojumbles. Enjoy.

**R** is for **Rusty Bits** Husbands get very upset about rusty bits on bodies but other rusty bits can cause great excitement. Husband came home one day with a box full of rusty bits which consisted of inlet manifolds, injectors and a metering unit for the TR5. Looked like a pile of junk to me but not to him. Husband assured me that these rusty bits were as rare as hens' teeth and he'd been dead lucky to find them. The guy he bought them from was dead lucky too that I wasn't there otherwise he could have whistled for his £600.

**S** is for **Spanners** Open ended, ring, stubby and sockets. Easy to identify by type but not so easy to identify by size. Yeah I know the sizes are written on them, but when husband is underneath car asking you to pass him a nine-sixteenth open ended as quick as you can you'll give him everything but. If he sighs in desperation and exasperation, don't worry. This is normal. There are 'boy' things in life and there are 'girl' things. Spanners are definitely boys' toys and if he wants to throw them out of his pram then let him.

**T** is for **Trimming** Not trimming the hedge or grass but the car. When husband can't find scissors, glue, pliers etc. casually ask if there's any chance it/they could be under the piece of carpet he's just spent two hours fitting.

**U** is for **Underseal** This stuff sticks like glue and is not easy to remove from bodywork. When it does eventually give up the fight it takes up residence on your carpets and the battle to remove it recommences.

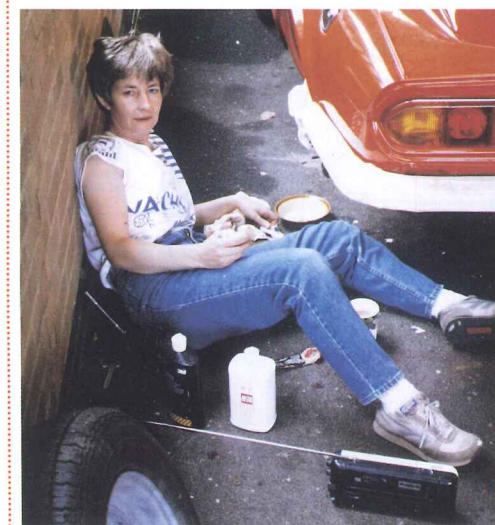
**V** is for **Vino** Most important to have plenty for celebration and commiseration purposes. Car restorations are either progressing incredibly well or incredibly badly. Either way, you're covered.

**W** is for **Widgets** Don't even try to learn every part, what it is, what it does, why it does what it does, where it goes etc. You're a girl and no-one will expect you to. 'Widget' can be used in loads of circumstances e.g. could you pass me that widget, I've just lost a widget and I'm really sorry but I've just chipped a bit of paint off this widget.

**X** is for **X factor** This is most frustrating. As soon as you think you're getting somewhere, the x factor will appear from nowhere and progress is slowed, if not halted. 'L for Lost Bits' above is a good example, polishing through to primer on a black bit another. Do not allow yourself to be disheartened, just remember the content of V is for Vino and you'll be fine (it may take more than one glass though).

**Y** is for **Yeti Husband** may dress up in white hooded overalls, white mask and protective glasses. Do not be alarmed. He is not getting ready to go into a contaminated area but about to start paint spraying.

**Z** is for **Zilch** This is the amount of time you'll have spent doing housework throughout the restoration, but hey, housework's pretty boring at the best of times.



Sometimes it all gets too much!

And, last but not least: **HYN:** Happy New Year everyone

Angie



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Herald/Vit	£29.32	£27.61	£18.74
Dolomite	£38.72	£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

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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	£206.66	£199.75	£270.19
Herald/Vit	£132.19	£177.00	£155.69	£200.67	£294.30

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TR6	£201.83	£201.83	£71.92	£29.38	£317.76	£227.70	£205.63	£207.98
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Spitfire	£43.64	£87.26	£40.53	£33.64	£667.58	£315.68	£282.00	£293.69
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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
Laminata	£82.21	£223.25	£85.59	£22.91	£129.25	£129.25	£217.38	£135.13
Dolomite	£455.27	POA	£80.63	£32.31	£194.52	£151.26	£310.11	£184.18
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- Standard	£211.44
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GT6 MK3	
- Standard	£198.58
- Sports (Full)	£410.08
Herald	
- Standard	£126.31
- Sports Part	£217.38
Vitesse	
- Standard	£158.63
- Sports (Part)	£279.00
2000 - Standard	£198.58
2500/2.5 - Standard	£233.83

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GT6	£135.13
Herald/Vitesse	£111.63
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GT6	£237.14
2000/2500/2.5	Enquire
SD1 V8 (Pair)	£354.13
Range Rover V8	Enquire

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Stag	£11.07	£17.64	£24.62	£39.36	£55.17	£88.10	£87.54	£24.62	£61.69	£69.03	£55.81	£25.79	N/A	£25.79	N/A
	From	From	From	From	From	From	From	Ex	(Pr) Kit	(Pr) Kit	(Pr) Kit	From	From	From	From
TR4/5	£22.27	£15.22	£22.91	£21.74	£63.42	£66.09	£52.58	£25.26	£144.95	£151.58	£128.08	£22.27	£25.79	£23.44	£25.79
	From	From	From	From	From	From	From	Ex	(Pr) Kit	(Pr) Kit	(Pr) Kit	From	From	From	From
TR6	£22.27	£15.22	£22.91	£21.74	£63.42	£66.09	£52.58	£25.26	£144.95	£151.58	£128.08	£22.27	£25.79	£23.44	£25.79
	From	From	From	From	From	From	From	Ex	(Pr) Kit	(Pr) Kit	(Pr) Kit	From	From	From	From
TR7	£21.09	£11.69	£11.69	£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£64.60	£55.81	£21.74	£25.26	£21.74	£25.26
TR8	£52.88	£17.64	£19.92	£34.02	£55.17	£88.13	£87.54	£24.62	£61.69	£64.60	£55.81	£21.74	£25.26	£21.74	£25.26
	From	From	From	From	From	From	From	From	From	From	From	From	From	From	From
Spit/Herald	£21.09	£14.69	£19.39	£25.26	£61.69	£77.84	£55.52	£23.44	£55.23	£67.56	£49.32	£21.74	£27.61	£88.13	N/A
	From	From	From	From	From	From	From	From	From	From	From	From	From	From	From
GT6/Vitesse	£23.44	£15.22	£23.44	£25.26	£61.69	£77.84	£55.52	£23.44	£55.23	£67.56	£49.32	£23.44	£28.14	£88.13	N/A
	From	From	From	From	From	From	From	From	From	From	From	From	From	From	From
Dolomite	£29.38	£14.69	£18.74	£24.62	£67.56	N/A	£57.28	£23.44	£63.16	N/A	£55.52	£24.09	£29.32	£24.62	£29.32
2000/2500	£57.52	£17.64	£19.92	£39.36	£55.17	£88.10	£87.54	£24.62	£61.69	£66.03	£55.81	£27.61	N/A	£25.79	N/A
SD1	£41.07	£17.64	£26.97	£38.86	£94.00	£91.06	£89.59	£26.97	£71.97	£93.97	£67.56	£27.61	£34.02	£26.44	£34.02
Range Rover	£20.56	£21.09	£24.26	£23.44	N/A	£79.87	£80.78	£23.44	N/A	£79.87	£80.78	£18.21	N/A	£24.26	N/A

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# Decoding your 'Big Six'

By John Macartney

Since the affable Mr. Richard Plumridge has successfully managed to get all Technical Secretaries to sing from the same song sheet on the IVR form, it occurred to me to put in a few sacks of spuds about IVR's for the more 'majestic' end of the product spectrum.

I'll probably get my knuckles rapped for doing this now, as I'm not scheduled to officially comment on Big Six IVR's until sometime after the 2005 grain harvest, but it occurred to me that those of you with 2000's, PI's and 2500's might find this product info helpful in completing your own IVR's? Many thanks anyway, to those who were quickly past the post in completing the new-look form and getting their car details to me.

I'll obviously comment in more detail when it's my turn to do a proper IVR write-up for this model range.

So this pre-lim report deals with the oddball codes you're likely to find on Barb and Innsbruck cars and hopefully they'll serve to clarify doubts or confusions that may exist in your mind?

Let's start with  
**Commission Numbers.**

They are prefixed with **MB MD ME MG ML MM MN** and **MP**. These cover the whole range from the Mk 1 through to the last face-lifted 2000 and 2500 Mk 2 - saloons and estate cars. It's a long time now since any were made and it's also clear that cars are moving around the world from one country to another, so one might turn up that 'didn't ought to be here.'

There's just a possibility you currently own, or might buy one of these 'overseas built' cars and if this is the case, there's a numerical prefix identifier that leads the alpha prefix. This number will confirm where the car was made from either a CKD or SKD kit.

**1** is for Belgium. Prior to 1964 build in Belgium, this appeared as a letter B and was soon (unjustly) given the tag by Canley track workers as *Bodged in Belgium*. **2** was Australia, **3** was New Zealand, **4** was South Africa, **5** was Malta, **6** was India, **7** was Eire, **8** was Phillipines, **9** was Peru, **10** was Portugal and **11** was Israel. So **2MGxxxxDLO** would be an Australian built right hand drive Mk 2 pre facelift 2.5PI saloon with overdrive, and so on.

Still within the commission number, the suffixes after the number will identify the car as follows:

<b>DL</b>	Right hand drive saloon - manual 4 speed only
<b>DLO</b>	Right hand drive saloon manual with overdrive
<b>DLBW</b>	Right hand drive saloon with autobox
<b>DLEC</b>	Right hand drive estate car - manual 4 speed only
<b>DLOEC</b>	Right hand drive estate car manual with overdrive
<b>DLBWEC</b>	Right hand drive estate car with autobox
<b>LDL</b>	Left hand drive saloon - manual 4 speed only
<b>LDLO</b>	Left hand drive saloon manual with overdrive
<b>LDLBW</b>	Left hand drive saloon with autobox
<b>LDLEC</b>	Left hand drive estate car - manual 4 speed only
<b>LDLOEC</b>	Left hand drive estate car manual with overdrive
<b>LDLBWEC</b>	Left hand drive estate car with autobox

**Body numbers.** The Pressed Steel Company at Swindon used its own unique identifier and this is found as a riveted plate on the RH front suspension turret in the engine bay and painted car body colour. On early cars, the body number plate will be found on the bonnet slam panel, just forward of the radiator top tank.

It's important to note that certain export markets also required the car's commission number to be stamped on the RH turret in addition to the conventional commission plate rivetted to the LH turret. Presumably this was an attempt to overcome later number falsification?

<b>BB or BC</b>	the model range
<b>SR</b>	Saloon RH steer
<b>SL</b>	Saloon LH steer
<b>ER</b>	Estate RH steer
<b>EL</b>	Estate LH steer

Below, we see how the codes are likely to appear on your car.

<b>BAEL1</b> on	Mk 1 2000 Estate car LH steer automatic gearbox	
<b>BAER1</b> on	Mk 1 2000 Estate car RH steer automatic gearbox	
<b>BASL1</b> on	Mk 1 2000 saloon LH steer automatic gearbox	
<b>BASR1</b> on	Mk 1 2000 saloon RH steer automatic gearbox	
<b>BBEL1</b> on	Mk 1 2000 Estate car LH steer manual gearbox	
<b>BBER1</b> on	Mk 1 2000 Estate car RH steer manual gearbox	
<b>BBSL1</b> on	Mk 1 2000 saloon LH steer manual gearbox	
<b>BBSR1</b> on	Mk 1 2000 saloon RH steer manual gearbox	
<b>BCEL025001</b> on	Mk 1 2.5PI Estate car RH steer	- no gearbox identifier
<b>BCEL025001</b> on	Mk 1 2.5PI Estate car LH steer	- no gearbox identifier
<b>BCEL100001</b> on	Mk 2 2000 Estate car LH steer &	- no gearbox identifier
<b>BCEL100001</b> on	Mk 2 2.5PI Estate car LH steer	- no gearbox identifier
<b>BCEL1</b> on	1967 Mk 1 2000 Estate car LH steer	- no gearbox identifier
<b>BCER100001</b> on	Mk 2 2000 Estate car RH steer &	- no gearbox identifier
<b>BCER100001</b> on	Mk 2 2.5PI Estate car RH steer	- no gearbox identifier
<b>BCER1</b> on	1967 Mk 1 2000 Estate car RH steer	- no gearbox identifier
<b>BCSL025001</b> on	Mk 1 2.5PI saloon LH steer	- no gearbox identifier
<b>BCSL100001</b> on	Mk 2 2000 saloon LH steer	- no gearbox identifier
<b>BCSL100001</b> on	Mk 2 2.5PI saloon LH steer	- no gearbox identifier
<b>BCSL1</b> on	1967 Mk 1 2000 saloon LH steer	- no gearbox identifier
<b>BCSR025001</b> on	Mk 1 2.5PI saloon RH steer	- no gearbox identifier
<b>BCSR100001</b> on	Mk 2 2000 saloon RH steer &	- no gearbox identifier
<b>BCSR100001</b> on	Mk 2 2.5PI saloon RH steer	- no gearbox identifier
<b>BCSR1</b> on	1967 Mk 1 2000 saloon RH steer	- no gearbox identifier

And that's just for starters!



The next time I'm able to get to Gaydon, I hope to be able to unravel the body number variations for post facelift (May '74 on) vehicles.

As far as **Engine codes** are concerned, my research (and a now fading memory) indicate these did not have country codes - but I'm happy to be challenged on that.

The engine prefix letters followed the same commission number leading alpha prefix, though suffixes were **HE** = High compression - for markets with premium leaded fuel of 98 octane **RM** and above, **E** = High compression, but for lower grade leaded fuel - usually 94 to 97 octane **RM** with factory retarded ignition settings. **LE** = low compression, below 94 octane **RM**. Also note that Standard-Triumph reserved the right for **E** to also mean **Engine** - and when you're trying to pinpoint something important, this knowledge can be so terribly helpful!

Certain markets using **LE** engines also made use (but not always) of different camshafts and distributors and a curious quirk is these parts never appeared in the parts manuals - which again is very helpful for those

concerned with originality issues. It's also not unknown to encounter Standard-Triumph engines that do not reflect the prefix or suffix numbers and have a number that is entirely different. In such cases, removing the residue of the in-built EOSS (engine oil spray system) to see if the engine is painted a rather yukky shade of medium blue, will suggest it's a reconditioned unit from Beans Industries of Tipton in Staffordshire, a BL subsidiary. Often, these engines will have an 'R' somewhere in the number to confirm their 'reconditioned' status of days past.

On the **gearing** side of things, it's clear there's a lot of confusion about **axle ratios** and whether a lower ratio axle was fitted to cars with overdrive or automatic. It wasn't - unlike other cars in the range. So how can you decode an axle, or know if it's what you're looking for at an autojumble? Hopefully the chart below will (almost fully) clarify.

Diffs were **alpha** and **paint** colour-coded. The alpha code is stamped on the underside of the diff running from front to back and the paint colour is on the nut of one or both diff output shafts. A few cars had a small slap of colour painted on the back of the diff rear casing.

	Code	Ratio	Col
<b>All cars with 2498cc engines and with 13" or 14" wheels</b>			
Mk 1, Mk 2, Manual, Manual and overdrive, Automatic, Carbs, PI, Saloon, Estate			
Mk 1 Sal & Est	MD	3.45:1	Red
Mk 2 Sal	MG	3.45:1	Red
Mk 2 Est	MGA	3.45:1	Red
<b>All 1998cc cars with autoboxes and with 13" or 14" wheels</b>			
Mk 1, Mk 2, Automatic, Saloon, Estate			
	MB	3.7:1	Yellow
	MEC	3.7:1	Yellow
	MED	3.7:1	Yellow
<b>All 1998cc cars with manual gearboxes and with 13" or 14" wheels</b>			
Mk 1, Mk 2, Manual, Saloon, Estate with or without overdrive			
	MB	4.1:1	?
	or MEC	4.1:1	?
	or MED	4.1:1	?
<b>From 1975, 2000TC Commision No ML20001 on</b>			
Mk 2, Saloon, Estate			
	ME	3.7:1	White
	MEA	3.7:1	White

As an aside, be **VERY** careful with Big Six diffs as one of mine definitely 'has life.' I was working in the barn a few years back, putting up some shelves and a spare diff on the bench took the notion into its pinion bearing to leap off the bench and land on my big toe!

So what does this tell you about your car. Probably you've already got a Heritage Certificate or you know about the car's year origin. The table below should provide additional info or provide a landmark for your further research.

Prefix From To				Additional info and Landmarks	Cut-over date
<b>2000 Mk 1</b>	<b>MB</b>	<b>1</b>	<b>120927</b>	MB1 Mk 1 Saloon intro	Oct 1963
				MB32475 Mk 1 Estate intro	Oct 1965
				MB37319 Mk 1 new steering wheel with hornring	Nov 1965
				MB60003 First 67 model, new trim	Aug 1966
<b>2.5PI Mk 1</b>	<b>MD</b>	<b>1</b>	<b>6854</b>	MB54909 Last 66 model, old trim	Sep 1966
				MD1 First Mk 1 Saloon	Jul 1968
				MD2809 First Mk 1 Estate	Mar 1969
				MD6590 Last Mk 1 Saloon	Oct 1969
<b>2000 Mk 2</b>	<b>ME</b>	<b>2</b>	<b>100970</b>	MD6854 Last Mk 1 Estate	Oct 1969
				ME2 First Mk 2 Saloon	Oct 1969
				ME217 First Mk 2 Estate	Oct 1969
				ME100895 Last ME Saloon	May 1974
<b>2.5PI Mk 2</b>	<b>MG</b>	<b>2</b>	<b>85579</b>	ME100970 Last ME Estate	May 1974
					Oct 1969
				MG85576 Last MG Saloon	May 1974
				MG85579 Last MG Estate	May 1974
<b>2000 Mk 2 Facelift</b>	<b>ML</b>	<b>1</b>	<b>29535</b>	ML1 First ML (Facelift) Saloon	May 1974
				ML449 First ML (Facelift) Estate	May 1974
				ML9330 Last ML Estate	May 1975
				ML20000 Rev'd engine & driveline	May 1975
<b>2000TC</b>	<b>ML</b>	<b>20000</b>	<b>29535</b>	ML29535 Last ML Saloon May 1977	May 1975
<b>2500TC</b>	<b>MM</b>	<b>1</b>	<b>39373</b>	MM1 First Saloon	May 1974
				MM2230 First Estate	May 1974
				MM11880 Last Estate	May 1975
					May 1974
<b>2.5PI Mk 2 Facelift</b>	<b>MN</b>	<b>1</b>	<b>2153</b>	MN1383 Last Facelift PI Estate	Dec 1974
				MN2153 Last Facelift PI Saloon	Jul 1975
				MP1 First 2500S Saloon	May 1975
				MP2 First 2500S Estate	May 1975
<b>2500S</b>	<b>MP</b>	<b>1</b>	<b>10253</b>	MP10228 Last 2500S Saloon	May 1977
				MP10253 Last 2500S Estate	May 1977

Have fun!

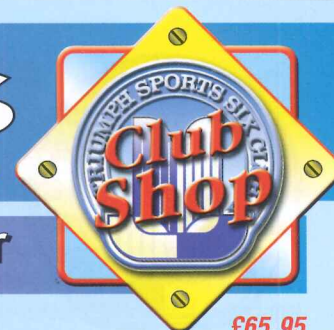
I look forward to registering all those as yet uncompleted IVR forms for Big Sixes that must surely be waiting in the wings and should 'ere long be winging their way in my direction? Finally, very grateful thanks to the guys at Gaydon in the forms of Anders Clausager and Richard Brotherton who helped me with this research about six years ago - and for valuable additional info from the Triumph 2000 2.5 2500 Register.



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# Herald Rebuild

By Bill Davies

## Happy New Year!

**P**aul Gray has written to me with an IVR for his 1962 Triumph Herald Convertible, together with a mass of photographs.

I am an engineer by training (I work with computer networks) and have been working on old cars - originally out of necessity rather than choice. Now I have my own mig and spraying kit, which have been well used on this project, which took the best part of 4 years to get on the road.

The car that I am rebuilding at this time is a 1200 Herald con-

vertible Mk1 registered in 1962, but re-registered on a B plate. I have had this changed to an age related registration, WAS 244. I purchased the car as someone else's abandoned restoration project. It had been stored in a barn near Heathrow Airport for 7 years. It had been accurately advertised as a basket case. When I got it home and had a good look at it I should have stripped it for spares as the Mk1



WAS 244

chassis had rotted, so had the bad repairs and the bad repairs on the bad repairs!

This is where things can get complicated. A decision had to be made. Do I try to obtain a replacement Mk1 chassis

knowing that they are all 40 odd years old, repair what I have got, or do I rebuild the car into something that I can use every day and not worry about originality? I decided that I wanted a car that I can use all year. What I needed was a replacement-rebuilt



WAS 244



chassis. A timely visit to SEM at Leatherhead saw the purchase of a replacement chassis and yes it was rebuilt! The only possible problem was that this chassis was for a 1600 Vitesse Mk1 convertible. As it turned out there were no problems that



could not be over come - as yet! The over rider brackets had to be modified. The floor of the bulkhead also had to be modified



this did not have the steering column mounting bracket with it, and so I had to purchase one, SEM again, different year.

It turned out that the bonnet was not the original, it is from a

12/50. with the later type bulkhead adjusters which needed to be changed. This has now been done. Both doors were different colors so I believe that they have also been changed. This car has been well used!!

Aligning all of the panels has been fun! They still need to be moved. I have totally resprayed all panels off of the car and now that they are all together further work will need to be carried out. This will be done after all of the new parts have had time to bed in. The main problem with spraying the panels separately is that the paint purchased at different times, from the same place using the same code, was of a different shade! I will sort this next year. The rev counter that was with the replacement dash was for a mechanical drive and so had to be replaced with an electronic one.

All I needed now was an engine that did not have 1/2" movement in the flywheel. Yet again back to SEM in 2003. There was only 1 engine that I saw for sale on the Saturday and that was for a 13/60. Complete engine with gearbox was £50. This was worth the risk as there was no movement in the flywheel to indicate problems with thrust washers. It also had both manifolds, carburettor and a new clutch. Once home the outside of the engine and gearbox was cleaned and the engine dropped in place. Before fitting the gearbox I took the clutch off as these have a tendency to stick to the flywheel. This was the case, and the friction plate was fitted the wrong way around.

This was noted by the writing on the plate! So engine in, gearbox in, radiator in, exhaust connected to a Spitfire straight through box, oils, water and wires connected with negative earth and alternator. Time to start the engine!

It ran very well; though with a loud exhaust sound. Seat in and time for a drive. This was just the motivation required to finish the project. The front seats were in a bad way, but the rears were adequate for the time being. I can remember an article in one of the Courier magazines about Metro seats that will

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





Engine bay

fit, time to see if they do. I bought a good set of front seats from a Metro GTa. They did NOT fit, but they do now! As the car is not original a further bit of modifica-

tion was required, this time to the tunnel. These seats now fit and are better than the originals.

New carpets have been fitted and all that remained was to sort out the hood. Dismantling three hoods made one good one. Yet again an article in the Courier magazine showed how this can be done. The car was now complete but

required the paperwork sorting out. This turned out to be easier than expected. Once I had spoken to DVLA at Swansea they told me to speak to my local office, in Reading, which I did. Reading told me to write in with details of changes on the Registration document and they would contact me in due course. I thought this could be a long wait. As it turned out I wrote a letter explaining what I had done and what I expected and enclosed many photos, then expected to wait months only to be told I needed to fill in another form. What happened was I received a telephone call the next day from one of the DVLA's inspectors who explained what was going to happen and when. The car needed to be MOT inspected and when this was done the inspector arranged to see the car at my home. Checking out the car or checking out me? More forms were filled out at this time and I was told to apply to Reading for a Tax disk for the 1964 registration and Reading would issue a new Registration number and a tax disk for Historic Vehicle. These items turned up

by return of post! Insurance was changed and Club Valuation was obtained. The new registration document arrived when Swansea got through the backlog.

Vehicle now on the road all-legal! Fun to drive with the straight through exhaust! After a week on the road and on my way to Beale Park for the Picnic in the Park the engine decided that it had had enough and started to smoke! A compression test showed no compression on number 3. Oh dear! Head off, decoke and still no compression. So head off again and this time sump off and number 3 piston out. 2 broken rings. There were also broken top rings in number 1 and 4 pistons. After checking the big end shells, which were worn I decided to replace these as well. All was cleaned, reassembled and tested and it all seems to work! Having now put a few

miles on the clock it just needs a good tune up, however the summer has now gone and so I will not be using it as much as I should like, until I can get a removable hard top.

I have been using the car during the winter for the short trip to work and the heater works well, just as I arrive at the office! I had a problem



Dashboard

with driving rain getting in through the gap between the hood and the top of the window. To rectify this (remember that this is a "bits a car") I put hard plastic shims between the hood frame and the seal channel, which appears to have done the job. No more wet seat in the morning!

It has now passed its 2nd MOT, is great fun to drive, it's noisy, so I am fitting a stereo whilst still trying to adjust the panel gaps.

The trade off between originality and practicality is always difficult. I think that having acquired the car as a basket case, Paul reached the right decision and built the car he wanted. The Mk1 chassis can be a liability on a car which is to be used daily, with stress cracking around the front suspension and differential mounting points being real issues. The chassis weakness also limits the useable engine capacity to the 948 and 1147cc units, while installation of overdrive is impossible without further weakening the structure. The Metro seats are also interesting, a conversion I have heard of before, but this is the first time I've seen details of the necessary modifications.

## 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>Vitesse</b>	Dec: <b>Spit I/II/III</b>

## BOND EQUIPE INTERNATIONAL VEHICLE REGISTER

This is where it all starts - the Bond Equipe Commission plate:

**SHARPS. COMMERCIALS LTD.**  
PRESTON ENGLAND.

○

COMM No.

SERIAL No.

○

Bond IVRs differ from the mainstream Triumphs in that less information is given on the Commission Plate.

If you look at the sample plate above you'll see that it is marked SHARPS COMMERCIALS LTD. This is the type of plate to be found on the earlier cars, later ones will be titled BONDS CARS LIMITED.

The Commission Number (sometimes known as the Chassis number) is based on the Triumph engine number - in fact this is the way to check if your car still has the original engine as the Commission number will be the engine number prefixed by B; ie BFC, BFD, BHC etc.

The Serial number is a Bond generated number and is made up of a letter which denotes the year of manufacture, eg 'O' = 1963 followed by a number denoting the month of build, eg 1 = January. This will be followed by the cars unique build number (as below) so the three parts together tell part of the story of your car.

2+2	-	101	-	444
4s	-	1001	-	2934
4s -1300	-	2935	-	3505

21 Mkl	-	4000	-	4590
21 MkII	-	4591	-	5431

I inherited a Register which was begun in 1993 and have been working hard to build it into a list of all known Equipes, those still in existence as well as those known to have been scrapped.

The more details we have, the more information can be established, eg how many engines came from Triumph in any particular batch.

I'm always interested in seeing photos of your car and to hear of the trials and tribulations - and fun it has brought you. I'd also love to see copies of any original documentation you might have for it, whether from Sharps Commercial, Bond cars or even, in the last days, Reliant!

Feel good - spend five minutes and complete an IVR for your car or cars. I will write back with information regarding finding out more about the history of your car, as well as anything I may already know about your particular car. Thanks

[bond.equipe@virgin.net](mailto:bond.equipe@virgin.net)

*Guy*



# TSSC Services & Officers

## Club Headquarters

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£36.00 UK £40.00 EUROPE £44.00 OVERSEAS

### RENEWALS

£34.00 UK £40.00 EUROPE £44.00 OVERSEAS

TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK  
TSSC - Main Street, Lubenham,  
Market Harborough, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 431936  
e-mail: [membership@tssc.org.uk](mailto:membership@tssc.org.uk)  
http: [//www.tssc.org.uk](http://www.tssc.org.uk)

### TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD  
Tel: 0845 458 6760 Fax: 0121 559 0814

### VALUATION SERVICE - TRUDI PRETTYJOHNS

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

### TSSC HANDBOOK

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

### TSSC LIBRARY

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

### CLUB SHOP e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
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### MAGAZINE COPY DATE

All magazine material must be received  
**BEFORE 10<sup>th</sup>** of each month prior to the  
month of publication.

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

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John Thomason, 154, Coleford Bridge Road, Mytchett,  
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#### VITESSE 1600/ Mk I/ II

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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 )  
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JANUARY 2005

Plus

## CLASSIFIED CARS & PARTS CONTENTS

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

# TSSC January Sale 2005



Join us at HQ

Saturday 8th January 9.00 am to 4.00 pm  
Sunday 9th January 10.00 am, to 3.00 pm





# AREA DIRECTORY

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

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

## SCOTTISH AREAS

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

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.
CUMBRIA	Phil Evans: 01946 861548	Troutbeck Inn - TROUTBECK	Last Sun. Lunch
MANCHESTER	Frank Spencer: 01524 791607 Pippa Flegel: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Andrew Dunning : 01915485188 Mark Astley: 0771 840 8159	Travellers Rest (A691) - Witton Gilbert off A691 Durham to Consett Rd	1st Sun. Eves.
LANCASHIRE	Mark Coward: 01257 482569	The Plough, Eaves Woodplumpton - PRESTON	Last Tuesday. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Nigel Penistone: 01405 720857	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Victor Thompson: 01302 850740 Peter Willey: 01226 745637	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

## MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180 Nigel Clark: 01788 891 153	The Bull & Butcher - CORLEY MOOR The Old Smithy - CHURCH LAWFORD	1st Tues. Eves. 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 Fox Kelham Bridge - NOTTS	Last Tuesday
NORTHANTS	Graham Nobbs: 01604 846908	The Elwiss Arms - GREAT BILLING	2nd Weds. 8pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
STAFFORDSHIRE	Adrian Palphreyman: 01785 621851	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	John Taylor: 01283 763479	The Drakes Drum, Old Oscott Rd - BIRMINGHAM	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

## WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	Maes Bangor Arms Capel Bangor - CEREDIGION	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Brian Morris: 01792 587204 Ken Bradley: 01269 594578	PONTARDDULAI CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
SOUTH WALES	Neil Hicks: 01684 290494	Tredegar Arms, Bassalegg - 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 BUCKS	Carl Swanson: 0705 0103924	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Tim Scrivens: 01233 812616	The Jackdaw - DENTON	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	Gardeners Arms - ARDINGLY	1st Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Wise Old Owl - KINGSFOLD	3rd Wed. 8pm.
HANTS & SURREY	Mark Bland: 01252 687988	Crooked Billet - HOOK	1st Tues Eves.
HERTS & BEDS	Les Read: 01582 862176	Potters Bar - MYCHETT	2nd Mon. Eves.
WEST HERTS	Patrick Kierce: 01442 831 539	The Bull Inn - WHITWELL	4th Mon 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	The Boot - THE GREEN, SARRAT	2nd Thurs Eves.
WEST KENT	Harry Abraham: 01892 834954	Woodmans Arms - WOOTTON	3rd Mon. Eves.
MID KENT	Colin Jackson: 01634 246205	The White Hart - SEVENOAKS	1st Tues. Eves.
S.E. LONDON	John Macrow: 01689 829231	The Freemasons Arms - SNODLAND	1st Wed. 8pm
NORTH LONDON	Philip Willcocks: 07973 333303	Contact only. No meeting Venue	
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
SOUTHERN	Suzie Singleton: 01672 514241	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SURREY	Karen Chignell: 0208 8733022	The Baker's Arms - DROXFORD	1st Tues. 8pm.
SUSSEX	Neil Thatcher: 01323 842870	The Wellhouse Inn - KINGSWOOD. A217	4th Wed. Eves.
THAMES	Mickey Hazell: 0777 362 3807	The Green Man, Lewes Rd - RINGMER	1st Wed. Eves.
		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
DORSET	Steve Golab: 01935 474590	Ring A.O. Details/ EXETER.	3rd Wed. Eves.
GLOUCESTER	J. Rowley/I. Lee: 01452 790126	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
SOMERSET	Peter Greenslade: 01823 288438	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SWINDON	Karen Davies: 01249 815342	The Black Brook - TAUNTON	Last Thurs. Eves.
TEST VALLEY	Bob McDay: 01256 410192	The Black Horse - WANBOROUGH	1st Thurs. Eves.
WESSEX	Trevor Carlyle: 01202 548582	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
WYEDEAN	Clive Speaks: 01981 500407	Bournemouth Flying Club	3rd Tues. 8pm
		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
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LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
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U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.





## AREA LIAISON OFFICERS REPORT

Our apologies to those of you who had indicated your intention to come to the above seminar for our decision to cancel it. John at HQ had said he needed to know numbers so we knew if there would be enough seating at HQ or if the Sun Inn needed to be used. As by the end of the week before we had only a few acceptances we decided to cancel. It was unfortunate that we would have probably had enough people to go ahead if everyone who intended to attend had let us know of their intention.

Never mind maybe it will be third time lucky. This time maybe we did not give enough notice of the proposed date, so we have already decided on a date for next year. **Saturday 19th November 2005.**

Well folks it's that time of year again, registration forms are due in, so can you get them sent into John at HQ as soon as possible. John is asking for additional information this year, but this is to help publicise areas and to make it easier for people to contact AOs and to identify them when attending events, so please send in as much information as possible.

The winners of December's Area Draw are **Northants Area** so please contact HQ and request your vouchers. Remember when registering your area for this year tick the box to let us know you wish to be entered into the draw.

Here's to a good year of Triumphanting

*Victor and Vivien*

## ANDOVER

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

I'm hoping that those of you who read last month's Area News will have managed to find this month's one earlier in the list since our change of name to the Andover Area, the decision having been taken for this step in order to hopefully 'place' our Area more easily geographically. Having done so we'd love to see a few more local members coming along to find us at The Clatford Arms in Goodworth Clatford.

Those same people who did read the last news may have noticed the deliberate mistake in that I listed **January's** meet as the next one managing to omit the date for the December meeting. As I'm writing this in advance of said meeting I guess we'll find out tomorrow just who did read it!

Hope you have had a great Christmas & New Year and are all ready for the excitement of 2005!

*Guy*

Next meetings on  
**Thursday 13th January 2005** The

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

Clatford Arms in Goodworth Clatford  
**Thursday 10 February 2005** The  
Clatford Arms in Goodworth Clatford  
**Sunday 20 February 2005** Sunday  
Lunch with Southern Area

## AVON

**HAPPY NEW YEAR** - let's make it even better than 2004! December's meet news: Who knows? This is being typed before the event to meet Bernie's deadline! Bet it was good though!

The November show at Shepton Mallet was another good one! Thanks to Les and June for their efforts! We managed to find another Vitesse to fill our Club stand - we were happy (space filled!), he was happy (Vitesse got sold!).

**Sat 8th January** Xmas Panto. We all owe Hen a large glass of red wine as she saved the Panto for us. Thanks Hen. Get to Weston Playhouse before 7.00 pm. Prebooked tickets only.

**29th-30th January 2005.** It's that time again - the Bristol Classic Car Show! Hic!!! We start all over again. We need a red, white and blue Spitfire for the themed Club stand. First come, first served; don't be shy. Plenty blue Spittys any red or white ones out there?

Other events coming up (a few suggestions for you):

**May 7th/8th** - SEM

**June tbc** 'Santa's Bean Farewell Tour'

**June 11th Sat** - Club stand Classic & Sportscar Action Day, Castle Combe (previously held in September!)

**July 9th/10th** Stafford

Must go, got me long trousers to find for the winter!

Party on people!

*Col*

## EAST BERKS

Happy New Year! I hope you've all had a relaxing time over the Christmas period and ready for a New Year.

In November we had our annual bowling night at Maidenhead Megabowl against South Bucks. It was a very good evening and our thanks go to Marcus and Robin for their organising.

It was a very close match with South Bucks winning with an average of 190 points to East Berks, 187. Roll on next year for us to get our name on the trophy!

I am currently (with Mark's help) producing an events list for the forthcoming year, these will be available at our meetings in the near future.

There are some events that I can think of for **New Year's Day**, please check nearer the time, but I believe Brooklands at Weybridge normally have a gathering and there is a good pub meet at the Phoenix Inn on the green in Hartley Witney. If you require details please get in touch.

I have been contacted by a new member, Jonathon Drayton, who has owned his GT6 for 17 years. This GT6 has spent the past 14 years as an unfinished project, but Jonathon is now thinking of selling it and buying a very good GT6. We hope to see you at a club night soon.

Our next meeting will be **11th January**

at the Shire Horse Pub.  
Have a triumphant new year!

*Helen*

## SOUTH BUCKS

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

Firstly, I must start with some very sad news. Roy Gladwell lost his life due to lung cancer on the 19th November. Marcus, Daniel, Len Young and I attended the funeral on Friday 26th November at Amersham crematorium. As funerals go, it went well with many friends and family in attendance, standing room only. Roy was a real gentleman and so well liked by so many people, it's a real shame. His Vitesse was so much a part of his life, it was mentioned in the moving tribute by one of his closest friends in the service. At the time of writing, there has been interest in buying and finishing the Vitesse, but if you are looking for one, please give me a call to ascertain of the latest situation.

Moving onto happier times I hope, may I wish a Happy New Year to you and your families. Let's hope for a Happy and Peaceful 2005.

A good turnout for the monthly meet at The Squirrel, bearing in mind it was a cold November night. Paul and Liz, Phil, Robin, Marcus, Dan and I enjoyed a good evening of chatting and eating, as yet again our landlord gave us pizza and chips, which is very kind of him. Robin looked most thankful, as he hadn't even gone home before he came to the pub.

The traditional South Bucks v East Berks bowling competition was held at Maidenhead Bowl on Tuesday 23rd. Paul and Liz, Robin, Rob, Dan, Marcus and Tracey, Allan, Gary and Shelly, and I took on the team headed by Helen with Nikki, Mark, and several other members from East Berks (sorry, the email with the scores and names has been corrupted at time of writing!) A great evening of bowling with yet another amazing performance by Robin, who scored four or five strikes in the first game, and even more in the second! Well done Rob! The teams were only separated by one point on the average of all players, so it so very close, but South Bucks take the nice new trophy (thanks Marcus!) home again. We had a prize for top score - Robin, Most number of strikes - Robin! He kindly put one prize back for the Christmas raffle. We also have a prize for the person who tried the most, but their score was at the opposite end to Robin's, shall we say! That prize went to Tracey! I hope all that attended the evening had a great time, and let's look forward to the next challenge!

Did you see my Acclaim in the picture from the NEC in last month's Courier? Again, I must stress the fact that I have NOT had 'a chat' with John Muggleton, he has taken on the liking of the Acclaim all on his own! Just because I own one, and I'm 6ft 2 and over 17 stone, and a little 'rugged' is pure coincidence!

A few cars turned up for the British car night on Monday 29th November at the Ace Café. It was Triumph who was the most supported marque of the night! I don't know whose idea it was, but a night

## CHESHIRE . . . COTSWOLD COVENTRY . . . CUMBRIA

in late November will only have the hard core attending! I did see the Paul and Sam with their 2500 estate, showing me their claim to fame in the local paper, as they have raised a great deal for the charity that Club Triumph RBR goes to. Well done boys!

The short time in between publications means no report of the Christmas meal as it hasn't happened yet! You never know, the next report may not be written by me!

Dates for **January**, Jan meet at the Ace Café is **Tuesday 11th**. The first monthly meet at The Squirrel is **19th Jan**, 20.00 hrs on. Why not make it a new years resolution you CAN keep, and come and have a drink with us at the monthly meet! You never know, you may even receive a little food too!

Well, if this transpires as my last area review, then I hope you have found my reports informative, entertaining and above all, made you interested in what South Bucks Area and its members do! I know I have a reputation of going on a little(!), but I know I have helped several people who have had trouble sleeping! Bernard, you can now reduce the cost of The Courier, as it won't be quite as long anymore ... or will it!

Thanks to those who have kind enough to say they read my review first out of anything in The Courier, and to those who read it, when it's not their Area! Take care,

*Carl*

## CHESHIRE

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

Looking back at previous December reports, I usually observe that there is little Triumph activity at this time of year. 2004 has been no exception, I've seen just one yellow Spitfire motoring around Macclesfield in the last month - and that one was too far away to see its number or who was driving.

So on the evening of our meeting I started Heap the Vitesse, backed out of the garage, and set off down Chester Road in the general direction of Bollington. When things don't work quite as expected it often takes a moment or two to sink in, and the second time the brake pedal went nearly to the floor I realised this was not normal operation and after a little inward debate (our cars don't have big brake fluid reservoirs or brake fluid warning lights) I returned home, looked briefly under the bonnet at all the (silicone) brake fluid on the bulkhead, left the Vitesse in the garage and took the Mondeo instead.

So our meeting had only one Vitesse instead of the two that should have been, and Paul wins the prize for guessing that the union at the master cylinder had come 'undone' - why it should choose that moment after eight years time to fail is a bit of a mystery to me. Perhaps it's the new garage carpet - I took a photo and it's on the web site.

There's been a little progress on our rebuilds. Adrian has had some welding (I think) and I'm not sure what Paul has been up to.

Once again I asked if anyone wished to

fill the position of organiser for next year, and there was shaking of heads, so it's me again for another year. I hope to get the same three runs round the Cheshire countryside as in 2004, and the possibility of a Sunday run out in the summer. Maybe this year I'll order rain and we'll get sun instead, who knows.

As last year, it just remains for me to wish you all a very happy New Year, and hope you have had a pleasant Christmas. Our first meeting of the New Year is on **Thursday 6 January** at the Cock and Wotsit in Bollington. Plenty of time for all to recover from any excesses over the festive season, so see you there.

*Henry*

## COTSWOLD

"It's bad news Del."

"What's that then Grandad?"

"Looks like it's all over Del."

"That's really bad news Grandad."

"No, no Del, they all go to Avon, Gloucester or Swindon now!"

"Mange Tout Rodney, mange tout!"

## COVENTRY

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

### Corley More Group

Happy New Year to all! Hope Santa delivered what you wanted, if not you will have to buy that Vitesse Convertible for yourself! I was pleasantly surprised to have 22 people at our Christmas meal at the Bull and Butcher, including family members of all ages. Andy Smith's sporty GT6 was the only Triumph in the car park; Andy has just bought another GT6 for his collection! We were made most welcome by Anne Huckvale and her staff, who served us an excellent meal in the restaurant area. Tim Wykes almost had two turkey meals for the price of one! - having mistaken his choice from menu, Tim tucked into Trevor Ellis' meal by mistake! The mix-up was soon resolved, and nobody went home hungry. Thanks to all for an enjoyable evening, with the best turn-out for this event so far.

The first event for your **2005** calendar is the **Triumph Spares Day** at Stoneleigh, on **Sunday 6th February**. Details as per December Courier. We can discuss this outing at our next meeting. As I mentioned last month, I would like someone to assist in organising events for the forthcoming season, all ideas and suggestions welcome. Dave Walker and Karl are keen to support various rallies, particularly the Weston Park event in early spring. There has been talk of a treasure hunt for next season, Paul Cheshire has details of a previous local 'hunt' - what do you think?

I am considering selling my Toledo and replacing it with a Triumph 2000/2.5 in the new year. The Toledo has proved to be useful and reliable, used as my daily transport. A 2000 would be useful for towing our Conway trailer tent for weekend breaks and perhaps The Derwent Valley Peak District rally in the summer.

Our next meeting is on **Tuesday 4th**



January at the Bull and Butcher, Corley More. I am prepared to continue as TSSC Coventry Area Organiser for 2005, but happy to step-down if someone else wishes to take on the roll. Please try and get along as and when you can. Thanks for your support throughout 2004.

Wishing you and your family a Happy New Year. Regards,

*Kevin*

### Church Lawford Group

By the time that you read this it will be 2005, so a Happy New Year to all and I hope that you have enjoyed the Christmas holidays.

The Church Lawford Group has gone into semi-hibernation for the Winter. It was good to see Craig and Dave at the Old Smithy for the last monthly meeting; we seem to be the die-hard core of the Church Lawford Group. We will be hoping to see more members for our pre-Christmas lunch on 19th December.

Meeting dates for the New Year will be **16th January, 20th February and 20th March** (always the **third Sunday** of the month, from 1.00 pm). Unfortunately, due to a business trip I won't get to the January meeting, but I hope to see you all in February. Regards,

*Nigel*

## CUMBRIA

Apologies for no news last month. Our PC would not boot up and we could not get it fixed in time. We could not make October's meeting having just returned from a week in Tenerife. I understand it was a fairly quiet affair with the usual suspects plus Rose in attendance. There were ten of us at November's meeting with just two Club cars gracing the car park - Bob's TR7 (with hood down!) and Jan and Alan's Spitfire MkIII. Thanks to Bob for volunteering to take on the AO's job from next month. We provisionally decided not to try to resurrect the Lakes Weekend but to look at the option of a one day event, perhaps along the lines of a northern version of the Triumph World Picnic, easily accessible in the Kendal to Lancaster area.

The other thing worthy of a mention was Andrew bringing his girlfriend - a special welcome to Hayley. Thanks to Shirley, Helen and Ann for organising the Christmas do at the Troutbeck. Hopefully 16 - 20 of us will have had a good time on the 19th December. Our next meeting is the first of the new year - **30th January 05** at the Troutbeck. The first event in 2005 is the following **Sunday 6th February** - The Triumph Show at Stoneleigh. Bits and Pieces:

Congratulations to Lyn and Lindsay - expecting a new arrival in mid 2005 - you can fit a baby seat in the back of a Spitfire! Gilnockie B & B is now open for business





## CUMBRIA cont

in Biggar. Very handy for Edinburgh and exploring Lanarkshire. Contact Brian or Isla on 01899 220143. All the best for the New Year to one and all. That's all from me folks over to Bob for 2005 Cheers

Phil

## DERWENT VALLEY

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

HAPPY NEW YEAR - DID SANTA BRING YOU WHAT YOU WISHED FOR? Going back to an age pre Christmas pudding we had our Christmas buffet night and 'every-one's a winner' prize draw. The event was very popular as 39 of us turned up to save postage on Christmas cards by handing them out on the night.

I had spent hours wrapping the prizes and thinking up cryptic clues as to what the parcel contained. I must admit that my clues were absolute 'PANTS', but they certainly kept everyone in stitches. Santa (or was it the laughing gnome) was on hand to help with the prize draw and chocolates were thrown at anyone who managed to decipher my clue and guessed what the prize was.

Ed went home with a lot of chocolate. Chris' prize was a roll-around toy called 'Harry on the Run'. Di, Kev Hadfields chief mechanic produced tools from her hand bag and quickly inserted a battery.

To everyone's delight 'Harry the Hamster' merrily ran around the room for the rest of the night, bumping into legs, tables and chairs.

Prior to the Buffet, which was a fantastic spread, we played 'stand up sit down' bingo. Although a little nervous to start everyone enjoyed the game, including Kev 'I am going home if we are playing bingo' Hadfield, who when he won the main prize thought it was a great game.

I would like to thank everyone who attended and enjoyed the evening it made all the hours of preparation worthwhile.

Another great event that happened in December was the arrival of Nathan Jack Rose who was born on 1st.

I haven't seen him yet but I can tell from the enormous smiles on the photographs that Pete, Louisa and Ellie are 'chuffed to bits'. Congratulations from all at Derwent Valley.

I am looking forward to an exciting and eventful year. Great events lined up already for this year include - Peak Run, May Day BBQ, Fish and Chip Run, Picnic in the Park, Slot Cars, Tenpin Bowling, carnivals and shows.

Talking of the peak run we are already hard at work organising this years run which I being held on the 25th and 26th

## CUMBRIA . . . DERWENT VALLEY DEVON

June. The Saturday will be at the Tramway Museum in Crich, Saturday Night is once again at the Bear Inn Hotel but the evening entertainment is totally new and the Sunday Run will end at one of Derbyshire's Premier Stately Homes - Chatsworth House.

You can pre-register now by downloading a form from our website or you can phone me and I will pop one in the post. Dates for your Diary

**2nd January 2005** ~ New Year Run, meet at Treble Bob of Junction 30 of M1 for a winter run. There will be suitable places on route to grab lunch. **4th January 2005** ~ Monthly meet at Smalley Common Ex-Serviceman's Club at 8pm **18th January 2005** ~ Peak Run Committee meeting at Smalley Common Ex-Serviceman's Club at 8pm **1st February 2005** ~ Monthly meet at Smalley Common Ex-Serviceman's Club at 8pm. See you soon

Colin

## DEVON

[www.northcotts.clara.net/tsscdevond-devon@tssc.org.uk](http://www.northcotts.clara.net/tsscdevond-devon@tssc.org.uk)

Hello Devon! We'd like to introduce ourselves as the new AO's for the Devon Area but firstly a very big "thank you" to Rob and Helen for the fantastic job they have done over the past several years. Thankfully, Rob and Helen have agreed to continue to maintain the Area website for us, so all the up to date info should be there for you. Although we only joined TSSC about 18 months ago, we have been long time Triumph owners, from the mid 60's when we had various Heralds and Spitfys. Oh don't we wish we'd kept them all. After a break to diesel in early 1984, we returned to the Triumph fold when Sue inherited "Jassy" from her late father featured in the October 2003 Courier though we have to confess to still having the oil burners.

Our November Wednesday meeting took place at the Star Inn, at Liverton where we met up with some members of Club Triumph who may be joining us at our meetings in 2005. The December Sunday lunch was at the Kes Tor at Manaton which saw a good turnout of 4 cars, including Chris and Carol with their MkII GT6 (though they left before we could have a look at her after lunch). Rob and Helen handed over to us in style and we now have the banner and pagoda in addition to the various paperwork! We have a full and varied programme planned for the year ahead. The main change is that the Wednesday evenings from the February one will be at the Star Inn, Liverton (just off the A38 at Drumbridges) where the food is plentiful and reasonably cheap and we hope to see as many members as can come along.

We will continue to meet on the first Sunday of the month, at various venues and with different activities which will all welcome families with children as well as the Triumph! Full details will be on the website, but our January Sunday will be the 9th, to avoid the New Year weekend, and we will be at the Ten Tors Inn, at Kingsteignton (on the old A380?) from

Newton Abbot towards Exeter. On **January 19th**, we have a special **Wednesday** evening planned, with (optional) steak and compulsory (?) skittles at the Coaching House, Chudleigh. Please do give Ian and Gail a ring on this one on 01626 852736 so that we have an idea of numbers. Looking ahead to **February, Sunday 6th** will see us back at the Kes Tor Inn, at Manaton which is always a popular one, organised by Rob and Helen so they are not getting away scot free! They have offered to organise a Treasure hunt before lunch, so we will be meeting at 10.30 am at the Kes Tor and hopefully will be back in time for lunch! **The February Wednesday**, as mentioned above, will be at our new venue of The Star at Liverton. Hope to see lots of you over the next few months - don't worry if you have not been before or for a while, we are a friendly bunch and aim to have a good time.

### 2005 Devon Area Calendar

**January**  
**Sunday 9** Sunday lunch Ten Tors Inn Kingsteignton  
**Wed 19** Club Night Steak & Skittles Coaching House Chudleigh  
**February**  
**Sunday 6** Meet at 10.30 am at Kes Tor Inn, Manaton for a Treasure Hunt followed by lunch  
**Wed 16** Club Night Star Inn, Liverton  
**March**  
**Sunday 6** Lunch at Collingwood Hotel, Ilfracombe  
**Wed 16** Club Night - Star Inn, Liverton  
**April**  
**Sunday 3** Somerset Drive - meet Granada Services Exeter  
**Wed 20** Club Night - Star Inn, Liverton  
**May**  
**Fri 29 April - Sun 1 May** Devon meets Cornwall Triumph for a Camping weekend - Isle of Wight trip to be confirmed  
**Wed 18** Club Night - Star Inn, Liverton  
**June**  
**Fri 3 Sunday 5** Family Camp and Activities for All  
**Wed 15** Evening Treasure Hunt from Star Inn, Liverton  
**July**  
**Sunday 3** Sunday lunch (to be arranged)  
**Sat 10/Sun 11** Powderham Historic Vehicle Gathering Club Stand  
**Sat 10/Sun 11** Stafford International  
**Sat 30** Bob's Fun Day 12 noon Granada Services Exeter  
**Sunday 31** Branscombe Air Day  
**August**  
**Sunday 7** Lunch at Coaching House, Chudleigh followed by Scaletric Racing  
**Wed 17** Club Night - Star Inn, Liverton  
**September**  
**Sunday 4** Triumph World Picnic ?  
**Wed 21** Club Night - Star Inn Liverton  
**October**  
**Sunday 2** California Cross Country Inn, Modbury  
**Wed 19** Club Night - Star Inn, Liverton  
**November**  
**Sunday 6** King's Arms, Otterton lunch  
**Wed 16** Club Night - Star Inn, Liverton  
**December**  
**Sunday 4** Kes Tor Inn, Manaton  
**Wed 21** Christmas Meal, Star Inn, Liverton

## DORSET . . . GATWICK . . . GLOUCESTER HERTS & BEDS

### DORSET

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

A cold dark November meeting was brightened by the turnout of a fabulous pair of GT6s - the first, belonging to Andy is a very nice early car, de-seamed and finished in Le Mans colours. I'm not sure of the engine spec, but it is rather quick (Andy builds engines/gearboxes for a living). Andy brought the car along earlier in the summer, then sold it, but was fortunate enough to buy it back again for a very good price! The second, belonging to Ken from Portland, again an early car (wasn't paying too much attention to the year) must be the ultimate set-up for a Triumph engine - 2.9 litres (no that's not a typo), fuel injection and 220 bhp! It sounds awesome and looks mean in black with white stripes. I will find out more about this car next time I see Ken and maybe get some pictures.

In the meantime, don't forget the Bristol Classic Car Show on **29th and 30th January 2005**. If you fancy meeting up for a pub lunch on either day of the show, let me know at the meeting on **Jan 25th 2005**. Finally this year, I'd like to wish you all a very Happy and Prosperous New Year. Cheers

Steve

### GATWICK

Happy New Year! Though, of course, I'm writing this on December 2nd, so all those hangovers are yet to come. Anyway, back in November we saw Hamish come for his first meeting in his Herald 13/60 Convertible. I think the only other club car in the car park was Glen's GT6 Convertible. There were about 12 of us so, hopefully, everyone found someone to talk to. My David had a very interesting chat to Steve, who's very knowledgeable about classic rallying. Apologies go to Cliff, who arrived and left so early that we all missed him. We have a few serious restorations going on and are getting really keen to see Chris's Spitfire, John's Midge and James's GT6. They'll all be ready for summer 2005 surely!

We arrived at Ardingly on December 1st to be greeted by Tony's excessively shiny Spitfire in the car park. Welcome back to Hamish, who has braved our company twice and signed up for the Xmas Dinner what a hero. David and he talked bikes for a fair bit of the evening and, hopefully some shims and combined advice will sort that wonky wheel on the Herald. Event of the evening was David B's pictures and tales of a rather special Spitfire found on E-bay (where else?). I believe we might see Christine driving it very soon! John B had his Standard Car Club magazine with him, so David soon had me scribbling down phone numbers of cars he fancied! Forward dates are **January 5th** at Ardingly; **January 19th** at Kingsfold. We may also do a Sunday Run on January 16th. Please ring for details and make meeting new friends and Triumphs your New Year's resolution. Looking forward to meeting loads of new people in 2005. Cheers,

Lynn and David

### GLOUCESTER

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

Happy New Year readers. Welcome to 2005. The area meeting incorporated a somewhat brief AGM that basically consisted of Ian offering out the job of AO, it was quickly and unanimously decided that he and Jane continue at the helm. A replacement scribe also failed to appear which means my scribbling will continue to adorn The Courier's pages. The only change is that Gareth has volunteered to be area treasurer, brave lad I say.

Ian took the opportunity to thank Jane for all her support as joint AO (and let's face it, Ian needs all the help he can get) he and Jane also thanked everyone for their support too.

Now we were a little slow in responding to that and so on behalf of everyone that has enjoyed the area we thank Ian and Jane for all their hard work.

Sunday 21st November was Barry's lunch run. Twelve of us enjoyed a very relaxed scenic route around some lovely chocolate box Cotswold villages. The damp and sometimes misty weather did nothing to spoil the tour with Jane and Lin out in a Spitfire roof down. Silly hats on of course. We all ended up at Tubby's restaurant where Paul and Claire joined us for an exceptionally good value lunch and a little retail therapy in the very festive garden centre next door. Thanks to Barry for organising that one.

Ian rang to tell me that the rebuilt engine for the Vitesse rebuild is now ready for collection. Jane seems to think that our classic trialling days are now numbered.

Not until I see the RIP on the Vitesse headstone they aren't, I've hidden the stone-mason's chisels and there's always the estate you know! We will however be taking part in the MCC's Exeter trial on **Jan 7th & 8th**. Who knows we may even finish this one!

Worcester Area invited us to their quiz night and along with the TR register and the Stag owners club we all had a good night out. The seven strong contingent split into two teams one with Jane, Claire, Paul and Barry and the other with Ian, Lin and me.

The four strong team came second overall missing out by only half a point.

Ian, Lin and myself had a slight handicap in the fact that we didn't know enough of the answers. All our thanks to Mike and his helpers for their efforts in making it an enjoyable evening.

Ian is planning a laser shooting evening sometime at the end of this month. If this is your cup of tea then come along to the meeting for the details.

Once again welcome to 2005 and we hope to see you out and about soon.

Andy

**Events.**  
**Friday & Saturday January 7th & 8th** - The MCC Exeter trial.

Ian and Andy in the Vitesse.

**Sunday January 9th.** The Great British autojumble at NEC, Birmingham.

**Monday January 17th.** Area meeting at the Kings Head, Norton.

**Saturday & Sunday 29th & 30th**



**January.** The Footman James 26th Bristol classic car show at The Royal Bath and West Showground.  
**Friday February 18th.** Gloucester area annual dinner at The Little Owl, Charlton Kings, Cheltenham.

## HERTS & BEDS

November's meeting was well attended for November anyway. We had half a dozen cars in the car park. Andrew was telling me he will be selling his 1500 Spitfire, it has been fully rebuilt, and he has made a really nice job of it. He is not asking an arm and a leg for it either. If you are interested give me a ring and I will pass on the details. We had a quiz in November, which seemed to go down quite well. I will try and do another one for **January or February** time. We will have the AGM in **January's** meeting, which will be the **24th** of the month, but don't worry I have already said I will do it again next year. We will need to pick a committee, and we would like to know ideas from all of you on the sort of things you would like to do.

As for myself I would like us to attend more shows as an area (especially if I have my car back on the road) Matt would like to stand down from organising the show at Duxford. I would like to take the opportunity of thanking him and his wife Mandy for all their hard work over the years. Matt actually started the organising of the shows ten years ago. So I suppose he has earned a rest. I am sure the show will go on, if anybody would like to help with the organisation of the show please let me know (I have already roped the wife in to do all the computer work. Mind you that is nothing new.) Kevin with the Mk4 Spitfire came round and took away a Mk4 engine I had to replace a 1500 engine he had actually in the right area of numbers for his car. Spoke to Peter on the phone and he is restoring a Vitesse and he seems to be getting on like a house on fire, he said he finds the welding very therapeutic and said if he needs more therapy he can do the welding on my Spitfire. Chris (green MkIII Spitfire) had also been round just to check how bits fit on the front of his chassis.

All that leave no is to wish you a Merry Christmas and a happy and peaceful new year. How about a new years resolution to come along to a meeting if you have never been before we are a friendly bunch and always make people welcome.

**January's meeting 24th** the Bull Inn Whitwell. Cheers

Les

### IMPORTANT NOTE

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





## ISLE OF WIGHT . . . MID KENT WEST KENT . . . LANCASHIRE

original ideas for things to see and do in 2005. We'll be doing a bit of the old favourites too, so don't worry!! Have a happy and healthy 2005!

*Carol and Colin*

### WEST KENT

WestKent@tssc.org.uk

Happy New Year gang, hope you all had a super Christmas. As usual there was a great atmosphere at the December meeting and I'm sure everyone had a good evening. Nice to see Rob and Heather again. The New Year dinner has been pencilled-in for **14th Jan**, arriving 7.30 for 8.00 pm sit down. Could you let big Ian or myself know your choices from the menu at the next meet (4-1-05). I don't have a lot to report at this time of the year so would appreciate your contributions. Many thanks to little Ian for the following piece.

... Just a quick bulletin on the latest surgery to my 2.5 Spit 6. Still feeling quite proud to have done a couple of jobs on it myself that I'd never have attempted before I got the car. Something about the Spitfire has made me get very 'hands-on' all of a sudden. Anyway, I'd been thinking my exhaust was a bit uncouth (a kind of semi-sports arrangement I believe) and there was also a massive dent in the rear box which looked like I'd driven along a railway track with a bag of cement in the boot, so I treated myself to a new stainless standard GT6 system from Sports Car Supplies and spent a chilly Monday fitting it. All pretty straightforward apart from one of the manifold-to-downpipe studs threaded and I had to bodge it with a Halfords nut and bolt. The thing sounds much more respectable now somehow. I'd also been thinking about a new rear spring as the back of the car was pretty saggy. So, another early Christmas present to myself ... and I persuaded my mate Cliff to let me use his spacious (and flat) front paving to fit the new spring. I'd been warned that it could be a tricky job, and might involve sawing through bolts etc ... so when Cliff suggested it would "only take an hour" I sort of laughed and told him not to book any appointments for the afternoon. In the end we had to saw one spring eye bolt, but everything else came undone fairly easily. The old spring had one broken and one detached leaf when it came out ... the new one went in fine and we managed to get everything back together with the help of a jack and a crowbar. Took 4 hours altogether. We've been bragging about it down the pub ever since!

Well done Ian.

As you know Keith and Maureen have retired to South West France. Predictably they have had many issues to deal with but this shouldn't take too long. Keith asked if I would like to share the driving, taking his GT6 to their new home. Of course I was delighted to do so. We departed from my house at 3.30 pm, boarded the 5.30 Dover - Calais ferry and arrived at our destination at 6.30 am having driven some 500 miles. After a welcome cup of tea, we had a few hours sleep. Keith showed me round the house and I must say it is very impressive and has the most magnificent fire place. Keith and Maureen took me to Bergerac

airport for the 5.35 pm flight to Stanstead and I arrived home by 8.00 pm.

Sue and I have been given a track day at Brands Hatch on 14th Dec. Many thanks to Frank for the loan of a helmet. Will report on this next month.

Cheers for now

*Hanny*

### LANCASHIRE

Happy Yuletide Greetings to you all from the Red Rose County.

Our November meeting hosted the annual Scalextric Competition which was attended by a record number. 28 people of which 12 competed in 8 knock-out heats. It was very hotly contested event but obviously there was a winner - Oliver Ivins whose previously untried EBAY special romped past the opposition. A key factor was the built-in magnet which I am sure will feature much more next year. I am sure his father's driving lessons also helped! Second was Bill Stuart. 1st prize was a marvellous mounted Sports Car TSSC Trophy presented by Doreen the Landlady. The purchase of which has enabled Pam to clean up the areas finances leaving a clean sheet for Chris! Many thanks to Graham and LJ for running the event despite difficulties getting to the event on the night. Also thanks to their friend, whose name I did not get, sorry, who provided the Scalextric Set. Club cars in attendance were a Stag, Herald 1250, Spitfires and a GT6. Full marks for attending on a wet and wild night.

Regular readers will know that we have a change of AO for 2005. Mark and Pam would like me, on their behalf, to thank you all for your support and assistance during 2005 and best wishes to Chris and Annette who are picking up the baton. On behalf of the branch members I would also like to thank Mark and Pam for taking up the reins at short notice and doing such a good job in 2004.

We also have a new area meeting venue for 2005: the Houghton Arms, Houghton, adjacent to the south exit at Junction 3 on the M65. Hopefully this will provide a more central location for our members, particularly those from East Lancashire yet still be accessible for those on the far reaches of the Fylde.

Once again, many thanks to Doreen and Mike at The Plough at Eaves who have been very proactive supporters of the Club since our move there. I am sure the Plough at Eaves will feature in a number of events in 2005, for the food of course nothing to do with the good beer!

Finally farewell from me as Chris will also be picking up the monthly report from next year. It's been a very interesting experience for me hopefully of interest to you, my readers. TTFN

PS Remember - If you don't like shopping you are in the wrong shop!

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## LEICESTER & RUTLAND . . . Lincs & Notts MANCHESTER . . . NEWBURY

### LEICESTER & RUTLAND

Fully into the swing of Christmas with office and client parties nearly every night, and as the taxi awaits, a short report. Tuesday, 23rd November saw 21 members descend on the Hollywood Bowl at Leicester for a fun evening where no prisoners were taken. We split into three teams: the Dolomites etc., the Spitfires/GT6s, and the Heralds etc. Myself and Liz joined the Dolomites because I had noticed that Andrew and Corrine had brought their own balls!! When Andrew took his coat off and revealed his bowling shirt, my evening was complete. Strenuous objections from the other teams were quickly over-ruled, as I used my AO joker card. The GT6s started strongly but faded under the intense pressure, whilst the Heralds chugged along all evening. Ada got her thumb stuck in the ball, which went upwards instead of towards the pins, and Anne managed three strikes in a row - Gather she used to be a shop steward somewhere. Dave Austin thought he had won the individual award but Andrew (he with his own balls!!) came through with a grand total of 135. Anne cleaned up the ladies prize with 123 and the Dolomites etc. were team winners by a large margin. A great evening enjoyed by all and we look forward to another next spring.

Well attended meeting held in December and we decided **not to hold** our monthly meeting on **Tuesday 4th January 2005** at the Brant as we have our area AGM the next week (I hope, as not yet booked) at the Swan, Sibley. If you wish to come along for the Skittles, great supper and the very short, oh so very short, AGM, please contact me on 07774276564 and I can confirm dates and times. No need to panic as I have already offered to stand as AO for the ensuing year.

Well that's it funsters for another year, and what a good year the Leics & Rutland Area have had. Some great events attended and organised and the area members have some lovely cars of which they can be rightly proud. Others are nearing completion and perhaps we will see them on the road in 2005, or maybe not, eh Graham!! I wish a Happy New Year to my reader.

*Dave*

### Lincs & Notts

[www.lincstssc.co.uk](http://www.lincstssc.co.uk) e-mail: [garth@lincstssc.co.uk](mailto:garth@lincstssc.co.uk)

Another short report this month. We have had our first meeting at The Fox at Kelham Bridge, the pub seems better than the last one, but I am afraid that we are still going to have the children issue after 9.00 pm. Although they have said we can use the games room, it appeared to be full of spotty youths playing pool, so I am not sure what we can do, we will have to see if it is always full each month. By the time you read this, we will have had the Christmas meal at The Fox, if it is as good as the food I saw and smelt at the meeting the other night then it should be a great night.

I have finally ordered the Area clothing,

we need to pay when we get it, so far Nigel, Claire, Ron and Sue have paid.

If I can have the money from the others that have ordered clothing it would be appreciated.

The bowling at the Mega Bowl Nottingham went very well, though I am not sure if I am getting old, but did anyone else think they could have done with turning the music down a little? A certain Mathew Hill seemed to be a little put out that I beat him by 1 point! I was just beginning to get into my stride on the second game with my first two frames being strikes, then the time ran out!! I think the next bowling we arrange will have to be for 2 hours so we can get a second game in. I shall be getting a list of members in the Nottinghamshire postcode areas and Claire will be looking round for Lonely Triumphs in her neck of the woods, so I hope that in 2005 we have even more people turning up to events/meetings.

PS A message for Trevor in Ancaster, can you get in contact as I have lost your phone number.

Upcoming events

All Triumph Spares Day at Stonleigh in February

If I don't see you at the meal, have a Merry Christmas and a Great New Year

*Garth*

### MANCHESTER

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

It seems that this is the last report I will be writing because Pip and Frank are due back on 9th December. So by the time you read this they will have been updated with all that has gone on in the three and a half months they have been away.

Members have been asking after them on a regular basis and no doubt they will be at the next meeting, so a first-hand account of their holiday will be unavoidable. No envy there then.

The December meeting was well attended again with 15 of us in all. I would like to thank all the regulars for their support during my short term in office.

It really has been quite a pleasant experience with a great deal of effort going towards constructing the 2005 events calendar. I think we will have a lot to look forward to next year.

Speaking of 2005, Pip has been kind enough to carry on as Area Organiser for another year. I am sure that the Manchester Area and the TSSC in general will benefit again from her and Franks' efforts. I have seen over a number of years how frustrating and thankless the task can be on occasions, with all the work falling on the shoulders of a few. We currently have the best crowd I could imagine, with a really good atmosphere and many willing helpers. This show by the number of events proposed for next year and how attendance has risen and steadied at a high level. There is always room for more members to get involved, so try to get to the meeting when you can and perhaps get involved with some of the events. There is a limited opportunity to report all that goes on each month, so you can make use of the Manchester area web site. This



is updated on a regular basis and includes details of forthcoming events. Many thanks to Martin; this is a really professional site.

John and Ann-Marie won the monthly raffle yet again. Twice before they have won chocolates (which they do not like, so were shared out at the meeting) this time it was a bottle of wine, which for some reason didn't get shared.

I trust you all had a pleasant Christmas and best wishes for a happy new year come from Laraine and myself.

If you have sobered up after the festive season, the next area meeting will be at the Rope & Anchor, 8.00 pm ish on **4th January**. See you then.

*Les and Len*

### NEWBURY

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[mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

Happy New Year to one and all. Let's hope this year is as good for Newbury Area as it was last year. Looking back over the year we have had quite a range of enjoyable events: camping, skittles, car shows, Sunday pub lunches, slot car racing as well as Feely bag, and What is it?, competitions at club meets. Congratulations to Mark and Dennis who attended every meeting - which must have meant planning your holidays very carefully! Unfortunately I can't report on the Christmas meal as the deadline for copy is earlier this month. Watch this column next month for all those silly things that people say and do at parties!!!

Welcome to Ian Maskell at our late November meeting, a new member of TSSC who lives in Thatcham and has a very nice green 1200 Herald which Dennis had already spotted as Ian lives near him. Also nice to see to Ian's mate Graham who has a Dolomite, which he has had for some time, quite modified as he had to fit whatever he could get his hands on in his student days.

We will be starting off the New Year with a new activity. At our meeting on **12th January** we will get up there early to reserve the darts area. It will be very informal - we will divide ourselves into 2 teams - and you must be honest about your past experience (of darts that is). I will bring a calculator so that we won't have to rely on Nigel dealing with all the figures - you never know what will happen if we do that.

For the skittles on **March 16th**: I will need money on **12th January** as by then I will have had to pay a big deposit. The cost is £11 per head all in and the menu is the same as before. We only have a couple of spaces left as I write because we will have to put a maximum number on, otherwise we'll be waiting all night for a turn!

### 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)

Happy New Year everyone and hope you all had a great Christmas and got what you wished for.... a fully restored Triumph, umm some new shiny bits? No? Oh well socks again never mind!

By the time you have read this we will of course have held our Christmas Dinner and the Mince Pie run and for sure you do not want to see another turkey until next Christmas as you probably will have had turkey in every shape and form!

I mean when was the last time you heard anyone say, "oh goodie turkey broth again"! As I am sure you can guess we do not have turkey in our house especially not at Christmas!

I hope that some of you out there are going to make a New Year's resolution to get out and enjoy your cars in 2005 (and of course stick to it) and make use of your club as well! We still hold the meeting whatever the weather, remember you don't have to bring a Triumph to come along just your enthusiasm (and a few quid to keep the landlord happy!)

What does 2005 have in store apart from the usual monthly meetings?

Well just in case I haven't mentioned it already don't forget to make a note in your diaries to join us at the 16th IOW Area Camping Weekend which is on from **29th April - 2nd May** at Appuldurcombe. Let's see if we can beat last year's turn which was a record, keep an eye on the website for developments and of course the booking form.

And finally, many thanks to those of you who have supported the IW group and made it all worthwhile. Cheers and here's to 2005!

*Angela*

PS Hope to see you at the Woodman Arms, Wootton from 8.00 pm on **17th January!**

### MID KENT

Happy New Year!! Just a brief one this month, to wish you all a happy and prosperous 2005 and hope your Triumphs all run smooth and trouble-free. Hope you've recovered from the festivities and have made some good New Year resolutions? My resolution this year is not to have any resolutions - no disappointments then!!

The December meeting was very busy, hi again to Jim and Gwyn (did I get it right this time?!), nice of you to come back and see us. Hope to see much more of you in the new year. We were due to have our Christmas dinner on 11th December, so I'll hopefully have some more tales on that one in **February**. Don't forget to put your thinking caps on and come up with some





## NEWBURY cont

Don't forget Stoneleigh is very early this year on **6th February**. It promises to be the usual source of all those bits ready for the pre-season work we will all be doing. Next meetings: **Wednesday 12th January** and **Wednesday 26th January** the Spotted Dog, Cold Ash starting about 7.30 pm.

Events: **6th February** Stoneleigh **16th March** Skittles attended the TR Register at Wolverton Townsend

See you all at the next meeting. Keep 'em flying.

*Mary and Dave R.*

## NORFOLK

Hi All. Decembers, meeting was fairly quiet, probably due to Christmas looming up!!!!

In November, some of our members attended the Treasure Hunt, kindly arranged by the Suffolk Area. Many thanks, Dave Cox and crew, of the Suffolk lot for making our Norfolk members so welcome. Mike and Sue Carroll, from our Area were most surprised to win this event. On the same day, a few of us also managed to visit the Classic car auction at the Norfolk Showground.

At our December meeting, some ideas for future events were discussed including the restoration show at the Norfolk Showground. We have booked a stand, so if any Norfolk members are willing to help man this, please let us know.

Future events discussed were also, a ladies day out, which sparked a cry from the men, for a mens day out!!!! Mike Carroll has offered to organise a Treasure Hunt, to include inviting the Suffolk Area to join in.

There were quite a few nice comments on our new newsletter, and we hope to be able to keep it to that standard or even better. Next month's member profile will be about Laurie Benfield.

At this month's meeting, our Member of the Year Award was won by Joe Craske. Very well done Joe!!!!

The Member of the Year Award was fairly close run between two couples, so, flowers and wine were given to both Mandy and Laurie Benfield, and Joe and Sue Craske, with many thanks for all their years of commitment to our Area.

Following this, we watched a very entertaining video supplied by Colin Cole. The video was of the trip to Holland for the Spitfire International at Arnhem, attended by Colin and Robert Cole, along with Steve and Elaine Whittle.

Another video watched, was a very early video of a TSSC It's a Knockout event. Many laughs were had, watching some of

## NEWBURY . . . NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

the members' antics!!!!

January's meeting will be a week later on the **10th of January**, due to Christmas. At this meeting Joe Craske will be presenting a cheque to the Quidenham Hospices, from the money raised at this year's Mile of Triumphs. The Triumph Motor Cycle Club will also be joining us, so it will be nice to see them all again.

All that is now left to say on behalf of all our Norfolk members is: Happy New Year!!!!!!

*David and Julie*

## NORTH EAST

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Hi all! Firstly, hope that everyone has had a good festive season and got some shiny bits from Santy. I've got some alloy rack mounts to go on my Spit and am waiting to get some new front springs.

Secondly, I would like to thank everyone who supported the local area meetings last year, also those who attended any runs both locally and nationally, it means a lot to the people who do the organising that others turn up. Give yourselves a big hand.

Our last meeting was the meal, well attended by other halves which brightened the evening considerably. Though not quite as much as Steve Overalls' shirt!

We had a nice meal and a quite amusing festive quiz won by Paul and Margaret. They may be volunteered to organise the next one to give everyone else a chance of winning.

Not many club cars outside but those that were there were lovely examples, Dave and Laura with Herald, Rich and Amanda with a Herald and Rodger with his newly on the road GT6 MkII. A fantastic looking car and with the nicest sound I've heard for ages. Nice it is finished seeing as his Spit suffered a broken vertical link a few days ago. Just as people are queuing up to buy it. First refusal apparently is to Philippe from France and then Paul from Bedale. I'm sure the car will have a new owner by the time you read this.

Geoff is about to overhaul all the diff bearings on his GT6, good luck with the long bolt!! I hope everyone managed to get their name onto one of the anti annual tax charge that the DVLA want to bring in for re-newing tax or sorn. Graham Holt has also written to his local MP and the letter has gone on to the minister concerned. We should all do the same! Graham has also been visited by the police five times now to inspect the Spitfire he is recommissioning. DVLA keep getting them out as they have no records of the car, seeing as Graham dragged it out from a quarry many years ago that is not surprising. He's keeping quiet about the other two cars he's got for the time being as well. One of the police is interested in buying the Vitesse as well, watch for news.

I'm writing this a bit near the deadline so not much left to go. Watch the news reports for next years fun stuff or come along to the meetings.

Next ones are as follows.

**Jan 2nd and Feb 6th** both at the Travellers Rest in Witton Gilbert. Got to get on with work now.

All the best

*Mark*

## NORTHANTS

Well that time of the year has arrived and we are all heavily booked with the many Xmas parties on the run up to the holiday. By the time you read this we shall have had our own Area celebrations, and will seem like a distant past once again. Looking on to next year a few changes are afoot. Firstly, I am standing down as AO after four (or is it five?) years, and I am very pleased to say that Adam Easton has agreed to keep his promise of last year and take over from me. I am sure he will receive every support from myself and all the other members during the forthcoming year.

Also we are changing venue to a more central location to Northampton itself. From the second Wednesday in January, we shall meet at The Elviss Arms in Great Billing Northampton. We have all agreed that the venue would be easier for people all over the area to get to, and that the surroundings are more conducive to our needs. The dates and times remain the same. As an interesting point of note, we all arranged to meet at the Elviss to see if we would like it as a venue, and that evening three cars broke down on the way! I should add that NONE of them were Triumphs, just modern day shoeboxes!

In **June**, we are planning a Northants Area Camping weekend. This is a first for the area, and we hope to get many other areas to support us, so watch this space and the ads in The Courier.

As for our cars, mine are tucked away for the winter, Jonathon's Dolomite is being prepared for a re-spray, Norman's Herald Estate is receiving new outriggers, John's 13/60 has had a new head gasket, as has Norman's Spitfire, and Ian's Stag! oh! and Martine's Herald is now in 100s of pieces in my workshop, so as you can see we have all been busy.

Finally I would like to thank everybody for the support they have given me during my time as AO and to wish all of you a very merry Christmas, and a TRIUMPHant New Year

*Graham*

## NORTHERN IRELAND

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

The area meeting in December was serious but fun as we reviewed the areas 2004 activities. I handed out details of the areas finances, events we had done in 2004, details of income/expenditure etc. for the Totally Triumph car show and proposed events for 2005. I also handed out a CD with the same details on it plus photos of the events and various relevant articles and things of interest.

There were many favourable comments on the two articles in the November Courier and the mention we got in the club news section of Triumph World magazine. That was followed by the AO election and, hard luck, you have got me for another year! 2005 is going to be a great year for us, we have at least ten events planned (details on the Area web site) including a new spring event intended to get any hibernating cars back out onto the road. The next club event (meetings aside) will

## PETERBOROUGH . . . SALISBURY SCOTLAND CENTRAL WEST

be the annual dinner in February- if you are interested in attending please let me know. Otherwise get busy out in that garage - we need you and your car firing on all cylinders for next year's events. Have a good new year.

*Paul*

## PETERBOROUGH

Here's wishing all our readers, (and even those that don't) a very Healthy and Happy 2005.

I'm sorry that the report of the 2004 Grand Christmas Bash will have to wait until the February 2005 edition. Apparently the contracted printers can't turn the report round quick enough. Humbug. But remember- absence makes the heart grow fonder. For those who can't wait to make mischief, please phone Paul or myself for a report and meet up with us on the **10th of January**. Bribery may have to take place. I wonder how many George Foreman Lean Machine Grilling Machines and Electric Foot Baths we will have on offer at the January meeting. Just imagine how many bits and bobs for the Triumph cars this cash would have bought.

A couple of us had the chance of a trip around the Jaguar factory, at Browns Lane, Coventry on the 24th of November. What an experience and education. I should imagine it was a bit similar to any of the last trips down memory lane for the Triumphs. Sad, very sad!!

Alec has a bit of a problem with his GT6, it still won't idle below 2000 rpm.

He's taken it to Dr A Turner, but the problem still persists. Whether he heeds my bit of advice or not, we shall have to report later. Anybody out there with suggestions please phone, and don't forget if the answerphone is on, it is a family phone as well.

Fred will have been unable to make the December meeting. His brother is home from Thailand. You're going to have to get on that plane and go back with him to visit that Paradise, Fred.

I've just come off the phone to my fellow Regional Organiser, Paul Lumsdon, and he's "up to his neck in Snowmen"!!!!?? The temperature outside is 12 degrees above freezing and he's "up to his neck in Snowmen"????!! Actually he's doing his bit for the Scouts. These are wooden! 'welcome' snowmen. So for next year Paul, as an extra special raffle prize, how about a Lumsdon Special Snowman and we'll raffle it for Charity.

We said we were both going to the regional organisers meeting on the 27th of November but unfortunately it was cancelled. So we missed the opportunity to raise a few points.

At the meeting on the **10th of January**, we would like you all to present us with a list of the events you personally would like us to attend as a local club during the next year.

Topical tip for the month, ensure that garage is cleared out ready for the purchase of 'new' bargains from the Stoneleigh event in February. The tip about the mice in the garage from two months ago should now be extended to

the driveway.

The darned furry little critters

Here's to all of us turning over a new leaf and keeping the New Years Resolution to make the TSSC Club night every **2nd (second) Monday** of the month. (And to put the right date in the Courier!!) (Sorry about that but I hope we didn't upset too many people in November). We look forward to seeing you at the Bertie Arms at Uffington, Stamford PE9 4SZ, on the **10th of January**. Once again a Healthy and Happy Motoring 2005. —

*Doug*

## SALISBURY

The 16th of November was a very special day. After years of small unofficial pub gatherings of around three or four members, Salisbury Area held its very first official meeting.

The venue was the Greyhound Pub in Wilton, the ancient capital of Wessex, and what an excellent choice it was.

Not only does it have excellent parking facilities for showing off Club cars, it is also a two minute walk from my house allowing me to turn up and drink pints of beer while others stick to their non-alcoholic driving beverages.

The idea of a Salisbury Area meet has been floating around for some time now as our closest official meets were either at Andover in Hampshire, Yeovil in Somerset or Bournemouth in Dorset, all of which are quite some distance away and none of them cover South Wiltshire.

So, over a few real ales in the Wilton Greyhound pub shared between Nick Vass (you will know him as the TSSC Stag officer), the honourable Jasper Bacon and myself it was decided that if we were going to attract more members we will have to go all official. It was also decided that we hold the meet on the third Tuesday of every month so as to not step on the toes of other TSSC club meets.

This first meeting was just a word-of-mouth affair and a very successful one it was too. Nine people turned up so I would like to say hello to Chris and Mary (lovely white TR6), Andy (green Spitfire MkIII), Mark (3 x GT6 MKIIIs), Steve (Stag), Tony (green 1500 Spitfire), Giel (1500 Spitfire), Nick (MkII Spitfire) and myself (GT6 MKIII - in restoration). Unfortunately, Jasper (who owns nearly as many cars as acres of land) could not make the first meet, but he was there in spirit.

The collection of cars outside the pub certainly grabbed the attention of some of the locals who seemed to be overly concerned about the fact that it might rain and ruin the interiors of all the convertibles. None of the owners were concerned but after much persistence from one local drinker, the gang went outside to their cars just to humour him - and it gave us a chance to check out each other's motors.

We have organised the next meeting a week early - 14th December - due to something called Christmas and we hope the turnout will grow as word spreads.

Here's to the next one!!!!

All the best,

*Neil*



## SCOT CENT WEST

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

The second of December saw a total of 10 members assemble at the Lochinch Sports Club for the AGM and quiz only to find it shut! We hastily reconvened at the nearby Clutha Rugby Club (and thanks to them for their hospitality offered at a moments notice) where we proceeded to hold a short business meeting where we decided

1) I would continue as AO  
2) investigations into venue to be undertaken (see below) and 3) we would hold a run in the late spring/early summer - the date to be decided once the SVFF Handbook is available and allows us to find a free(ish) weekend - the destination finally being decided as MotorMania, a new 'interactive family attraction' at Tillicoultry although quite a few other destinations / formats were discussed.

That over it was eyes down for the annual quiz with the usual pair of road atlases on offer as prizes - actually they are new ones each year but you know what I mean! The format was also the same as usual with a set of clues leading you in a virtual tour of Scotland. Reckon I got the difficulty level more or less right this year as the winner was Ian McKerracher with 14 out of 20. The mileage prize went to David Parker was only five miles over the target of 720. So well done both and thanks to everyone who took part.

Turning back to point 2 above, it has subsequently been established that the Lochinch Sports Club will be shut on **Monday, Tuesday and THURSDAY** during 2005. This leaves us with two choices: we switch nights or we switch venue. There is a possibility that Clutha Rugby Club will be able to host us but it would have to be put to their committee who don't meet until sometime later in **January** which, even if the decision proves favourable, rules it out for **January** and probably **February** by the time details get communicated so I've, somewhat unilaterally, decided to **switch the next meeting to WEDNESDAY 5th January** still at the Lochinch. Those of you who have an e-mail address registered with the Club should have received advance notification of this - anyone with a e-mail address who didn't should consider registering it, sometime a need to get news out at short notice (Car to be collected by the weekend or it's scrap type of things!)

John McAlasse in Troon has a set of Courier mags from 1982-1999 available free for collection. His number is 01292 314050.

Finally I hope you all had a great festive session and I hope to see you at the Lochinch Sports Club, Pollock Park, Glasgow on **WEDNESDAY 5th January**. Yours aye

*Jim*





## SCOTLAND NORTH EAST . . . SOUTHERN SUFFOLK . . . THAMES

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

Hi. I hope you all had a good Christmas and New Year.

It was decided at our last meeting that the monthly meeting venue at the Norwood Hall, Culter, would continue for the next year. The Norwood Hall may well be expensive for drinks but it is a nice location and during the finer evenings we can have the cars displayed in the carpark, where you can take your pint outside.

Our next meeting is due to be held on the **28th Jan.** At this meeting the schedule for this years meetings and pub runs will be finalised. The regular Norwood Hall meetings will continue to be monthly on the last Thursday. The Pub runs will start around Easter time and will be on the second Thursday of the month.

If anyone has any suggestions of runs please let me know.

Hopefully this year will see some more cars back on the road.

That is all I have to report this month.

Danny

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

Where does the time go? It seems no more than a couple of weeks since I was writing about the end of the summer and here it is now, nearly Christmas, and even that will have come and gone by the time you read this.

In November we had our first Sunday lunch of the winter season. It almost didn't happen as when I called the Thomas Lord to confirm numbers a week before the event as agreed it seemed new owners had recently taken over and the previous ones hadn't told them of our booking! Anyway, catastrophe neatly averted we took Guy's new toy (the Opel GT) for a drive and found that our hosts had set out a nice group of tables in the corner for us. Orders were placed for most of us with reassurances to the pub that the final seats would be filled but that two of our number were renowned for being a wee bit late. Wheelbarrow duly delivered, Alan and Wendy did arrive just before we ordered puds so of course had to endure a certain amount of ribbing for over-running even our most pessimistic predictions. Welcome too to Yvonne and I hope you'll be able to join us for some more of our Sunday lunches, and we'll try to keep Graham out of trouble during the Tuesday meals.

We all agreed that the service and standard of food meant that we will definitely be returning there for another meal.

A nice touch was added when I thanked our host as we were leaving only to find that he had had various Triumphs in his youth and so was very pleased to see some in the car park.

We were a little late getting away from home for the Christmas dinner but were very pleased to arrive at the Bakers and see a sea of red (well, almost, as we discovered it was probably safer not to ask Mark and Jackie to display their 'red'!). Many thanks to Paul and Pauline for all their work in arranging the meal. It was another great evening with good friends, wine flowing (courtesy of the profits from our monthly raffles, thanks to Alan and Wendy our raffle masters) and much merriment around the tables. Nice to see Colin and Margaret back with us and to meet Lynne, Karen and Margaret - hope you'll brave our group again sometime now that you've found out we're not (too) bad.

I'd made up little tags reminding everyone of their meal choices and it seemed to work 'til I discovered I'd put the wrong items on my own one. We were all then a little concerned to see Jackie pud-less for a while, wondering if Robert was getting his own back on her for last year but luckily hers was then brought out for her to enjoy.

Our Bring and Buy Raffle once again worked very well with everyone receiving something from Santa, with some very appropriate gifts appearing I wonder who's going to have gleaming cars next meet, who'll be able to produce a toolkit or torch when one misbehaves in the dark evenings and when Colin might have his new Triumph built? We'd also like to send our good wishes to Paul and Jane and have sent them the proceeds of our Midsummer Madness and Christmas Bring and Buy Raffles to go towards a mobile hoist in the hopes that they may be able to join us sometime during the coming year.

I'd like to thank everyone for my very special prezzy, for those of you who weren't there I was presented with a jigsaw of a photo of Baby Blue during our first French trip. Very appropriate, and very much appreciated. I took note of the bribery and after a brief discussion with my wonderful chauffeur, Guy, we agreed that it would be churlish not to agree to continue as AO for another year, and we're both looking forward to it. I hope our group have as good a year in 2005 as we had in 2004.

It just remains for me to wish you all a Very Happy New Year and remind you that for our Sunday lunch in January we're going to try out the newly refurbished West Meon Hut so we hope to see many of you there at 12 noon on **Sunday 16th January.**

**1st January** - Veteran and Vintage car meet at the Elsted Inn, Elsted, W Sussex  
**4th January** - Regular meet at 'The Baker's Arms', Droxford  
**16th January** - Sunday Lunch at The West Meon Hut

Suzie

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

### SUFFOLK

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

Firstly, **THERE WILL BE NO JANUARY MEETING** as the Magpie is closed for the first two weeks of **January**. We only found this out near the end of December's meeting and it seemed the best thing to do.

Because there is **no January meeting** we have decided to put back the post Xmas meal and Post Xmas quiz night until **March**. It will be the same format as planned - meal followed by a quiz at the Magpie. Colin and I are preparing questions for the quiz but we have a bit longer to think up some difficult ones for this year.

Want a Herald layshaft? then see Lyall. The working non-overdrive gearbox he took out of his Herald when he converted it to overdrive and which he gave away for free, suddenly became missing three forward gears - no layshaft. It's a complete mystery (to Lyall) how this is missing; the only clue is that he has moved house in between time. To be continued ...

Chris and Mike have both been making progress on their respective rebuilds of a GT6 MkII and a Herald Estate. Both have been to Fitchetts to buy body panels - found them very helpful and good prices. Mike has had his turrets and suspension etc. blasted, epoxied and has rebuilt them. Chris has sent his bodysheet and panels to a local welder who appears to be doing a very good job, taking much care over alignment. And for a good price as well.

The Mystery Tour has been and gone. Enjoyed by the seven cars that took part so thanks to Dave for arranging that. Unfortunately two cars had to drop out at the last minute, me being one of them. The winners were Mike and Carol from Norfolk Area in an MX5, Colin and Michelle were second. Coming for the summer months (probably **August**) - Treasure hunt and inaugural TSSC Suffolk Area BBQ...

The next meeting dates are: **January - NO MEETING Tuesday 1st February Tuesday 1st March**  
See you at The Magpie, 8.00 pm on **Tuesday 1st February**

Peter

### THAMES

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

Hi All, hope that you all enjoyed your Xmas and New Years festivity. I am suffering from jet lag as I write this so please forgive my mistakes (as always there will be a few). We have been having some good meetings of late, hope that those who meet up with us also enjoy yourselves. We were asked to join S Bucks & E. Berk's in there bowling competition but unfortunately it was too short a notice and we were unable to field a team but next year is on for sure (thanks for the offer Carl).

11th Nov: It's cold and dark outside, The Fox & Castle is toasty warm with a fire roaring away in the large fireplace, what a nice place to be. We had no new faces this meeting so the regulars with their Triumphs are George B Mkl Vitesse Convertible. Tony H, Mk4 Spitfire (now

## SOUTH WALES . . . SOUTH WEST WALES WEST MIDLANDS . . . WIRRAL

with a roll bar and lots of cursing). George and Rose in their GT6 (with weeping hose). Myself in my Mkl Vitesse Convertible (it needed a run out) Sean F was there in a Volvo 262coupe very different from the usual big Volvo saloons and estates. Nina (Maria) as she likes to be known, came by Taxi and Mike C came after his fitness training. Talk was of sorting out Nina's wire wheels (as mentioned last month), the fitting of Tony's roll bar and whether we could get a team up for bowling in time (see above). There was a suggestion of doing Skittles in the New Year which will be looked into.

Back again and I am in a muddle forgetting to bring our info. pack, but I have a good excuse as I am off to sunnier climes, ten days in Cuba ... boy its going to be good!!! Anyway enough of my problems we had a good turnout tonight including two new faces, so welcome to John and Tabitha in a lovely GT6. Other Triumphs in the car park were Tony H Mk4 Spitfire, George B, Mkl Vitesse C, John and Anthea in their Mk4 Spitfire and myself in the 1300, with Andy and Gaynor, Mike C, using modern classics? namely Audi and Mazda 323 and Nina preferring to come by taxi. Mike C and Andy K have agreed to help The Motorcycling Club with Marshalling on the Exeter Trial, the mad lot. They will have to be in a very muddy lane, on the side of a mountain at 3.00 am one Saturday morning in January, not my idea of fun, but I would have gone with them if I hadn't been away in Austria drinking! Mike has done this before, but Andy has no idea what he's let himself in for! The Motorcycling Club is one of the oldest motor clubs in the UP and, despite its name, is open to car and motorcycle members. They organise long distance trials (like the Lands End that Mike and In, Gloucester AO took part in at Easter). So if you want to be up with the lark and support In Lee & Andy Boyd from Gloucester Area, in Ian's Vitesse, give Mike C a call, I'm sure he can find space for those who are mad enough to be out at that time of day in mid winter. Next month we'll find out how much fun it really was!!! Good Luck to you both and we will look forward to next instalment.

Well, I got to get some sleep so that's it for this month, our next meetings at the FOX & CASTLE are in **January 2005**, on **Thursday 6th and 20th**, come and join the fun for this New Year.

Mickey

### SOUTH WALES

Hope you all had a good Christmas and are now rearing to go! Just before the Christmas party we had an impromptu AGM, I do like to surprise you! I'm pleased to report that all carry on their positions into 2005, so many thanks the Derek and Sarah the social committee, Carrol our Treasurer, and myself as Area Organiser for their effort and enthusiasm which made 2004 the exceptional year that it was! And on to 2005!

My apologies to Shirley, Clives bit on the side, she's got no objection to Clive getting a TVR, its Sheila Clives wife who's

putting her foot down and making Clive work every inch if he is ever to get a Trevor on the drive!

Bob the Builder got his GT6 MkII, and a very, very fine car it is too, so no excuses Bob we want to see you at every event showing it off! Howard? Well I've just lost count, he's got loads of em! Cliff nearly headed towards Stagdom but changed his mind! Derek has adopted a Vitesse Convertible - getting as bad as Howard (lost cause). And I've done nothing, my excuse is my preparations to move back to Newport, but things will happen in 2005, lewi will get a paint job! I hope! don't forget normal service will resume this month, 7.30 pm Tredgar arms Baseleg, last **Monday** of the month see you there!

Neil

### STH WEST WALES

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

The Sunday 21st November meet was lunch at the Loughor Boating Club which saw Joy and Keith, Maryll and Ken, Gladys and Tony, Jeff and Celia, Liz and Jim, Steve and Christine, Bryan and Barbara, Alison and Mark with apologies from Dave and Vera. Once again we thoroughly enjoyed the meal and everybody had a good old chinwag. Bryan donated the prize, which was won by Celia.

This was yet another new lunch venue and proved to be a good choice with an excellent meal. Maryll presented a bouquet and a bottle of champagne to Bryan and Barbara on the occasion of their Ruby Wedding Anniversary.

Reminders were given for the Christmas Dinner, which by the time you read this will be a moment in history together with the Christmas celebrations.

Alison also reminded everybody of the Pantomime on **28th January**. Joy advised that she has booked the next Sunday meet which will be lunch and a quiz on **16th January 2005** at The Buck Inn, Pontlliw. The cost will be £10.95 per head for a three-course meal. If you wish to join us please contact Joy on 01792 882266. Condolences were offered to Vera on the sad passing of her father.

#### EVENTS DIARY 2004/5

**JANUARY**  
**Tues 4th Club Night** The Conservative Club, 8.00 pm  
**Sun 16th Meet** - The Buck, Pontlliw - lunch 1.00 pm Contact Joy 01792 882266  
**Fri 28th Pantomime** at Theatre Elli, Llanelli. Contact Alison 01554 772485

**FEBRUARY**  
**Tues 1st Club Night** - The Conservative Club, 8.00 pm

**Sun 20th SHVR** - Auto Jumble at The Old Bus Garage, Clarence Terrace, Swansea. Doors open to public at 10.00 am. (Area Stall) Contact Mike Evans 01792 206686

**Sun 20th Meet** - TBC

**MARCH**  
**Tues 1st Club Night** - The Conservative Club, Pontardulais - 8.00 pm

**Sun 20th Meet** - TBC  
Wishing you all a Happy New Year. See you next month

Ken

For further information and details telephone 01269 594578



### WEST MIDLANDS

There was a good turnout again this month, about 20 of us met at the Drakes Drum in Perry Bar. There were several Triumphs in the car park which was good to see, given the time of year.

I had some discussions about an alternate venue with a number of you, it is also in Perry Bar, which I will make some enquiries about. I will see if there's any mileage in a visit for the February meeting. More next month...

Interesting news this month regarding Steve and Liz's normal method for collecting their Christmas tree, in the Herald with the hood down and the tree standing to attention! I'm sure that it normally brings the Stratford Road to a standstill.

I expect that it will be well into the new year when most of you read this so I hope that the festive season has been good for all, and that Santa has brought some interesting prezies. No doubt we'll hear about the Triumph related ones at the **January** meeting.

See you next month

John

### WIRRAL

Hi Folks, first things first, A very happy and prosperous New Year to all our readers and may 2005 be a "Triumph"(ant) year for you all.

I am sore afraid that the early copy deadline date has me rather stumped for news as our monthly meeting takes place the day after Lisa will have faxed this missive off to the headquarters. It will therefore have to be a question of what might happen, it's but's and maybe's.

Christmas will have come and gone by the time you read this so I'll leave it to Andy to report on our festive dinner at the Cottage Loaf pub, likewise our meeting on Tuesday- 7th December and **Tuesday 4th January**. I do however hope that you all received plenty of goodies in your stockings (if you wear them!) and have spent an energetic holiday fitting all the gleaming new bits and pieces to your beloved, your "Triumph" that is.

Sam's recently acquired "Stag" has not yet seen the light of day on the Queens Highway, he has however been doing a few odd tidying up jobs on it whilst it hibernates in the garage over the winter. No doubt it will emerge in all its glory in the Spring for all to gloat over, taxed, insured, and raring to go.

Tomorrow night (7th December) when we have our monthly meeting, Dave and I will attempt to rustle up a spot of enthusiasm for a New Years Day run, if we are successful then Andy will report on it next month. Never mind a modicum of salt on the roads, what are those pipes for? and





## WIRRAL Cont

quite cheap in "Argos" spend some of that Christmas money and get out there and blow the festive cobwebs away. If you don't use it, you lost it!

Well, that's all for now folks, you'll hear from me again in March, in the meantime, oil up your overdrives and keep smiling, its only a broken half shaft! Cheers

Ray

## WORCESTER

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

Another month has flown by; my second report has come round rather quickly. Firstly a big Happy Christmas to you all out there in Triumph Land and a special good luck for the New Year. My finger is ready and waiting on the ignition key for the forthcoming year's events and days out in 2005. This will be my first year since completing the restoration of my Spitfire 1500. Boy o boy I am looking forward to it.

The beginning of the month November saw the return to WAC with a number of cars in attendance, including a £65,000 MG SV courtesy of Tony.

Then mid-month saw us back at the Berkeley Arms for a quiz night, with over 9 teams in attendance, 2 teams from the TR Register, 3 from the Stag Owners Club and 4 from our own TSSC, with a special guest appearance from the Menith Wood Marauders & Co (the co being myself and wife Debbie). The night was a great success, which was really helped along by our 2 excellent quizmasters (although the request to repeat 69 somewhat was a bit confusing or maybe just not fit for publication)!!

A free (yes, free) raffle, and a lovely buffet which was enjoyed by all. The winning team was the 4 As from the TR Register enjoyed a fine selection of Christmas goodies, whilst the team with the lowest points was the Cotswold Crankies also from the TR Register were presented with a fine selection of Fruit and vegetables!

The December meeting is always a special one to me and my son Robert, with the lure of a free (yes, free) raffle, and crusty bread and chips. So far the last couple of years it has been chips and bread (not particularly crusty) so to our amazement this year the chips were accompanied with Real Crusty Hand Cut Bread and followed with hot mince pies. By the end of Mike's talk and Shirley's new fangled tombola there was numbed silence, not due to boredom but the fact that everyone was well and truly full. There were 5 club cars in the car park with over 30 members in attendance, a warm welcome to Rita and Roy Ensor who have recently moved to the area with their Herald Convertible, nice to see you.

## WIRRAL . . . WORCESTER WYEDEAN . . . NORTH YORKS

Future events were discussed, the first for 2005 has been organised by Mel with a visit to Hatton Garden (not the London one), and this is to take place on **The 23rd of January**. Hopefully I will arrange something for February so if anyone out there has any ideas please e mail me via the web site [www.tssc.worcester.co.uk](http://www.tssc.worcester.co.uk). With our **March** trip organised by Stephan, a run out to Bridgenorth with a ride in the vernicular railway, Deb and I have done this a while ago and really enjoyed it so looking forward to a return visit.

We discussed a week day trip to the Rover Factory Tour followed by a visit to the MG Rover Museum suggested by Tony who works for Rover in the press cars division (watch out Tony Mike will rope you in). I had an interesting discussion with him regarding Rover and its connection with the Tata factory in India, which produces the Rover City, a talk perhaps for one of our meetings! (think about it Tony)

Richard Dredge has volunteered (you'll be sorry) to compile the diary of events for our club, also a big thanks to Dave Saunders for his continuous support throughout the year with raffle prizes and bringing copies of Triumph World to be sold at a great saving on the cover price. Finally Mike is to attend the Area Organiser Seminar in mid February so if you have any suggestions or gripes, forward them to Mike.

Well I hope you all have had a wonderful Christmas and hopefully see you in the New Year.

Eddie

### Diary Dates

- Jan 3rd** Monthly meeting, Berkeley Arms, Spetchley
- Jan 23rd** Hatton Garden
- Feb 7th** Monthly meeting, Berkeley Arms, Spetchley
- Feb** Outing TBA
- Mar 7th** Monthly meeting, Berkeley Arms, Spetchley
- Mar 12th** Annual Dinner - Old Leaking Well 7.30

## WYEDEAN

Welcome to 2005 and I hope that you've all had a relaxing and fun filled festive season. Seems kind of weird to be saying that as I'm writing this on the 8th December to catch tonight's Courier copy deadline. Anyway:-On the 7th Dec. what a great night we were given by the FODHVC at their new "HQ", the Royal Oak Whitecroft for the skittles return match. A really good turn out as well with 5 new faces and the return of three familiar ones whose absence had been keenly felt by us all. So welcome aboard, in no particular order: Andy and Sheila Ward (Stag owners), David Brent (Bond Equipe and Trike) and last but not least Mike and Pauline Jones (Stag and until Monday a MkII Spitfire now residing chez Ambler). And welcome back to the whole Greenwood clan. Great to see Roy looking so well and back on the road again at last! Sorry what's that? Oh didn't I mention it? The result? WE WON!! Again! And beat superior numbers with cunning, skill and also the free transfer of Trevor the FODHVC Chairman who wound up playing for the TSSC side and promptly got the highest score! Don't worry, they're not going to sack him. Much worse

than that, he's looking at another 10 years as chairman with no possibility of parole. So in one foul swoop we have 5 new faces and three types of Club car not previously represented at club nights. A good night's work all round.

At the December meeting we are going to start thrashing out the 2005 Calendar of events so if there is anything that you would like to suggest, please let me know either at a meeting early in the New Year, by e-mail or by phone. It is your club after all and as they say in Brain Storming Sessions, there is no such thing as a daft idea. In summary, this year has been an extremely good one for our little bit of the TSSC with plenty of new faces and a packed calendar. Our highly successful Triumph stand at Coleford Festival of Transport, attending Pennall Show (a new event and well worth supporting in 2005), the epic adventure that was the Treasure Hunt and our trip over the roof of Wales are the highlights for me. Oh yes, and getting the body off the chassis of that b\*\*\*\*y Herald. All we needed was a few more dry days to make it perfect. So thanks to all for your support this year and lets make 2005 even better! PS What's my new years resolution I hear you ask? Well it's to get that b\*\*\*\*y Herald on the road before the world runs out of oil! See you all at the Saracens Head in **January**.

Clive

## NORTH YORKS

Well Happy New Year to you all and I hope you had a good Christmas too. As a way of a change this year we've shuffled jobs around. So if you haven't been to a meeting for a while you better read on quickly - just to be sure you haven't been volunteered for a job. Tim and Zoë, who we haven't seen at the Club meetings for ages have been volunteered for the most. The first of a series of events promised by Tim and Zoë is the engine rebuild demonstration by Zoë. This will be repeated three times throughout the day, just like the real thing, as Zoë shows you what to do with the spare bits you inevitably find on the floor after each subsequent rebuild. The Technical part of the day will conclude with how to go about purchasing a replacement engine and selling your re-built engine on as a none running. Tim of course will be providing tea and buns throughout the day as well as giving guided tours around the garage with the novel feature that he has named 'a roof' (how long did it take to finish Tim?). Later in the year we will be having another run to Tim and Zoë's place for a vegetarian BBQ.

Mike very kindly volunteered to take over the North Yorkshire's AO position, while I agreed to continue to write the Area Reports. I may have to make up one or two pieces for the February report as it is unlikely that I will make the January meeting due to overseas commitments (even though there will be food there!) As well as the personnel changes there have been one or two changes to The White Swan. (1) The walls have been re-decorated and (2) Paul says he's not going any more! Confused, yes, so am I. Please come back Paul, I'm sure it was all a misunderstanding. If you don't return that means we have to eat all the remaining cherries and we'll all miss Lynne's technical contribu-

## SOUTH YORKS . . . WEST YORKS

tions to the discussions, as well as the excitement from guessing what's in her handbag each month.

Just a quick re-cap on the entertainment at the last club meeting: (1) Fen explained how he managed to almost get banned from B&Q for insisting they should sell him some rawlplugs. It's a long story but apparently they should have been withdrawn from sale, but they forgot to take them off the shelf. You get the picture? Fen runs in just before closing to purchase some rawlplugs to hang a picture and hide a big hole he's made in the wall at home. Obviously desperate to hide the damage before anyone at home notices. Anyone else been there? Anyway his ranting did no good and he was threatened with expulsion! How he made good the damage we may never know, but apparently the rawlplugs were still on sale the following week. (Yes, he did try again to purchase them and did get thrown out this time.) (2) The second bit of entertainment, well for Jude at least, was watching the local cycling club try to get off their 'bondage' gear before settling down for a drink. Aptly described as trying to squeeze a quart into a pint pot. With that thought in mind I will sign off. See you all soon,

Nigel

## SOUTH YORKS

Another brilliant evening, a big thank you to everyone who came and supported us. We did have a slight panic when we found that our landlord and landlady had left! But the new couple did us absolutely proud and put on a very impressive buffet. So at a really bargain price, of £32.50 (we do like good deal in Yorkshire) slightly subsidised by area funds, folk had an excellent dol

Last month Peter informed me that he will be stepping down as AO, as no one else wanted to have a go, I'm to continue, aided and abetted by Vivien, so it's the old duo again. Many thanks for all your help in the past Pete, I'm sure you'll continue to help when ever you can though.

The room was packed to the rafters, I do hope new member Dave (who is almost finishing the restoration of his GT6 MkIII) didn't think we were 'mad'. At several points, you had a job trying to hear yourself think. Everyone seemed quite content to have a drink and a natter, it looked at one point as if we weren't going to have our usual Christmas silly games. Annis can always be relied upon to get everyone into the spirit though, and before you know it we were seeing how many chocolate coins we could pick up one handed in 10 seconds and how many pegs we could get off a line in 30 seconds. Richard (hands as big a shovels) Oaks, won the coin competition, and my other (some would say better half) won the peg competition, it was suggested the blokes needed more practice getting the washing in (as if!).

We had a bumper raffle on offer with good prizes, well it is Christmas, so there were lots of goodies on offer. Ron and Sue Hare very kindly brought their laptop to the meeting to demonstrate South Yorkshire's very own website. This was well received, and looked impressive, Ron talked us through would we could do with it and we

mentioned the plans we have for the future. I did however remind everyone that it's dependent on us putting interesting things in it, reports, news articles, technical articles, show reports, back ground information on restorations etc., etc. Everyone seemed to be keen, so lets keep our fingers crossed, we're also desperate for items for sale, so if you've got any spares you don't want let me know and you can advertise them here.

For those not at the meeting you can access our web site on the following address, [www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk), please check it out and let us know what you think.

Finally, and once again I have to give a very big thank you to Mike Charlton for his contributions to the news letter, as I mentioned it's not often I have little to do, but Decembers new letter was almost entirely Mike's, cheers.

Just a reminder in **January** we will be having the first meeting of our organising committee, 12.30 pm **23 January 2005**, at the Crown Barnburgh, Doncaster. From the conversation we had about plans for next year, it's going to be very busy one locally, there's lots of good ideas.

If you have any suggestions though let me know and if you want to come along you're very welcome. I'll remind you all at January's meeting, if everyone's sober enough to come.

Well that's enough from me for 2004, hope you all had a great Christmas and all the very best for the New Year, here's looking forward to a productive and busy calendar for 2005.

Best wishes,

Victor and Vivien

## WEST YORKS

I'm writing this before the December club night as The Courier deadline is on the 8th this month. Last night we had the annual dinner at The New Inn, attended by 28 people. The service seemed a bit slow at times on the big table and one person reckoned the food was not as good as the last time but everyone seemed to have a good time.

Ron Foster's absence was commented on and there was disbelief that he had finally gone off to live in Cyprus as he'd been planning it for over 10 years! True to form he was still bringing me surplus parts from Christine's shed just a week before his flight. The following are available from me at bargain basement prices (proceeds to club funds) - Oil filter to suit Spitfire 62-74, Herald (all variants) Dolomite 1300 / 1500 / 1500HL; assorted petrol locking caps; ornament of golfer in full swing, Fiesta Manual 1989-93.

As you will hopefully have seen in The Courier, we have set the Dales Run weekend for **June 10th - 12th**, so be sure to put this date in your diaries. I'm glad to say that volunteers came forward and the jobs were shared out as follows:-

Richard Briscoe - Secretary  
Richard Waddington - Campsite liaison  
Bob Waddington - Sunday's route plus of course the raffle.

George Kemp - Concours trophies  
Andy Higgins - Barbecue Manager (shift pattern permitting)

We will need a "tailend Charlie" for Saturday's convoy to keep everything

together and provide breakdown assistance. I can do this job on Sunday and Bob W will lead - hopefully without taking a wrong turning like a certain AO in 2004.

Following the suggestion that we set up a branch website, Andrew Shaw kindly volunteered to be Webmaster and we have been conferring on what format to use. At this stage it would be helpful if people could let Andrew have any interesting pictures plus ones of themselves and their cars, as we may include a member's gallery page.

We have been looking at the Derwent Area site ([derwentvalley@tssc.org.uk](http://derwentvalley@tssc.org.uk)) which is really good - take a look if you have internet access. With this in mind I think we should start preparing a list of likely events to attend in 2005, so let me know of any you plan to go to, once you know a date. The people who kindly volunteered to organise runs will need to keep Andrew up to speed on these once they have some facts to publish.

Incidentally, Crich Tram museum was mentioned as a possible run but Derwent have saved us the trouble as it will apparently be the finishing point of the Peak Run at the end of **June**. I keep banging on every year about what a great run this is and although it has a reputation for being a bit on the quick side, everyone gets a set of directions so you can take it steady if you like.

I know it's south of Sheffield but that's not exactly 'injun territory' so why not try it and see what you've been missing?

I've put up a list on the noticeboard for volunteers to provide quizzes, so if you can contribute, please put your name down. If anyone has anything to raise at our AGM on the next club night, **Jan 11th** please let me know and I'll put it on the Agenda. There's always AOB of course on the night. We'll have show of hands for a **January** Sunday lunch meet, so put your thinking caps on for a venue. If you can't get to the meeting and want more info ring or e-mail me shortly after **Jan 11th**. The November AO's meeting at HQ was cancelled but there will be one in **March** before the main TSSC AGM, so let me know of anything you feel is worth raising.

Keep the info coming in on any rebuilds or modifications you are doing and experiences with providers of parts/services etc. My Stag has progressed a bit now, with all of the rust eradicated and panel repairs almost complete. Time soon to get some primer on (about 4 months behind schedule) and start fitting the running gear. I will have a bare 1974 shell going spare next year if anyone fancies saving it, otherwise it's going on ebay and may end up in pieces.

The next Quiz nights at the Golden Fleece, Birkenshaw are on **Jan 6th and Feb 10th**. Hope you all had a great Christmas, Best Wishes and Happy New Year,

Bob





See the Avon Area Club Stand  
AT

# The Bristol Classic Car Show

**Saturday 29th January**  
**Sunday 30th January**

**SHEPTON MALLET SHOWGROUND**

# W.A.C.

WORCESTER AREA CONCOURS

## is B.A.C. Again

AT HANBURY STEAM RALLY  
REAR OF THE NAVIGATION INN  
HANBURY ROAD - B4091  
STOKE PRIOR - WORCS

### 17 & 18 Sept 2005

The organisers of Hanbury Steam Rally (Shakespeare's Rally Promotions) reserve the right to refuse any application. Please note that the Road Traffic Act will apply to the site at all times, therefore all vehicles must be covered by the relevant class of insurance and road licence.

Any exhibitor acting in an irresponsible manner will be asked to leave, the organisers decision is final. PLEASE COMPLETE AND RETURN THE FORM WITH A LARGE STAMPED ADDRESSED ENVELOPE

A5 at least BY 30th JUNE. to

Mike Carter, 1, Bennetts Cottages, Church Street, Birlingham, Pershore,  
WR10 3AQ. TEL. 01386 751058 07970 207123

SAT 17TH Road Run 12 noon followed by ring parade on return.

SUN 18th Concours Judging, Prize Giving and Ring Parade.

Fun Fair, Side Shows, Craft Stalls, Market Stalls, Working Exhibits, , Beer Tent (Free entertainment on sat evening), Parade Ring Display's. Tractors, Stationary Engines, Classic Motorbikes & Commerical Vehicles etc,etc

**FREE CAMPING: CLASSIC CAMPERS ON DISPLAY , MODERN CAMPERS IN CAMPING FIELD.**

Portable toilets, chemical disposal point and water on site. Note NO electric.

ONE ENTRY FEE OF £5.00 PER CAR COVERS EITHER OR BOTH DAYS.

CARS MUST BE PARKED UP BY 10.00 am EACH DAY

CHEQUES PAYABLE TO W.A.C. TSSC WORCESTER.

Name: \_\_\_\_\_ Tel: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code \_\_\_\_\_ Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Delete as required. Camping Yes / No Classic / Modern App Size \_\_\_\_\_

I will be attending Sat / Sun / Both Days. I will be taking part in Road Run Yes / No.

I have read the above terms of booking which I accept as printed.

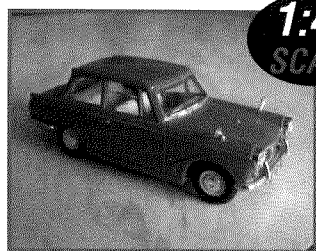
SIGNED: \_\_\_\_\_



# TRIUMPH Models

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

## THE IDEAL GIFT!



**VA00515 HERALD 1200  
SALOON MONACO BLUE  
LIMITED EDITION £16.95**



**VA08206 LONDON TO  
MEXICO RALLY 2000  
LIMITED EDITION £12.95**



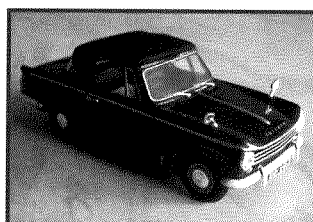
**VA06709 BOY RACER  
SPITFIRE MKIII  
£12.95**



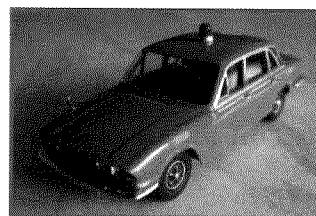
**VA04703 TR3A  
BRITISH RACING GREEN  
LIMITED EDITION £12.95**



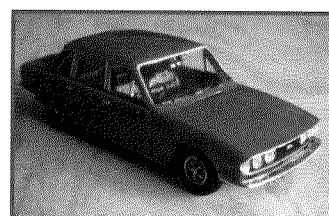
**VA05300 DOLOMITE  
SPRINT YELLOW/BLACK  
£12.95**



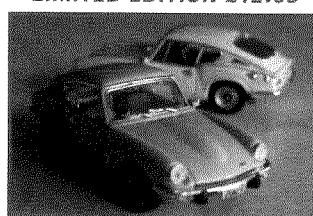
**VA07402 13/60  
CONIFER GREEN  
LIMITED EDITION £12.95**



**VA08205 2500 MET  
DIVISIONAL AREA CAR  
LIMITED EDITION £12.95**



**VA08204 MKII 2.5 PI  
SIGNAL RED  
£12.95**



**GT6 MKIII 35651 MIMOSA  
GT6 MKIII 35650 WEDGEWOOD  
LIMITED EDITION £17.99 EACH**



**SPITFIRE MKIV  
35602 SAPPHIRE BLUE  
35626 WEDGEWOOD BLUE  
35607 LAUREL GREEN  
ALL LIMITED EDITION  
£17.99 EACH**

**Superb  
Detail**

State Car Model & Colour when ordering - P & P £3.95  
PLEASE ADD £1.00 P & P PER EXTRA MODEL ORDERED

# TSSC January Sale 2005



## Don't miss the Bargains at the TSSC Headquarters January 2005 Sale

**An Ideal opportunity to Visit your HQ and  
treat your yourself and your Triumph to  
some goodies as well!**

**SATURDAY 8<sup>TH</sup> JANUARY 9.00 AM TO 4.00 PM**

**SUNDAY 9<sup>TH</sup> JANUARY 10.00 AM TO 3.00 PM**

**The Club HQ and Shop will be open  
on the above dates with all items  
discounted over the counter.**

**If you can't make it, all orders  
placed by phone will be despatched  
Carriage Free!!**

**Orders Hotline 01858 434424.**

## How to Find Us

**Junction 20 M1 then A4304  
to Market Harborough.**

**TSSC HQ  
Main Street, Lubenham,  
Leicestershire LE16 9tf**

**Tel: 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 CONVERTIBLE** 1970 Sound chassis, bodywork. New carpet, clutch, battery, plugs, recent hood, brakes, MOT June 2005. Needs finishing touches - drive it away £1950 - swap early Spitfire. Dave (Radstock) 01749 841244

**1200 SALOON** 1965. Conifer. Cactus interior. Very original "Honest" car. 65000 miles

(apparently genuine) Club valuation £900. MoT January. Sensible offers considered. Neal (Surrey) 07880 551543.

**13/60** 1969. February 2005 MoT. Gentle runner. New steering Wheel. Restoration photos plus workshop manual. Respray would help so £600. John (Enfield) 020 8363 8296.

**1200** 1967. Powder Blue. Black trim. MOT June 2005. Great runner, used daily. Excellent chassis. Tidy interior. Some minor bodywork. £1,000. Helen (Herts) 020 84407314 - 01/65071.

TSSC Insurance from Footman James. Call for a no obligation quote. Limited and Unlimited mileage with agreed value and breakdown recovery 0845 458 6760

## SPITFIRE

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**1500** 1978 red, overdrive, hard / soft tops, good bodywork, reliable runner, 6 month MOT, tax, new brake, clutch cylinders, full history, three owners, 44,000 miles. M Williams (Dorset) 07939 202310

**1500** 1980 Red. Overdrive. Good runner. Hard and soft tops. MoT Jan 2005. Dry use only. Good Winter project. £750 O.N.O. Bob (Worcester) 07814 598271.

**BUYING A SPITFIRE?** Pre-purchase inspections nationwide. Full condition report with valuation. Call Johnny Spitfire at JY Classics (Bucks) 01494 866087 or 07798 855150 mobile or e-mail sales@jyclassics.co.uk www.jyclassics.co.uk

**1500** 1978. Vermillion. S/S exhaust plus manifold. Unleaded head. Re-trimmed throughout. Lots of receipts. Good, sound all round condition. New hood. MOT 'til Aug '05. Tax 'til April '05. £1,995 o.n.o. Andy (Ipswich) 01473 431813 - 99/61314.

**MKIV.** Yellow. Overdrive. H/Stops. Kenlowe. MOT. S/exhaust. Recon engine. Twin carbs. Gearbox. diff. interior, suspension recently replaced. Used daily. Good runner. £2,400. Darren (London) 020 8556 1228- 66819.

TSSC Insurance from Footman James. Call for a no obligation quote. Limited and Unlimited mileage with agreed value and breakdown recovery 0845 458 6760

**JY CLASSICS**  
SERVICE, RESTORATION & SALE OF  
TRIUMPH SPORTS CARS

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**FOR  
YOUR**

**SPITFIRE!**

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**E-MAIL: sales@jyclassics.co.uk**

**Website www.jyclassics.co.uk**



## GT6

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**MKIII** Flame Red. Sunroof. New Gearbox and Overdrive. Extensive bodywork replacement by specialist plus respray. MOT'd and Taxed. Outstanding car. £3500 Addam (Devon) 01803 294755

**MKII** Dark Blue. Rotoflex, overdrive, S/S Exhaust, Unleaded, A1+, dry use only, garaged, 9 months Mot, 1970 Tax Exempt,

TSSC Valuation £6500, Very reluctant sale. £4850. Helen (Cheshire) 01829 730586

**MKIII** 1971. 2.5L engine. Mimosa. TSSC valuation £5,500. O/D. S/S exhaust. Sunroof. Retrimmed. New body panels. MOT November 2005. £4,350. Ian (SW London) 07931 909342 (eve 020 8641 8905) - 67422.

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PLACE YOUR ADVERT  
ONLINE AT  
www.tssc.org.uk**

## M.W. Restorations GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.

FOR DETAILS RING THE WORKSHOP ON:

**01799 584994**

Saffron Walden, Essex.

e-mail: mwrestore@aol.com

## VITESSE

**Cars for Sale**  
**Cars for Sale**  
**Cars for Sale**

**CONVERTIBLE** 2-litre 1965. Stored 10 years. Basically sound. Includes original Workshop Manual. Must sell. £500 o.n.o. Simon (Leeds) 07889 789356.

**2L ESTATE.** KDV 204F. Excellent condition. Leather bucket seats, modified head, triple SU, 6-3-1 exhaust. Special towbar, MX alloys, fabric sunroof, overdrive. £5,000. Adam (Gosport) 02392 584483 - 82/04437.

**MKII CONVERTIBLE.** Signal Red. Award winner. Club valuation £7,500. See it - you'll want it. Loads of spares. Best sensible offers. Ian (Northants) 07711 963232 - 92/41459.

## 2000

**2000** Mk2 1971 Saffron yellow with black interior, 4 speed with overdrive, new clutch cylinders and coil, spin on filter, silicon leads. MOT expired. email for pictures. £500 Luke (Manchester) 07811 219 590

## TR7

**TR8 DHC** 1981 Genuine factory TR8 drop-head convertible. 56,000 miles. A/C, twin Stromberg carbs, automatic. K&N filters, tubular manifolds and S/S twin exhaust. California car. No rust. Atle Granby (NORWAY) 004791703988

## CARS WANTED

**Spitfire Mk 2 (1966)** I am looking for a 1966 Mk2 Spitfire (Red) in A1 condition will pay correct price for the right car. May consider 1967 Mk3. Scott (Lanarkshire) 01555 895569

## PARTS WANTED

## PARTS

**Parts For Sale**  
**Parts For Sale**  
**Parts For Sale**

**NEW** factory rear bumper to fit USA MkIV and 1500 to FM95000, still in wrapping. Part No YKC 1349. £150. Dave (Hants) 02392 252082

**SPITFIRE 1500** Stanpart radiator £25. Also front road springs. Offers. Mr M J Gould (Leicestershire) 01455-844300 - 99/61537.

**HERALD 1200** complete blue interior £40; chassis, repaired, ready to use, needs painting £80; propshaft new, old stock £40. D Petty (Lancashire) 01282 869852 - 89/27635.

**BREAKING** Spit MkIII and IV. Items include bonnet, boot lid, seats, doors, hardtop, soft top, windscreen frame and roll over bar and diff. Paul (Norfolk) 01508 492892.

### MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★  
★ ALL MODELS COVERED INC. FWD ★  
★ KEEN PRICES / FREE ADVICE ★  
★ TRY ME FOR THAT ELUSIVE PART ★  
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mickdolphin@tinyworld.co.uk  
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www.mickdolphin.co.uk

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**Rebuilt Original Seats  
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Vinyl Seats (pair) £250 Or  
Leather Seats (pair) £305  
Seat cover new bases only £29  
Footwell Carpets (Pair) Only £24.95  
Delivery Anywhere  
**Tel. 01752 227789**  
"Classic British Sportscar Trim"

**WINTER 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: mythos65@hotmail.com

**SPITFIRE MkIII** differential unit. Serial no. GF 37861. Fully reconditioned with warranty. £200 o.n.o. Wrong unit given to engineer for repair. Chris Stanley (nr. Gainsborough). 01427752368 home or 01909770431 ext. 226 work.

**SPITFIRE MK4** FREE bodytub needing work. Some good panels. Must go as space needed. After 6.00 pm please. John (Dairy (Castle Douglas) 01644 430457 - 99/61044.

**NEED HELP FIXING YOUR TRIUMPH?** We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork. Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New Parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cambs border) email: mwrestore@aol.com

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**400 UNF BZP Value Pack.**  
Over 400 Assorted Zinc Nuts, Bolts & Washers £14.99 + P&P.

**450 UNF ss Value Pack.**  
Over 450 Assorted A2 Stainless Steel Nuts, Bolts & Washers  
You won't beat this price **£35.99 + P&P**  
The above items come individually bagged and labelled for your convenience

**For the TRUE ENTHUSIAST**  
Why not treat yourself to one of our

**NEW 'CLASSICPAC'S'™**  
Which include our very high quality 24 compartment steel carry case  
**1550 UNF BZP 'Classicpac'™**  
1550 Assorted Zinc Nuts, Bolts & Washers  
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**'Classicpac's'™**  
OUTSTANDING VALUE!

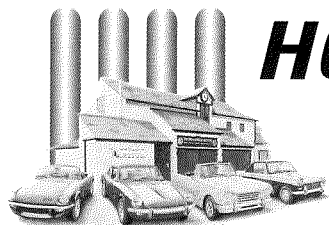
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# HQ OPENING TIMES

## JANUARY - OPEN AS USUAL\*

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

## January Sale Weekend

SATURDAY 8<sup>TH</sup> JAN - 9.00 AM TO 4.00 PM

SUNDAY 9<sup>TH</sup> JAN - 10.00 AM TO 3.00 PM

SEE PAGE 17 FOR FULL DETAILS

## FEBRUARY - OPEN AS USUAL\*

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 5<sup>TH</sup> FEB - 9.00 AM TO 1.00 PM

SATURDAY 19<sup>TH</sup> FEB - 9.00 AM TO 1.00 PM

The Club Shop will be attending the following show

## International Spares Day - Stoneleigh

### SUNDAY 6<sup>TH</sup> February

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

ARE YOU REGISTERED ON THE CLUB WEBSITE?

IF SO, ARE YOUR DETAILS ALL CORRECT??

ESPECIALLY YOUR E-MAIL ADDRESS.

CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE

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

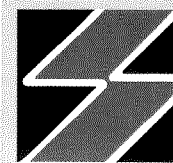
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28 years of rare spares experience  
10% Discount to all Club Members

Applies only to Stock Items & Excludes Panel Work & Special Offers.

This months Special Offer - 4Cyl Alloy Rocker Cover £37.50

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e-mail: [bcsuk@tiscali.co.uk](mailto:bcsuk@tiscali.co.uk)

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  - ★ Full or part restorations.
  - ★ Engines, gearboxes or bonnets, chassis, bodytubs built to order.
- Cars and parts, purchases and sales.

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Near Warrington, Cheshire. Phone for directions.

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Full or Part Restorations  
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SPECIALIST RESTORATION AND REPAIRS FOR THE TRIUMPH OWNER  
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FULL BODYSHOP FACILITIES  
EX TRIUMPH DISTRIBUTOR  
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COLCHESTER

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- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
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[www.westcountrytriumph.com](http://www.westcountrytriumph.com)

e-mail: [raybrown@westcountrytriumph.co.uk](mailto:raybrown@westcountrytriumph.co.uk)

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MG & TRIUMPH  
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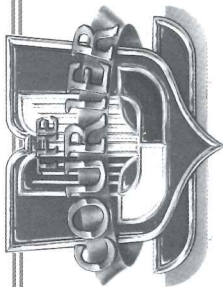
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WE WILL TRY TO HELP YOU  
WHATEVER THE CAR TYPE



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CARDENDEN FIFE  
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Do you wish your advert to appear on the TSSC Website? ☐

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Triumphs for Sale/Wanted: .....	Members ..... £29.00
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Triumphs Wanted Members/Non Members ....	£5.00

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Visa/Mastercard/Maestro must accompany your ad.

- ☐ Cheque/ Postal Order (Value £.....)
- ☐ Visa/Mastercard/Maestro (Value £.....)

Card Number

Expiry Date Valid From Issue No.

Sig Ver.No. (last 3 digits on Signature Strip)

Cardholder Name/Address

DAY TEL NO. (STD)

Membership No. (if applicable)

MODEL + MK

Contact Name	Location	Tel: (STD)

Send completed form with remittance to: **Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.**  
**PLEASE NOTE:** The T.S.S.C. reserves the right to refuse or withdraw any advertisement at its discretion and cannot be held responsible for printing errors, although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be inserted in the following issue.  
Adverts placed **CANNOT** be cancelled. Non members wishing to receive a copy of The Courier, add £2.50 to total.



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

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

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

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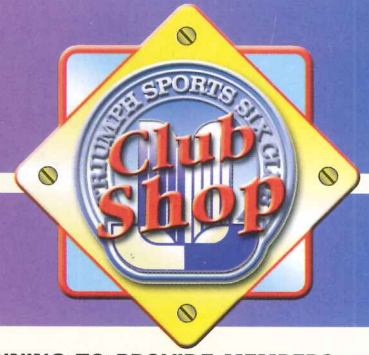
Herald 1200 Semi Sport

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## Welcome to the Club Shop Online



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

NEW FEATURES TO THE SITE ARE:

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

## Triumph Sports Six Club

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

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

### Semi Sport System

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