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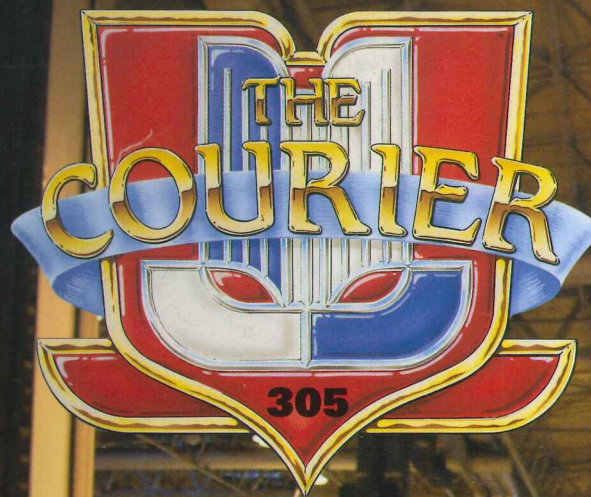
Enjoy a Hot drink and perhaps be tempted by some 'Goodies' in the Shop, we're sure you'll have a great time and perhaps learn something new too!

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



NOVEMBER 2005

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.305 Vol 26. NOVEMBER 2005
Price £2.50 Free to Club Members.

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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:
NEC INTERNATIONAL
CLASSIC CAR SHOW
IS ON THIS MONTH
PIC COLIN PAYNE'S TR
NEC 2004
BY NIGEL WHALE

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T.S.S.C. Events Calendar

www.tssc.org.uk/events

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

HQ ATTENDED EVENTS 2006
CONTACT TSSC HQ FOR MORE INFORMATION

July 2006

SATURDAY/SUNDAY 8/9 JULY
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

CLASSIC CAR SHOWS
(CLUB INVITED)

November 2005

FRIDAY/SUNDAY 4/6 NOVEMBER 2005
INTERNATIONAL CLASSIC MOTOR
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SATURDAY/SUNDAY 18/19 MARCH 2006
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“Comment

BY PETER WILLIAMS

European Survey

As you will have seen, included with this month's Courier is a copy of the 2005 FIVA / FBHVC European Survey. The reason and details for this are given in more detail further inside The Courier and on the survey questionnaire itself.

As a summary here, many of you may well have filled in the FBHVC's survey of 1996/7 and what the new survey is designed to achieve is to build upon this by gathering more up to date information concerning this great hobby and interest of ours. In addition, this time around the information is being requested not only from enthusiasts within the UK but from a number of other European countries too. The data obtained can then be used as a powerful tool in discussions and negotiations with legislators and other relevant bodies to show the strength of the Classic Car scene both in numbers of enthusiasts and the business base that it supports.

New in The Courier this month is the first of an occasional page aimed at the more Junior enthusiasts amongst us. The idea for a TSSC Juniors section was discussed at the last two Area Organisers Seminars and following the one held at this year's International Weekend, Ellie Jupp has kindly taken this on.

As with all initiatives of this kind the new page will really be what its target audience makes it so please give Ellie your support and contact her should you have additional ideas.



In the spirit of October's Comment, last month I finally got around to fitting a new rocker shaft to my Vitesse - a great transformation

and well worth doing. The original shaft was still serviceable but with a simple feeler gauge just couldn't be accurately adjusted and hence it had been rattling away on tick over for some time. So, a new one was obtained through the Club Shop and after a short afternoon's work the job was done. No more tappety noise from the now surprisingly quiet engine (timing chain excepted!) and the feeling of why hadn't I done it sooner? As mentioned last month our cars are here to be used and enjoyed in the knowledge that with their straightforward engineering they really are simple and inexpensive to fix and up keep. Use them, service and repair them and they'll still be there to provide the same fun and enjoyment for many more years to come.

Happy Motoring

Peter Williams
General Secretary

”



TSSC NEWS REVIEW

YOUR MONTHLY ROUND UP
OF ALL NEWS OF A TRIUMPH NATURE

Rimmer Bros Rossini Brake Discs

Rimmer Bros Ltd, the well known
Triumph, MG Rover and Land Rover



parts specialists are pleased to announce that they have been appointed as the Sole UK Distributor for Rossini Brake Discs for these marques. These unique multi drilled and grooved performance discs can improve stopping distance by as much as 40% and incorporate a unique Rossini wear indicator. The drilling cools the disc quickly and the grooves in the disc reduce pad glazing and expel brake dust and moisture. Rimmer Bros are initially stocking the Triumph, Rover SD1 and Land Rover discs only, however, there are over 9000 applications of Rossini Brake Discs, which Rimmer Bros can also supply. With prices from just £96 plus VAT a pair these quality, upgraded, brake discs represent superb value for money.

For further information contact Rimmer Bros Ltd on 01522 568000, visit www.rimmerbros.co.uk or email sales@rimmerbros.co.uk.

Kingston Sports Cars OE Cam followers

Kingston Sports Cars has secured the re-supply of OE cam followers. If possible Kingston Sports cars has almost always supplied OE manufactured cam followers with camshaft kits and Tuned engines. On re-ordering they learned, that the original supplier had scrapped the tooling to produce the Triumph cam follower. After months of gentle negotiation they have persuaded the company to develop the required program and their production of the chill cast iron rods to enable this. They now have OE cam followers in stock. These are to OE specification with the correct 4 micron convex tappet face not flat as per other products. They also have the correct lower radius and not hand turned against a stone as can be seen (note that the Asian follower, left, had completed only 50 miles and was already impaired) These followers are offered as Standard and fully Phosphated for better running and wear characteristics priced @ £4.50 and £4.80 plus VAT each. This is double the price of the foreign imports, but as the cam and followers are the hardest working elements in your engine it pays to get the best.



This picture shows
the hand ground
radius (left) to the
C & C machined
OE spec (right)

Available from; Canley Classics,
Enginuity (W.London)
and Kingston Sports Cars

Standard and phosphated
versions.



HQ OPENING TIMES NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 19TH NOV - 9.00 AM TO 1.00 PM

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC HQ WILL BE CLOSED ON 23RD DECEMBER
UNTIL 3RD JANUARY FOR THE CHRISTMAS BREAK

TSSC Christmas Open Weekend 2005

SATURDAY 10TH DEC - 9.00 AM TO 4.00 PM

SUNDAY 11TH DEC - 10.00 AM TO 3.00 PM

The Club Shop will be attending the forthcoming show
The International Classic Motor Show
NEC 4th to 6th November

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DRIVING IN ADVERSE WEATHER

Mike Crewes COP SHOP DRIVING IN ADVERSE WEATHER CONDITIONS

This month an excerpt from the Highway Code to remind us all how to deal with winter driving.

Rule 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 <http://www.highwaycode.gov.uk/#211>).

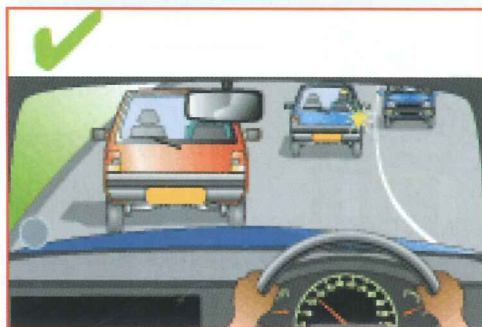
WET WEATHER

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.



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 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 carriageways, as vehicles are travelling faster use your windscreen wipers and demisters beware of other drivers not using headlights 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 <http://www.highwaycode.gov.uk/#201>) as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves.

If you have a query, or topic on road traffic legislation why not visit www.tssc.org.uk/copshop, or contact Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF (enclosing an SAE for any reply), or email copshop@tssc.org.uk

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FIVA/FBHVC EUROPEAN SURVEY

by Peter Williams

As mentioned in this month's Comment column, enclosed with the November Courier is a copy of the Federation Internationale des Vehicules Anciens', (FIVA's) 2005 questionnaire regarding its, "Survey of the Historic Vehicle Movement Across Europe". The last time that a survey of this type was carried out was by the Federation of British Historic Vehicle Clubs (FBHVC) of which the TSSC is a member.

This latter survey was carried out during 1996/7 and the new survey is designed to update and build on this with the additional participation of a number of other European national Federations. The opening page of the questionnaire explains more about what the new survey is aiming to achieve and it is hoped that you will be able to find a little time to fill it in and return it to the FBHVC which has supplied the questionnaires to us. By doing so, and as stated on the form, the data collected will be used to help protect our vehicle heritage for years to come, and as stated by the FBHVC...

"It's important because we can't take the freedom to use old vehicles on the road for granted. In today's world of ever increasing regulations we have to fight to retain that freedom. If we don't we will lose it which is why the FBHVC was set up: to engage with legislators and regulators to ensure that nothing is done to jeopardise the use of our vehicles. Representation in Brussels is undertaken through FIVA which employs a professional lobbyist to monitor output from the EU on behalf of the FBHVC and other EU Federations.

For the last eight years, the FBHVC has been supporting its discussions with the Government with data about the historic vehicle movement in Britain that was collected in 1996. No further data has been collected since and no similar data has ever been collected in any other country, which means that the only figures available to FIVA lobbyists are both out of date and partisan: distinct handicaps in negotiations with European institutions.

FIVA has recognised that it has to put that right and the survey questionnaire is the first step in a major project to collect essential economic data about the historic vehicle movement in this country. The same thing is happening in nine other EU countries so that by summer 2006 the FBHVC will have up to date information about the historic vehicle movement in the UK to back its arguments in Westminster and FIVA's lobbyist

will have data from across Europe to support his case in Brussels.

Some of the questions about spending and income may seem over personal, but they are important and there is need for respondents to identify themselves. The FBHVC guarantees that the individual forms will be treated in total confidence and only anonymised, general statistical data will be published. The FBHVC committee believes that without new data, based on a wide sample and credible analytical techniques, the struggle to maintain the freedom of the road may prove impossible. Please do your bit to make sure that the FBHVC can go on fighting for your right to drive old vehicles on the roads of Britain - and the rest of Europe."

At this time I also have a limited number of the latest FBHVC Newsletter which includes more information about the above and other matters. Please give me a call if you'd like me to send you one. First come first served. Happy Motoring.

Peter Williams.
General Secretary.



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Trevor Collett SPECIALS Register

A FEW WEEKS AGO I
EVENTUALLY MADE IT THE
WORLD FAMOUS BEAULIEU
AUTOJUMBLE

I say "eventually" as the last time I tried to get there the car I was driving started to misfire badly when I was about three-quarters of the way and I gave up and came home. That was about 20 years ago; it was the first long journey in my newly built Moss Malvern.

The big one at Beaulieu is really an event that every serious old car nut has to attend at least once. Many go back year after year. I had a really good day, relishing the challenge of skimming over every one of the 2,000ish stalls.

I bought one or three things, I reckon just about saved the entry fee, and maybe part of the petrol money to get there. One purchase I made was a bottle of carburettor dashpot oil. Why am I telling you this? Well I learnt something about SU carbs, did you know that there is a different

type of oil depending whether your SU has a damper or not? OK you did, I didn't. Turns out that the nearly empty bottle in my garage was dashpot oil and not damper oil - and I thought I was being clever using just the right stuff. Wonder if I'll notice any difference in the way my engines run?!

One of the parts I was looking for was the steering column flexible joint, the one currently on the Moss is showing a little more play than I'd like. I did buy one, not a great bargain but a fair piece. A little after this purchase I came across a stall specialising in parts for our cars and they had a box of fully universal joints for our steering column. I have read that it was possible to replace the standard flexible joint with a fully universal one but I had never seen any for sale.

I did think about buying one; the steering column on my Moss, as is common with most club kits, had to be lengthened and, to my mind, this might put extra stress on this joint over the original set-up. The price did, though, put me off; they were nearly twice the price of the original item I'd just bought.

What did I come across on a stall down the next aisle? Yes, someone else was selling universal joints for the Triumph steering column and these were actually priced less than I'd paid for the original. I went for one; now I just have to fit it.

FIRST OFF

Remember back in June I brought you a piece written by Andy Hitchings of Caburn about their current Hurricane demonstra-



WAYNES 'CABURN' HURRICANE

tor? Well, this month we have a piece written by Wayne Court about his Hurricane, which happens to be built using the first body that Caburn ever produced:

"As you have been asking for infor-

pieces again for its current paint job, which I think has lasted very well. From the outset I wanted my Hurricane to be more than just a re-bodied Spitfire, so my list of jobs included:

- Rebuilding, modifying and installing a GT6 engine that included: gas-flowed head; fast road cam; lightened and balanced; twin SU HS6 carburettors; stainless steel tubular manifold and twin box exhaust.
- Rebuilding and modify/install overdrive gearbox.
- Lowered springs front and rear with Spax adjustable shocks.
- Up-rated brake system.
- Fifteen inch Minilite alloy Wheels.
- Twin roll hoops.
- Self-built complete new wiring harness.
- Self-built walnut dash and interior.

Are to name but a few!

I have been driving my Hurricane for seven years now and I must say I enjoy it as much now as I did the very first time.

My Hurricane's last major outing was to our wedding in July 2005 where it certainly made the day...and made the photographs look a lot more interesting.

The car will never be finished as I am always having new ideas but some will have to wait for a while now as we are planning on emigrating to Australia early in 2006 and are taking "Vinnie" with us.

I am sure we can send you some photos of her in her new home once she is settled."

mation on cars for your section in the magazine, I thought that you would be desperate enough by now to include a few words about my Vincent Hurricane!

I have been an owner and enthusiast of Triumph cars for a long time now and was first introduced to the Vincent Hurricane bodied Triumph in the early nineties. I became immediately hooked.

I ordered my kit in January 1996, which was the first body to be made by the current manufacturers, Caburn. I finally received the body in July, as they had a bit of learning to do themselves when it came to the manufacturing; although I must say they did a really good job for their first production.

I then set about restoring and modifying my existing Spitfire chassis, which ended up being quite a big job, seeing as I didn't have a garage. I remember at one point having the bare chassis in one bedroom, and the engine in another; luckily I was single at the time.

The car was first used on the road in 1998 while still in its white gel coat finish, although I soon had it in



Thanks Wayne, a Caburn Hurricane in Australia? That's cool. Does that need a lot of paperwork? Do they mind self-built cars? Very best of luck and do send us photos of your car out there in the outback. (Are you taking the wife as well?)



MIXED BAG

Derek Giles
HERALD
13/60
Register

**YOU MAY REMEMBER
A COUPLE OF ISSUES
BACK I ASKED FOR
INFORMATION ON
LOST/MISSING CARS
THAT MEMBERS WERE
INTERESTED IN**

Well UYC 515G has turned up, even though it did **NOT** appear on the register! Through sheer hard graft and a little luck Steve Meredith from Worcestershire tracked it down. Apparently a current member, who had somehow omitted to submit an IVR to me, owned it! It is **NOW** though, back with Steve awaiting full restoration!

To me this highlights the reliance of the IVR scheme on **CURRENT** members doing their bit and **REGISTERING** any car they have in their possession!

SO PLEASE EVEN IF ALL YOU HAVE IS 'A PILE OF RUSTY BITS' IVR IT!!

Hopefully the following 2 registration numbers will ring bells with someone reading this and prompt some action!

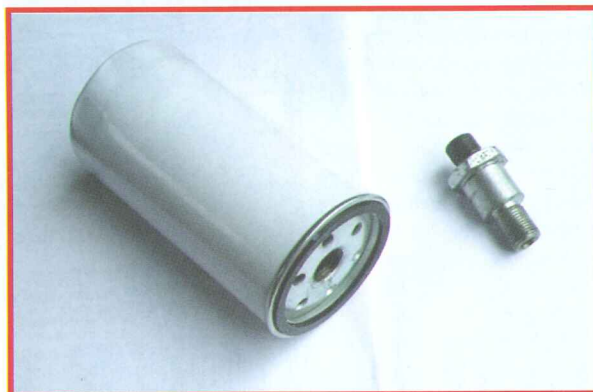
Dave Groves would like to hear about OPT 20J and likewise Stewart Newby is looking for the current owner of UGN 921F! Please contact me if you think you can help and I in turn will let them know! Now for an earthy story!

Fellow Somerset Herald outcase Rob Newton-Allen has for sometime had intermittent starting problems with wife Hen's car!

It showed up most often as what appeared to be a **FLAT** battery; you know the feeling, slow cranking or the starter just clicking! On odd occasions there would be a puff of smoke from the battery to body earth connection and the earth lead got very hot! We tried a new starter motor, new battery; new engine earth lead and made sure the body earthing point was perfectly clean, we even disconnected the tape player all to no avail! With as far as we were concerned, new everything, the problem just would not go away! The only thing **NOT** renewed was the new/6-month-old battery earth lead. This was one of those bright shiny braided ones and it looked perfect! As a last resort it was change and hey-presto the problem was cured!! It turned out there was internal corrosion between the lead and the crimped on terminal that bolted to the car body! Something perhaps worth looking at, if like us, you have the same sort of fault!

A NEW TWIST ON OIL FILTERS?

You know, I hope, my thoughts on engine oil and filters, I use Duckhams 20-50 multigrade and try to use a decent oil filter that



does not drain down if the engine is left idle for some time. One other quirk I have, is to always use STP additive in the engine oil; if

only Castrol 'R' wasn't so expensive I would still put a dash of it in the fuel just for the smell as well!! Enough of my whims I hear you say, get to the point! It is possible, **IF YOU HAVE AN OIL COOLER** fitted, to get even better filtration! Moss can supply a conversion that allows the fitting of an **ANTI-DRAIN** high capacity oil filter to our engines! It is designed for R/H drive cars only and for about £12 is worth looking into!

It consists of an adaptor bolt (TT 9401) which screws into the engine block via the cooler sandwich plate and a filter (GFE 227 with 'UNF' thread, internal stack pipe and non-return valve! (photo).

I have been using one on my car for the past 6 months and can vouch for its effectiveness in **STOPPING** oil draining out of the filter! My oil pressure gauge shows **INSTANT** 70psi on start-up! So if you have or are thinking about an oil-cooler then this is worth the extra cost for peace of mind! Like I always say pay your money and take your choice!

Finally just a word of congratulation to all the drivers who completed the Club Triumph '10 Countries Run' in September!

Cheers for now,

DEREK

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ADU 1B at Le Mans Classic 2004
Picture courtesy of Team **JIGSAW**



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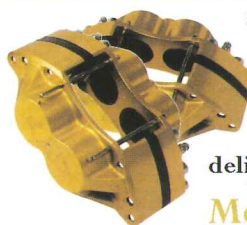
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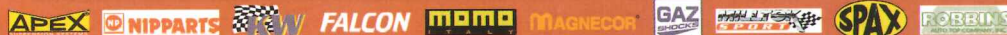
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Colin Lindsay

GT6 Mk I - II - III Register

**HI ALL AND GREETINGS
FROM NORTHERN IRELAND!**

I was driving home from work the other night when I was overtaken by a Spitfire; at least, it looked like a Spitfire in the rear view mirror until it came alongside and I noticed the similar-but-not-quite-the-same styling and the rear hatch with coupe side windows - sort of a plastic GT6 on steroids. This was my first live sighting of the Smart Coupe. If you're wondering why I'm mentioning it in the GT6 Register, have a look through your back copies of The Courier and compare the drawings of the GT6 Mk4 concept car. Similar? Ever since I drove an MX-5, something I said I'd never do as it might spoil my love of Triumphs forever (and it nearly did !!) I've been wondering: If the MX-5 is the modern day Spitfire, what is the equivalent of the GT6? We're all familiar with the boxy Smart cars by now but their foray into the sports car market is intriguing. To quote the Roadster Coupe review: A longer wheelbase than the City Coupe, wider track, a third longer in the body and a foot lower, positive and precise steering and 50% more rubber on the road. More cling

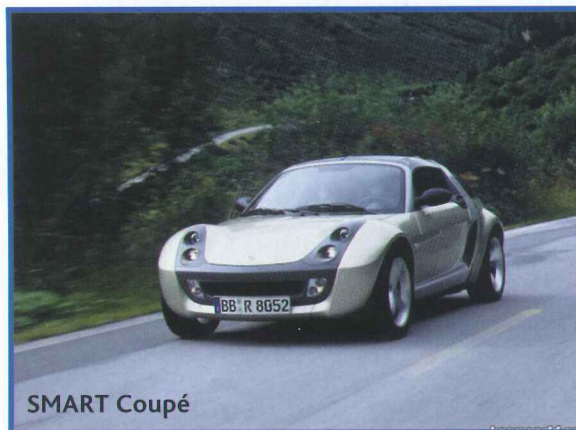
BELTS AND A BRACE OF COUPÉS

in the tail? There, however, the GT6 comparison ends. A rear mounted 698 cc three cylinder engine delivers 80 horsepower in turbo-charged form with a top speed of 109 mph, using



a six-speed semi-automatic gearbox and an average of 45 miles per gallon ... sadly the review did refer to it as a modern day MG Midget with real-car performance, but nobody's perfect.

All the reviews made a great deal of the easily changeable



SMART Coupé

colour, by simply removing and replacing the outer panels. Huh. In my day all you needed was an aerosol can or a tin of Hammerite and a four inch brush. However, not two days later I read about the launch of the new BMW Z4 Coupe -



now there's a worthy successor! Not only is it front-engined but it's also a straight-six, albeit a 3.0 litre.

BMW Z4 Coupé



This one will put out 261 horsepower and top 155 miles per hour. More sting in the engine, more daylight in the wallet, no doubt. The reviews state that the hardtop gives extra rigidity and irons out a lot of the creaks and groans of the soft-top - where have I heard that before? - and to quote Automobile magazine: "Never has a hard top looked so much better than a convertible." At the risk of offending Spitfire owners, I'd have to disagree but it's nice to see the sports coupe survives on today's roads.

Anyone have any other modern-day contenders?

I'm held up with my own restoration at the moment, waiting on a new wiring loom for which I

and are absolutely stunning. I went for the chromed option (they also supply cadmium plated) but they're so shiny I'm terrified of scratching them. Call them on 02082060101 or try quickfit.co.uk. Be warned, they're not cheap, but they look great!

By the time you read this the annual NEC Restoration Show will not be far off; a thoroughly enjoyable day and almost impossible to see everything in just eight hours, but sadly I'm missing it this year in order to build up my brownie points for Stoneleigh

in February. I should have a shorter shopping list this time but I'll keep



Quickfit Belts

the back seat empty just in case I see another engine.

Member's restoration for this month comes courtesy of Simon



around, 175/70-13, re-chromed bumpers, petrol filler and new chrome door handles. Leather interior, 1970's Mota Lita steering wheel, burr elm dashboard, wiring loom restored ... the list goes on and it shows in the finished product. A beautiful example - and it's for sale. Simon, unfortunately, has to move house and the GT6 has to go, so if you're seriously looking for a good MkIII let me know and I'll make the



Stanton-Yeomans with over 200 photos of the resurrection of this rotoflex MkIII, KHW 168L. It really shows what perseverance, patience and a large quantity of Magenta paint can do. New shock absorbers, standard on front, Gaz adjustable on the rear. Unleaded rebuilt head and engine. Rebuilt Stromberg carburettors, new K&N filters. Fitted with Oil cooler and spin on oil filter conversion. Chassis sand-blasted and new front cross member fitted, rebuilt brake system with copper brake pipes, rebuilt calipers and new rear cylinders. Polished Cobra Alloy wheels (1970s style) with new tyres all

introductions. No, I don't have room for another one!! See you next month!

COLIN



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Dave Rumens

VITESSE Register

HI FOLKS. A COMMON COMPLAINT ABOUT THE BRAKES ON THE VITESSE IS THEY DO NOT WORK VERY WELL.

I believe this is largely due to many of us having now becoming accustomed to the braking systems on modern cars which are much more responsive and as a result requiring much less pedal effort. A bit of background I feel might help in understanding the thinking behind the design of the brakes on the Vitesse. Most car manufacturers in the 1960's did not believe in producing cars with brakes that required little effort to make them work, as it was thought this could be dangerous because it could cause the driver to lock-up the brakes too easily. Sounds odd nowadays but that was the thinking at the time and a car then could be criticised for having too sensitive brakes or to use the term then applied "over-braked". How things have changed over the years as now ABS is available on a large number of cars, over-braking is now not seen as a

PADS, PAINT AND IVRs

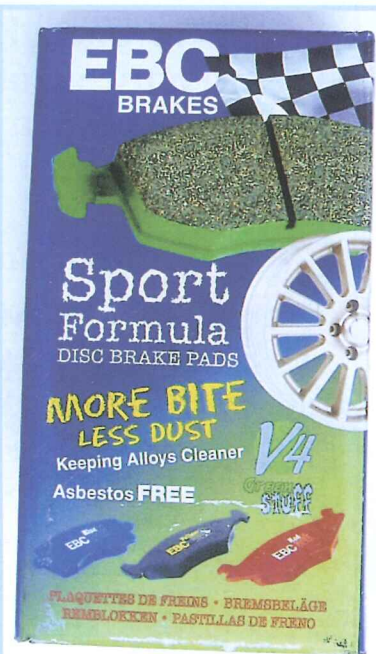
problem and car are produced with brakes that require very little pedal effort. Though in my case the feeling that the brakes could be more responsive may just be old age starting to creep in and not just driving modern cars. Either way I thought it would be worth some investigation to see if there was any way of improving the situation.

After firstly ensuring all was well with the systems I found the brakes just needed more of a shove on the pedal to make them work. One way to reduce the amount of pedal effort required would be to fit a servo, an option when new. However I decided to look at a more recent option first. Having read all the advertising blurb about the EBC Green Pads I thought let's give them a try. In **Picture 1** you can see the box containing the pads states "More Bite Less Dust".

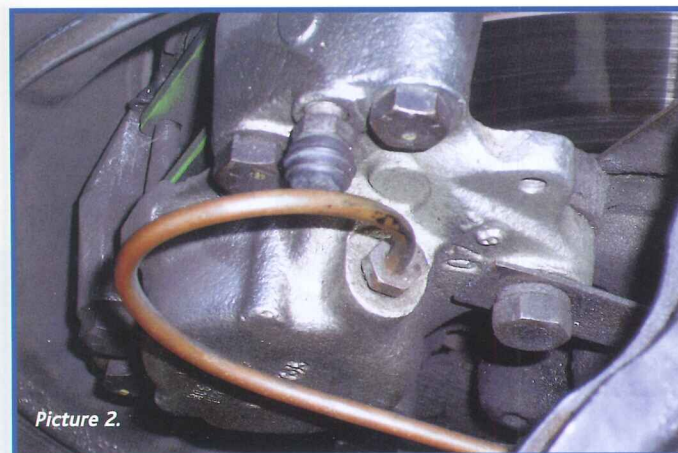
I purchased a set of pads from the club stand at this year's Stafford and fitted them the very next weekend.

I allowed 1,000 miles for them to bed in, after this I then cleaned the area of dust. Subsequently after using the Green Pads for some 500 miles, on a standard system in good condition as can be seen from **Picture 2** they did generate some dust. However, more importantly to me the brakes did feel more responsive and the effort on the pedal does seem to be less for the same braking. The same results could be achieved by using a softer pad material and I am not sure if this is the case with the Green Pads.

That aside they did seem, in my case, to have improved the



Picture 1.

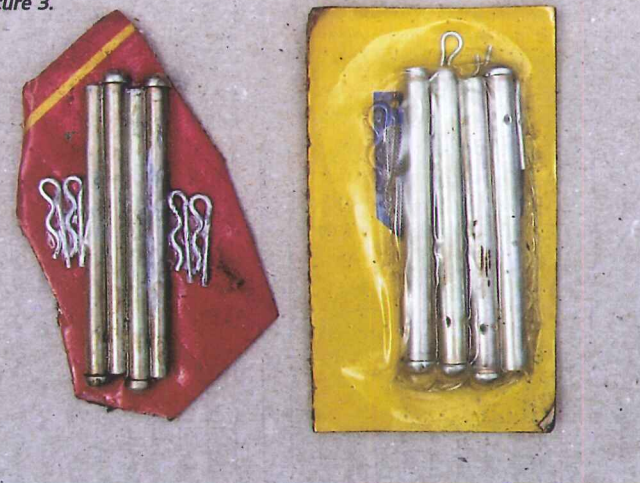


Picture 2.

braking under normal road driving conditions which was my main concern.

Whilst we are on the subject of brake pads I thought it would be a good idea to dig a bit deeper. At present, the law states we should only use non-asbestos brake pads and shoes. The old type containing asbestos may still be available from autojumbles and therefore you need to be careful what you buy. So thank goodness both pads and shoes are still available as new items that do not contain asbestos. It must help that our cars do not use "Special to Type"

Picture 3.



Picture 4

brake pads or shoes - in other words are only made for the one make and model of car as this helps

maintain the availability. As far as Triumphs are concerned the brake pads on the 1600 are used on the Herald and Spitfire, on the 2 litre there are shared with all but the very late GT6. The late GT6 pads cannot be fitted to the Vitesse as they have smaller retaining pins, left on **Picture 3**, and not all motor factors are aware of the difference.

I have had the wrong type supplied in the past. There are thoughts that you can just drill out the holes on these pads to take the larger retaining pins used on the earlier callipers on

the Vitesse, however this can lead to problems. **Picture 4** shows the two types and the Green Pads. The left hand pad is the normal Vitesse type, the middle pad is the later type fitted to the late GT6. The sharp eyed will note that the later pads have more material than the earlier type fitted to the Vitesse, this being done to improve the braking. However, modifying these pads for use on the Vitesse can lead to two likely problems. The first being the holes cannot be drilled to the correct shape as they are



Picture 5

elongated, just drilling out the holes could lead to the pads jamming in the callipers and no brakes just when you need them. The second area of concern is that the pads will now come in contact with the outer edge of the disc, whereas the original pads did not contact this area which may well be damaged by rust. This can create uneven braking, and squeaks.

Both of these problems can be overcome but on safety grounds I would advise against modifying the later pads to fit the Vitesse and only use those specified for the car. The important point thought is to ensure all the components in your braking system are in good condition, just changing the pads to a different type will not overcome any faults that may be present in the system. So firstly if you are having problems then get your system checked out before doing any else.

As with brake pads you do see from time to time tins of touch



Picture 6

in or up paint at autojumbles. In many cases the paint will now be useless and a good test is to give the tin a good shake to see if you can hear any liquid, as over many years of storage the contents may have gone solid. In **picture 5** you can see from the left the original Stanpart touch in paint you could buy in the 1960's for your Vitesse and was produced by Standard Triumph. The original part number, 569557, can clearly be seen on the side of the tin and the colour Cherry on the front. The second from the left is the later 1970's Unipart equivalent, Unipart then being the in-house parts supplier for all British Leyland products and replaced Stanpart in the late 1960's. Both of these are the original manufacturer's items, when both the tin and the car were new they would have given the correct colour match. These were available from your local Triumph dealer off the shelf or if not in stock could be ordered for you - those were the days. The two touch up cans to the right of the picture are not original manufacturer's items and were produced for the after market car accessory retail shops. These tins were available from the late 1960's right through to the early 1980's. The paint

hope you find some good old stock tins, they're nice if nothing else just to include in your collection of Triumph memorabilia.

The months Vitesse, **Pictures 6 & 7**, is a Valencia Blue Mk11 2 Litre Convertible and owned by Michael Hale from Luton and looks a superb example. Michael bought his Vitesse in October 2003.

THIS IS VITESSE IVR MONTH

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



Picture 7

match, though not original, was good and should not be dismissed as poor copies. The early tins, 1960's, were known as touch in and the latter known as touch up. Was this the effect of the Carry On films or maybe someone's private joke!

Well good luck in your hunting around the autojumbles and I

Well that's me for this month.

See you all in December and look out Christmas is just around the corner!

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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) RKCS509 . . .	£15.00
Brake pads GBP233 . . .	£9.50 set
Brake discs TKC780 . . .	£17.00 each
Brake servo recon (exchange) . . .	£75.00
Uprated brake master cyl/servo assy (exchange) . . .	£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 AAU894 . . .	£20.00 kit
Wheel cylinders 4-5 speed . . .	£15.00
New 4 speed differential TKC2619 (exchange) . . .	£245.00
Jackshaft 215207 . . .	£130.00
Recon starter motor (exchange) . . .	£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 . . .	£85.00
Clutch kit O.E. Unipart . . .	£105.00
Clutch kit TR8 Q/H . . .	£105.00

STAG

Inertia seat belts non sensor original . . .	£115.00
Seatbelts, non sensor . . .	£85.00
Front suspension leg insert . . .	£32.50
Recon steering rack (exchange) . . .	£117.50
Steering column shaft 151032 . . .	£57.50
Track rod end GSJ157 . . .	£12.50
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 flitch 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 trunnion 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 . . .	£57.50
Brake pads early/late type . . .	£10.00
Gearbox (exchange) . . .	£250.00
Recon drive shaft assy (exchange) . . .	£127.50
Recon rear hub assy (exchange) . . .	£92.50
Diff mounting upper 134235 . . .	£2.50
Diff mounting lower 134236 . . .	£2.50
HT lead set . . .	£8.00
Spare wheel cover 812236 . . .	£60.00

SPITFIRE MK I & II & III

Spitfire Mk III bonnet . . .	£615.00
Nearside/offside front wings . . .	£69.50 each
Front wing 'D' plate 706311/2 . . .	£11.00 each
Front outer wheel arch 903137/8 . . .	£39.50
Front inner wheel arch 706548/9 . . .	£35.00
Bonnet hinge tubes 811679/811680 . . .	£35.00 each
Door light mounting panel 907157/8 . . .	£48.00
Door skins . . .	£39.50
Battery box 806707 . . .	£15.50
Rear valance lamp panel 569900 . . .	£55.00
Boot lid 575787 . . .	£250.00
Dash top cover 714482 . . .	£32.50
Vinyl hood Mk III inc zip window . . .	£95.00
Hood Mk III original material/zip window . . .	£140.00
Chrome bonnet catch 607663 . . .	£21.00
Rear lamp assembly 208532/217025 . . .	£38.50
Track rod ends . . .	£7.00
Gearbox 3 Synco (exchange) . . .	£135.00
Gearbox 4 Synco (exchange) . . .	£160.00
Rear leaf spring 305894 . . .	£69.50
Recon exchange brake caliper type 12 . . .	£45.00
Recon exchange brake caliper type 14 . . .	£40.00
Original head gasket GEG314 . . .	£8.00

Distributor cap . . .	£4.00
Front valance support bracket 712567/8 . . .	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751 . . .	£12.50 pair
Front wings 909663/4 . . .	£39.50
Front wheel arch outer 909351/2 . . .	£35.00
Front wheel arch inner 909797/8 . . .	£34.00
Headlamp support panel assembly 818871/2 . . .	£25.00
Front quarter valance 815391/2 . . .	£55.00
Door skins . . .	£39.50
Sills non O.E. 903097/8 . . .	£28.50
Sills O.E. 903097/8 . . .	£48.50
Sill reinforcement panel 806634/5 . . .	£6.50
Inner sill 806638/9 . . .	£17.50
Front sill end plate 706422/3 . . .	£6.50
Half floor (deep pressing) . . .	£79.50
'A' post lower filler panel 706288/9 . . .	£14.50
Bonnet hinge pivot box RK362/3 . . .	£40.00
Chassis front gusset 218526/7 . . .	£17.00
Bonnet hinge tube L/H-R/H 911107/8 . . .	£48.50
Rear wing non O.E. . .	£87.50
Rear wing front repair panel . . .	£15.50
Rear wing rear repair panel . . .	£19.50
Rear lamp panel 716182 . . .	£125.00
Rear valance 908970 . . .	£37.50
Boot floor . . .	£82.50
Boot lid 911327 . . .	£265.00
Rear inner wheel arch 725563/4 . . .	£87.50
Rear outer wheel arch 909661/2 . . .	£55.00
Windscreen aperture drip channels . . .	£12.00 pair
Stainless steel overspill kit . . .	£75.00 kit
Hard top rear screen seal 911040 . . .	£36.50
H/ top seal roof door glass 716183/4 . . .	£8.00
Front windscreen chrome insert kit . . .	£32.00
Door hinges 607824 . . .	£16.00
Exterior door handle (black) YKC2837/8 . . .	£47.50
Window regulator 911271/2 . . .	£45.00
Window regulator glazing channel . . .	£55.00
Front outriggers 209398/9 . . .	£25.00
S/steel tread plate finishers . . .	£22.50 pair
Oil pump TKC 1974 (exchange) . . .	£29.50
Water pump 216939/GWP128 (exchange) . . .	£29.50
Late type water pump (viscous) UKC774 . . .	£40.00
Oil filter GFE119/150 . . .	£4.50
Recon steering rack (exchange) . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£14.00
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA384 . . .	£20.00
Front suspension vertical link/trunnion assy . . .	£77.50
Front suspension top ball joint GSJ155 . . .	£10.00
Stub axle UKC697 . . .	£20.00
Recon steering rack exchange . . .	£42.00
Track rod end GSJ158 . . .	£7.00
Steering joint 142140/FAM1718 . . .	£17.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox exchange . . .	£150.00
Rear wheel bearing kit GHK1029 . . .	£14.50
Early/late rear drive shaft . . .	£57.50
Recon exchange drive shaft assembly . . .	£147.50
Rear shock absorber GSA385 . . .	£17.50
Rear leaf spring 159640 . . .	£69.50
Recon exchange brake caliper type 14 . . .	£40.00
Brake disc 208715 . . .	£14.00
Caliper repair kit inc pistons type 14 . . .	£20.00
Girling brake master cylinder . . .	£27.50
Handbrake front cable 121766 . . .	£4.00
Handbrake cable end fork 104749 . . .	£1.95
Rear wheel brake cylinder - 7 dia . . .	£8.00
Rear brake lever 123135 . . .	£5.50
Clutch slave cylinder GSJ1013 . . .	£35.00

Clutch kit GCK160 (original) . . .	£77.50
New distributor 1500 (exchange) . . .	£57.50
Recon distributor 1500 (exchange) . . .	£47.50
Distributor cap Mk IV . . .	£4.00
HT lead set . . .	£7.00
Recon starter motor (exchange) . . .	£25.00
Recon w/wiper motor (exchange) . . .	£40.00
Universal joint with grease nipple . . .	£8.50
Dash top cover 815281 . . .	£29.50
Seat cover set, brown houndstooth material . . .	£115.00
Gearbox tunnel retaining plate 608383 . . .	£1.20
Wheel arch to bulkhead seal 613666 . . .	£2.75
Hoods original I.C.I. material inc zip window . . .	£140.00
Hoods vinyl inc zip window . . .	£95.00
Inertia seat belts less warning light wire . . .	£50.00 pair
Inertia seat belts less sensor OE . . .	£60.00 pair
Inertia seat belts less warning light wire Red . . .	£45.00 pair

GT6

Bonnet assembly Mk II . . .	£650.00
Bonnet assembly Mk III 913766 . . .	£685.00
Front wings Mk II 908113/4 . . .	£92.50
Front wings Mk III 907154/5 . . .	£69.50
R/H front overrider Mk I 710717 . . .	£35.00
Petrol tank cover board Mk III 710703 . . .	£22.50
Boot floor carpet Mk I/II 810841 . . .	£32.50
Main carpet early Mk III new tan 819813 . . .	£29.50
Main carpet late Mk III new tan 822633 . . .	£23.50
Main carpet Mk III black 822631 . . .	£29.50
Dash veneer set Mk III 820073 . . .	£105.00
Steering lock 216449/UKC2719 . . .	£40.00
Seat belts . . .	£50.00 pair
New crankshaft 308034 (exchange) . . .	£95.00
Recon (exchange) water pump GWP201 . . .	£29.50
Gearbox (exchange) . . .	£170.00
Clutch kit Q/H . . .	£75.00
Front suspension vertical link . . .	£67.50
Front shock absorbers . . .	£20.00
Track rod ends . . .	£7.00
Rotolox coupling 152273 . . .	£22.50
Rotolox bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotolox GBS750 . . .	£13.50
Brake shoe non rotolox GBS746 . . .	£14.00
Front side/flasher lamp assembly 155416 . . .	£20.50
Delco distributor cap . . .	£7.50
HT lead set . . .	£9.00
Manifold Banjo Bolt 145155 . . .	£9.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 571091/6 . . .	£125.00
Mk I front panel (nose cone) 903258 . . .	£65.00
Mk I bonnet 903477 . . .	£115.00
Mk II headlamp panel 575894/ZKC1972 . . .	£75.00
Mk II bonnet 910507 . . .	£125.00
Mk II boot lid 910506 . . .	£111.50
Mk II rear lamp panel 910509 . . .	£95.00
Mk II boot reinforcement panel 910505 . . .	£60.00
Bonnet seal 613894 . . .	£12.00
Rear centre bumper (estate) plain 576530 . . .	£85.00
Rear centre bumper (estate) for insert 917813 . . .	£85.00
Rear quarter bumper (saloon) plain 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
Interior grab handle ZKC 701711 . . .	£17.50
Draught 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 . . .	£42.00
HT lead set . . .	£9.00
Clutch kit Q/H . . .	£75.00
Recon (exchange) water pump GWP201 . . .	£29.50
Rear wheel bearing kit . . .	£18.00
Rear shock absorber . . .	£19.50
Recon exchange brake caliper . . .	£45.00
Brake disc Mk I 209348 - O.E. . .	£40.00
Brake shoes Mk I (axle set) . . .	£22.50
Brake shoes Mk II (axle set) GBS803. . .	£16.50
Rear wheel cylinder GWC1205. . .	£15.00



DA VINCI CODE

Michael Hancock Triumph Acclaim Register

TOTALLY EQUIPPED TO TRIUMPH
ALRESFORD - THE ACCLAIMED
CAPITAL OF THE KNOWN
UNIVERSE

Up here in the Derbyshire Dales, I seldom see another Acclaim - possibly because of the excessive use of salt in winter. However, on a recent visit to Alresford, near Winchester, I was delighted to find two Acclaims in the station car park. The station is on the beautiful steam-powered Watercress Line. As expected, Acclaimants are showing impeccable taste by visiting Alresford and I therefore declare Alresford to be the Acclaimed capital.

KEEPING UP APPEARANCES

The Acclaim L - a Spotters Guide.

The Acclaim L is the least well equipped model, but features include:

- 4 door courtesy light
- Boot Lamp
- Push-button Radio

All Acclaim models are similar mechanically - the only differences being a choice on the more upmarket models between 5-speed manual and the semi-automatic Triomatic gearboxes.

PARTS COUNTER

The parts situation is a recurrent feature of this column. This is necessary because parts supply is the No. 1 topic of Acclaimants telephone calls to me. Most service items are still available fairly easily from Andy Ellis of Croydon (020 8662 1124) or from your local motor factors. However, other parts are becoming a problem. None of the major stockists of parts for other club cars keep stocks for the Acclaim. The situation is not helped because the Acclaim shared few, if any (?) parts with other Triumph models.

OTHER MAKES:

Since the Acclaim has more in common with Honda (quote the Ballade and Civic S) and Rover (213), you may find it worthwhile trying these dealerships.

SCRAPPERS:

Does anyone know of a dismantler with an Acclaim? If so, please let me know. Triumphland at Doncaster has sometimes had one in but not at present.

VEHICLE MAINTENANCE:

The Acclaim is well known for its reliability but owners should pay attention to known weaknesses. Some are listed below.

Front Valve: Invariably battered by stone chips and usually corroded.

Cambelt: Change at 36,000 miles or three years, whichever comes first.

Windscreen Wiper Motor: Prone to seizure. Replacements are currently available from Rimmer Bros.

Ignition Module (Ignitor): Prone to failure after 40,000 miles. Genuine and 'spurious' replacements are available.

Electric Windows and Mirrors: CD and Avon models only.

WEBSITE:

I recommend Acclaimants to visit the Highly Acclaimed website at www.uktriumph.co.uk/acclaim/after.html or if, like me, your patience with computers is wafer thin, then enter Triumph Acclaim in Google and let it produce the goods.

THE DA VINCI CODE BROKEN!

(magnificent pun or what? - copyright of this column!) Thanks to members who have sent me their IVR forms. Preliminary results show the earliest car on the register at present as 5 August 1982 and the latest as 24 November 1983.

This is comparatively short span - the Acclaim was built from 1980 to 1984 and 133,000 were produced - so please let me have your IVR forms. Also, your assistance with body colour codes and trim codes would be appreciated. So far, I have the following body colour codes:

CMP	Oporto Red
HMW	Metallic Green
MME	Silver
JNJ	Metallic Blue
CMN	Emberglow Red
GMD	Cashmere Gold Metallic
PMA	Black

LATEST NEWS

Classic Car Mart magazine - October - has a one page feature about the Acclaim - Verdict *"a good looking machine with excellent road manners and decent build quality"*.

VEHICLE IDENTIFICATION NUMBER

Location

The vehicle identification number (V.I.N.) is stamped on a plate attached to the engine bulkhead and must be quoted in full.

A sample V.I.N. is shown below.

NOTES

1 2 3 4 5 6 7
SAX XD S L X 7 B M 100001

Marque identifier _____
Model range _____
Class _____
Body _____
Engine _____
Transmission/Steering _____
Model Year/Change _____
Assembly Plant _____
Serial Number _____

B L CARS LTD.

1 -	
2 -	

PAINT **TRIM**

PART No.

RM0527

Engine number. Stamped on the rear face of the crankcase adjacent to the flywheel housing.

Gearbox number. Label attached to top face of gearbox casing.

Body number. Stamped on the top face of the front upper cross-member

The Da VINci Code

NOTES

- 1 = All Cars
- 2 = Omitted on some cars. All Acclaims are saloons
- 3 = PL = Acclaim L
HL = Acclaim HL
FL = Acclaim HLS
EL = Acclaim CD
- 4 = 3 = Triomatic
7 = Manual
- 5 = Supposedly Model Year/Change, but in practice all cars are B
- 6 = M = Cowley
- 7 = Serial No., gives evidence of date built



By ROYAL APPOINTMENT

Bill Davies

HERALD
948 - 1200 - 1250
Register

THE CLUB'S INDIAN
REPRESENTATIVE,
SHYAM KRISHNAMACHARY,
REGULARLY SENDS ME
PICTURES OF INTERESTING
HERALDS AND THEIR
DERIVATIVES WHICH HE HAS
FOUND IN INDIA.

Once more, Shyam has sent pictures of an absolute gem. I know that we are spoilt here in the UK, seeing some absolutely outstanding and original Heralds at almost any show we might attend.

Dharampur 6 would turn heads at any Triumph show. Apart from its outstanding originality, the car has an interesting history, having been originally purchased for the



Familiar tail, but no chrome trims around the lights

Rajah of Dharampur in the state of Karnataka. This is one of six Heralds formerly owned by the Rajah, the current owner bought it in 1998. There are just 5002 kilometres recorded, which I have little doubt is original. Other Indian Triumphs I have featured have been much later cars, largely indigenous vehicles from Standard

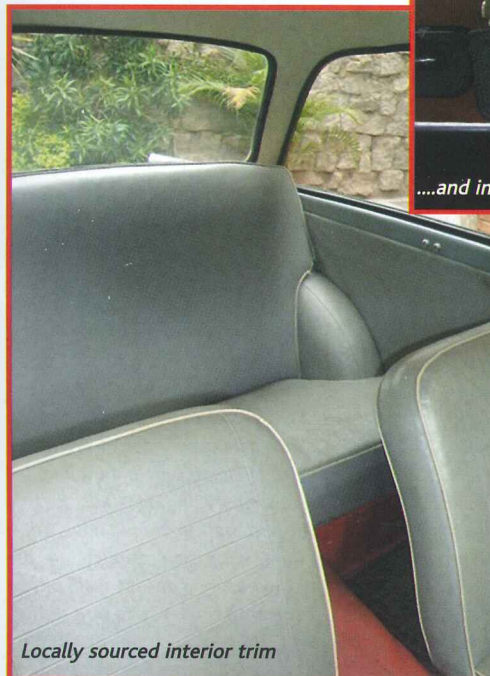


Dharampur 6, a Royal Herald



Unique floor covering, dashboard....

Motor Products of India. Dharampur 6 appears to be one of the earlier Heralds built largely from CKD



Locally sourced interior trim

components shipped from Canley. The commission number 6G76449 is identical to the UK built 948 Saloon series, albeit with the prefix 6 to denote its production at one of the satellite assembly sites. The

later Indian cars use their own system of commission numbers.

I know that the CKD system has been covered in the past, but in brief, the major body and mechanical sub-assemblies for a single vehicle would be contained in a crate and shipped overseas for final assembly. There was a degree of local content in the finished vehicle, usually limited to glass and trim, and in this case gauges by "Yenkay" – note the Standard-Triumph logo. Most of the Indian Herald derivatives photographed by British tourists have been the later

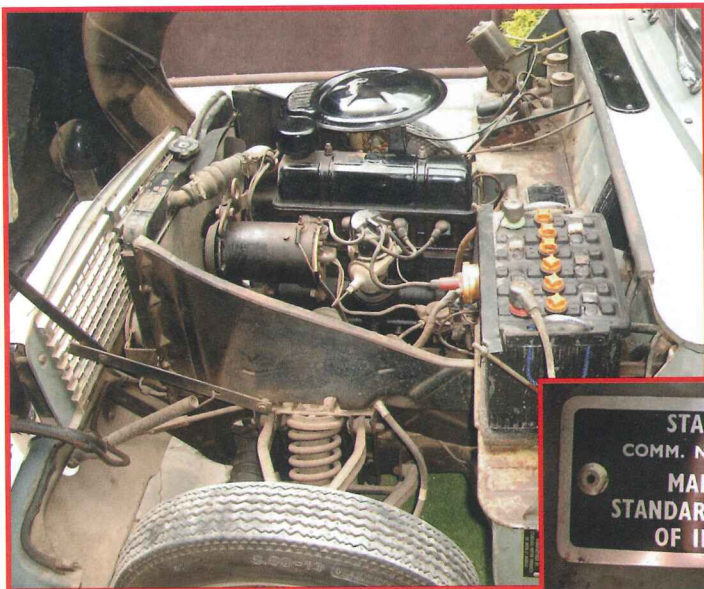


....and instruments!

four-door models and the even later Gazels, they are so different to "our" Heralds that they naturally draw attention. Photographs of the original CKD Indian Heralds are few and far between.

According to Mike Costigan's notes in his essential book on Herald originality, this car would have left Canley sometime after January 1964, this being when G73571, the last UK built Herald 948 was built. Shyam tells me that the car was registered in 1966, but appears to have been assembled in 1965. The Indian Heralds were built throughout production on the Mk1 chassis. The later cars appear to be built using at least some of the obsolete tooling from the Canley built Mk1 cars. This car however, has some features which are unmistakably those of a Mk2 Herald, and which aren't found on other Indian cars.

Firstly, inside the boot we can see the blanking grommets where there are body mounting points above the back axle. Less obvious maybe is the shape of the transmission tunnel where it bulges into the drivers footwell. This again was part of the redesign where the chassis, and corresponding footwell was re-shaped to clear the starter motor of the Vitesse, itself built on the Mk2 Herald chassis. Despite this, what we



Familiar engine bay - dynamo is typical Indian type
can see of the chassis itself is unmistakably Mk1.
It appears that Triumph were supplying the Indian company with kits built on a Mk1 chassis, but using

body parts from the Mk2 which was the current product in the UK. Maybe it's a silly question, but if so many parts were commonised, why did they continue to build the Mk1 chassis exclusively for the Indian market?

Whatever the intricacies of it's construction, Dharampur 6 is an absolutely beautiful car with a unique history.



Commission Plate - very similar to UK style

ANOTHER HERALD IN FOREIGN PARTS

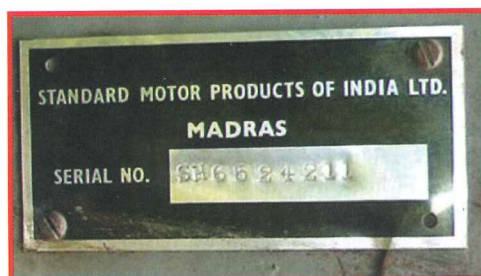
Graham Cowan has written to tell me of a Herald sighted on his holiday in Portugal:

"Just a wee story from my recent holiday in Vilamoura on the Algarve. This resort is centred on a large Marina (the aquatic, and not the British Leyland variety) that contained jaw-droppingly gorgeous cruisers and yachts. Now the perimeter of the Marina was where owners of said boats parked up their Porsches, Bentleys, Ferraris, Maseratis etc. Such cars drew a lot of attention, but I couldn't help but imagine cruising by in a Herald, just to

show them what qualities a real car should have. Now, early one morning, and with new sandals in toe (literally) we head for the beach, a decent walk of just over 2 miles. We approach the main road and did my eyes deceive me...was that ano it couldn't possibly be.....but, yes it was, a Signal Red Herald 1200 convertible. Have you ever experienced goose-bumps at 30°C, let me tell you, it's a very strange experience indeed. Unfortunately, and despite frantic shouts of 'NICE HERALD MATE!' the car drove off down Villamoura's one way system. Only one thing for it, to walk around the one way system in search of the car



Mk2 body mounts inside boot



STAMPRO Serial Number



although keen on Heralds, was more attracted to the nearby shops, so I felt it only fair to hand over some pocket money and tell her to have some retail therapy. Sadly, after half an hour, nobody appeared, only my wife with 50 euros worth of souvenir dish-towels and the like!

I have attached some pics of the car. This was a really lovely car in Signal or should that be 'Blister' Red with particularly good body work and panel gaps. The dash is from a 13/60 with a switch (labelled 'horn') added below the wiper switch. I'm guessing here, but the front



side/indicator lights don't look original items, but look good none-the-less. Any ideas from

and its owner. I had questions ready in my mind should we find the owner e.g. 'Was the owner a member of the club? Would the owner mind giving me some details for our records?'

Now as mentioned before, I had set out that morning in my yet-to-be-broken in holiday sandals, not such a good idea. Ten minutes into our Herald Safari and the blisters started. Ouch!!! Almost giving up hope and with blood now visible from the open wounds developing on my toes, guess what, we found the Herald, now parked up, but driverless. I asked around the nearby shops, but the locals couldn't help. So, I decided to wait by the car. Now the wife,

which parts bin they are from?"

If the owner of the car is a member of the club and reads this, then many thanks for helping me keep my Herald 'fix' even on holiday (despite costing me 50 Euros in the process)."

AND EVEN MORE MALTESERS!

Coincidentally, as last month's Courier landed on the doormat, Dick Plumridge was sending me a number of photographs of Maltesers, the





Maltese-built Heralds. I won't repeat what was well covered in last month's reprint from Autocar, but here are the pictures of some survivors.



ABINGDON

PARTS 4 MG • MX5 • TRIUMPH

Parts for Herald, Vitesse, GT6, Spitfire, TR2-7, MGA-MGF & MX5...



THE ALL NEW ABINGDON WEBSITE

A huge database of parts, with on-line buying and order tracking covering TRIUMPH • MGA-TF • MIDGET JAGUAR • MORRIS MINOR • MX5 Go to www.davidmanners.co.uk and click on the Parts 4 link...



ANOTHER KIND OF CLASSIC CAR INSURANCE THE EMERGENCY KIT

Everything you need to make roadside repairs and cure common breakdowns. Everything you need except the spanners!! Spitfire, Herald, Vitesse & GT6 £45.00 TR2-7 £40.00



REPRESENTING THE LATEST IN BRITISH BRAKING TECHNOLOGY THE ROTODISC

The serrated edge of the rotodisc creates a vortex in the air as it moves drawing heat through the veins. (Oh yes, and they look great through a set of alloys too!) Spitfire, Herald, Vitesse & TR4-6 models at just £150.00 a pair.



BOLT ON SPORTS POWER FOR YOUR CLASSIC! GT EXHAUST SYSTEMS

An exhaust system with genuine performance, improved note and a great sporting look. Available for all Spitfire & GT6 models with either round or oval silencers. Mild steel with round silencers £110.00 Stainless steel with oval silencers £149.00

HERE IS JUST A SELECTION FROM THE WIDE RANGE OF TRIUMPH PARTS THAT WE CAN SUPPLY...

STANDARD FRONT COIL SPRINGS

TR2-4 (312lb)	£13.95
TR4A-6 (312lb)	£13.75
TR7 (94lb)	£14.10
SPITFIRE all models	£13.51
GT6 all models	£13.75
DOLomite SPRINT	£17.63

UPDATED FRONT COIL SPRINGS

TR2-6 (390lb) SL lowered	£13.99
TR2-6 (390lb) higher	£13.99
TR2-6 (420lb) very low, comp	£16.94
TR2-6 (450lb) lowered comp	£15.22
TR4A-6 (420lb)	£15.94
TR7 (160/210lb) lowered	£24.45
Spitfire (330lb) SL lowered	£13.95
Spitfire (330lb) lowered	£13.95
Spitfire, GT6, Vitesse (480lb)	£14.95

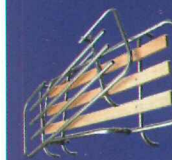
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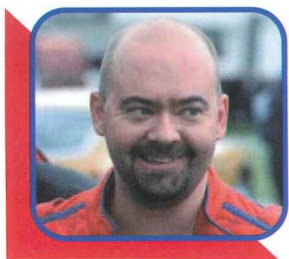
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Nigel Gibbins

RACE NEWS

HARD WORK AND DETERMINATION IS A PART OF THE STANDARD REQUIREMENTS FOR WINNING THE TSSC CHAMPIONSHIP AND IF WE WERE TO SIMPLY AWARD IT ON THOSE MERITS ALONE THEN WE'D ALL BE HARD PRESSED TO EXCEED THE EFFORTS OF JOHN THOMASON.

But, going into the final race of the season, at Cadwell Park, it seemed that John was likely to take the championship anyway. Andy Vowell was mathematically unable to beat John and he was John's nearest rival, so the class championship was all wrapped up. However, Mark Hadfield (in Class A) was only five points behind and although they are different classes, the overall championship goes to whoever scores the most points in either class. Strategically thinking, if Mark won his class with the extra points (pole and

"YOU DESERVE IT MATE"

fastest lap) then John needed to finish better than fourth in class to claim the title. With John's recent record of finishes, it seemed extremely likely that he would score enough points to take the title, but this being racing, there are no guarantees.

Talking to the drivers in the paddock on Saturday it seemed that everyone had a different idea of what weather we could expect for the finale of the race championship. All we could say for sure was it wasn't going to be sunny and we shouldn't expect repeat of Silverstone.

There had been some racing that day and they had to cope with torrential rain. Mik Davies had been marshalling for the day and the reports were telling stories of postponed races



Andy Challenges for second

and big accidents for the Caterham Academy racers that were attending.

Cadwell is really designed for Motorcycle racing and is only 22 feet wide; this makes car racing close, fast and cramped; although drivers would agree that it is their favourite circuit in the UK. It has every kind of corner in it, as well as gradient changes and just about as many left turns as right ones. It's a real test of the driver and car.

The sky was overcast and the track was just damp as we went out for our practice session. As soon as I was on circuit I could feel a vibration in the car, which I thought was down to a tiny flat spot on one of my rear tyres. However, this gradually got worse until just as I was starting my second lap when a front wheel came off and put me on the grass! I have

to admit; I'd had that wheel off that week and forgotten to nip the nuts up when the car was put back on the ground...Doh!

As I watched everyone seemed to be going well and no other major

points by claiming Class A pole (10th overall) a clear 13 seconds over John Yarnell and Mik Davies. This gave us 9 cars in class C and a further 3 in class A, in a field of 22 cars altogether this isn't bad.

As we recovered my car to the paddock, I was greeted by a number of people keen to find out what had gone wrong, most notably by Andy who had not only already changed into his overalls, but was carrying a



Andy keeps a Slim lead on John Thomason

dramas occurred. Andy Vowell was making the most of the damp by putting his Spitfire on pole position.

In front even of Graham Millers super fast TR7V8.

Kev Hadfield had also made good of the conditions and was sixth although a good 6 seconds slower than Andy. Just whisker of time behind Kev was John Thomason and then another 4 seconds saw Clive Gimson, Steve Adams, Dave Thompson and Ralph Jane. Jon Low was struggling with the conditions a further six seconds back and I was plumb last having not posted a time.

Mark Hadfield had clinched the first of his vital championship

spare front upright – just in case. When I explained what had happened a mixture of relief and concern waved over everyone, and they all duly scampered away to re-check their own wheel nuts. Thankfully, nearly



Joe recovers a lap down

everyone had a story of how they had done exactly the same and at least that made me feel a little less stupid.

And so on to the racing.

With the track completely dried out Andy knew he'd not hold on to



Dave and Steve on last lap

the lead once the lights went out and that is exactly what happened, by the first corner he was already down to fourth. Considering that all the cars around him carried at least twice his horsepower it was never in doubt. By the time half a lap had been completed John was past Kev and Andy was settling into a race with the TR5 and TR7s that had jumped him at the start.

On the second lap a few cars took to the grass at the bottom of the mountain, this included the TR6s of Simon Knowles and Joe Henderson and the TR7V8 of Malcolm Chapman. Simon regained the circuit after sliding along the Armco barriers, but as the yellow flags were out for the incident there was no overtaking allowed and all the cars behind him created the first traffic jam I've ever seen during a race. Although strange, at least everyone was following the rules. However, this did allow all the leaders (down to John Thomason) to get away by some margin.

Joe Henderson also managed to get back on track, but after visiting the pits to re-arrange some loose bodywork. By the time he'd got going again he was over a lap down on everyone.

It was on lap 4 however, that Graham Millers TR7, who was a number of seconds clear at the front, began to slow. So much so, that by lap 6 he had been caught and passed by Martyn Adams's TR7 and was being challenged by Andy Vowell's Spitfire. But Graham, being Graham wasn't about to give up and eventually regained his pace in

what we all thought was a sandbagging tactic to liven up his race.

By this time though, John Thomason was trailing the leading pack in 6th and Andy was in 3rd. But on lap 8 as Joe (TR6) was unlapping himself, Andy slid off the circuit and hit the Armco barriers. Fortunately, these barriers are very close to the circuit and Andy simply slid along them and got back on to the circuit without too much damage, however, he had lost two places. On the next lap, in the same place, he lost a few more for reasons unknown and John was suddenly in front of him and in the class lead!

Andy attacked John for two laps until the chequered flag came out and finished a mere fraction of a second off the back of his car at the end. Clive Gimson drove a solid race after passing Kev and took the third place. Steve Adams was fourth and after beating off a last lap challenge from Dave Thompson who was fifth. Ralph took the final points paying place after recovering from an early spin.

Mark Hadfield was unchallenged in his class and dominated from start to finish although he did have a race with a TR. John Yarnell took second after being black flagged for a loose window, which was 'fixed' (i.e. pushed into the door) by the pit marshals before he was allowed to continue.

The commentators certainly enjoyed the race and paid a lot of attention to the Spitfire 'battle' in the final laps. Andy was lucky to have finished the race after his 'off' and was probably just happy at finishing.

Although Andy was faster than John all day, John had been more consistent and by driving an intelligent race had picked up the win when Andy made mistakes. "Well



Kev leads the pack

done John, you deserve it mate" was the commentators message as John crossed the line and I think everyone in the paddock agreed.

As you may already know, John has been competing in two championships this year in different Spitfires and he has now won both.

That takes dedication and lots of hard work – well done John, a worthy Champion.

Also congratulations to Mark Hadfield for winning the class A championship. Mark is going to take leave of absence next year as house buying will be taking up his race budget and Ralph will also be taking a hiatus for two years to spend more time with his son Jake. I look forward to both of you returning in the future.

THE FINAL SCORES

Class A

Mark Hadfield - Class A Champion 2005	64
John Yarnell	47
Martin Stackpoole	27
Mik Davies	25
Barry Blakeley	7
Anthony Preston	6
Mike Dobson	5
Richard King	0

Class C

John Thomason - TSSC Champion 2005	69
Andy Vowell	57
Kevan Hadfield	46
Dave Thompson	33
Clive Gimson	29
Steve Adams	20
Ralph Jane	19
Paul Lucas	8
Jon Low	6
Dave Styles	4
Nigel Gibbins	2
Karl Dandridge	0

BIRKETT 6-HOUR RELAY RACE SILVERSTONE

So no more championship races this year, but racing has not finished quite yet, on the 29th October two TSSC teams competed in the 750 Motorclub's Birkett 6-hour relay race at Silverstone.

The 'Sport Six Pack' consists of Steve Adams, Dave Thompson, Martin Stackpool, Andy Vowell and Jon Wolfe in his new GT6 racer and then myself.

And the 'Spitfire Squadron' has Kev and Mark Hadfield, Richard King, Paul Lucas, John Thomason and also John Yarnell.

We competed against 40 other teams (and each other) for six hours but a the time of writing this it's still three weeks away. Next month will be all about this race – I hope you came along to watch and I hope it all went well.

8-CLUBS RACE

A number of TSSC drivers have been invited by the BRDC to compete in the 8 clubs race at Silverstone on the 5th of November. This is a part of the Walter Hayes Trophy meeting, so if you can't wait another six months to see Spitfires in action again then I suggest you get yourself along.

Full details are at www.brdc.co.uk

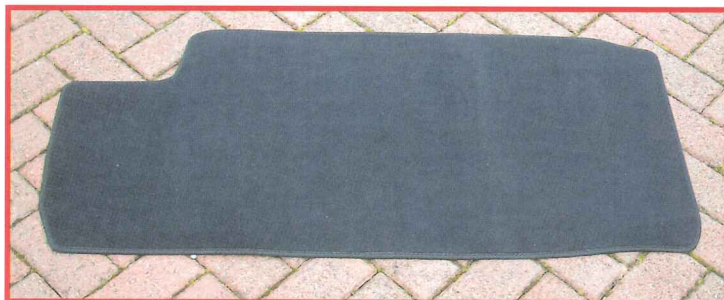
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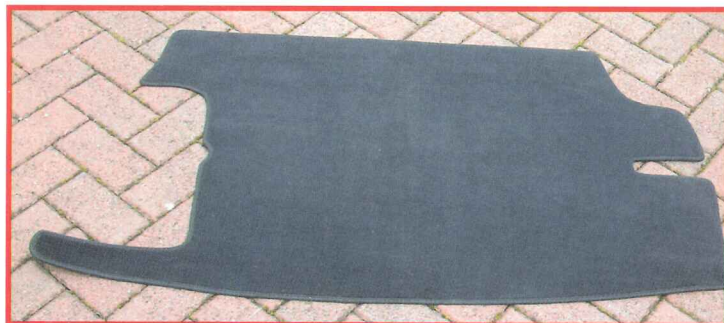
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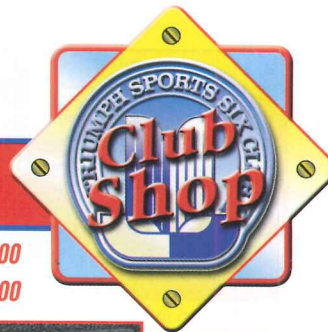
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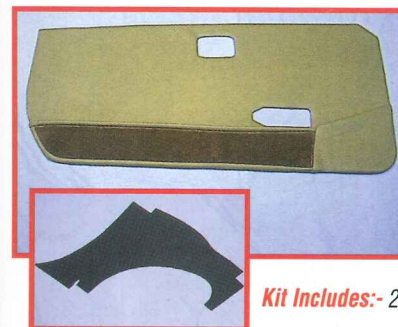


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STAFFORD AND BASICALLY BONDS

Guy Singleton

BOND EQUIPE Register

**PAUL BREWERTON HAS WRITTEN TO
ME ABOUT HIS EXPLOITS RALLYING
HIS 2+2.**

He writes: "Thought you might like to know about our exploits in the Historic Rally scene with my trusty 2+2.

In 2003 as part of the Equipe 40th birthday celebrations we (my brother Peter and I) decided to try our hand at historic rallying. We entered the Tour of Kent in May 2003, a non-competitive run through lovely Kent roads, and had a splendid time. So we decided to go for the real thing - the Hughes Historic Rally in September 2003. The event went quite smoothly, apart from running the brake pads down to the metal and having to do the last section on handbrake alone, but the journey home was too much for the car. Apart from near-asphyxiation from engine breather fumes, we suffered severe overheating, which miraculously cleared up when we removed the rally plate



from the grille. I never realised the airflow was so critical!

It was time for an engine rebuild, so over the spring of 2004 the engine was stripped and sent to Scholar Engines in Suffolk for a regrind and rebore. I then rebuilt it and it went back in by the summer of 2004.

Plan A had been to put in a 1300cc Spitfire Mk. 3 engine while the original one was rebuilt, but having done the swap we found that not only did we have to change the clutch thrust bearing for the later type, (which we did) but that the carrier was also different. Result - no clutch! As the 1300 lump had to come out again I decided to leave it till I could get the original rebuilt.

In the meantime Peter and I had done a series of 12 car rallies with Chelmsford



TR7, and one in a VW Golf 1.6. When the winter series 2004/05 came around we did the first event in the

h.. Terratrip tripmeter

We also have a swing spring rear axle and Vitesse diff, but haven't fitted them yet.



2+2 home.

For those of a technical bent here are some details of the modifications we have made so far.

- a.. Overdrive gearbox
- b.. Spitfire Mk 2 4 branch exhaust (thanks Guy!)
- c.. Roll Bar
- d.. 3 point full harness belts
- e.. SU electric fuel pump
- f.. Kenlowe oil cooler
- g.. Electric cooling fan

I have attached some pictures taken by the official photographer on the Hughes Rally, M & H Photography who deserve photo credits for the wonderful job they do taking pictures of rallying. There was also a Vitesse and a GT6 taking part and there are some good pictures on the M & H website,

www.mandh-photography.co.uk/ "

Suzie and I went to WAC again this year - a mini Bond meeting with two Equipes in

newly rebuilt 2 + 2. Apart from the usual "what is THAT??" comments from the other crews we did manage to scoop the pot for first historic car (only historic actually but who's quibbling). We did the rest of the series in a Sierra XR 4x4 - but that's another story.

We entered the 2005 Hughes in May this year. Unfortunately we lost the exhaust and had to retire, but we limped back to the finish, where, having learnt from our previous experience we had a trailer waiting to take the



attendance, Mike Carter's 4s and my 2 litre estate. The run was very



weekend, (even fitting in the car's first return trip to its previous owners in Essex). Thanks to Joe and his team for putting on an excellent event. For those of you who may not get out to other club events, do try to make it to this one, it is well worth the effort. As part of the weekend a teddy bear auction is held to raise funds for charity and we couldn't help but notice the new owners of the largest bear sold when it came along for the Mile run on

enjoyable, especially when it took us through a ford.

Great to see an Amphicar out and about. We noticed the sign on the dash reminding the driver to



Sunday. (Look closely and you'll see that the bear is flanked by his two new friends.)

Our next outing, again in the 2000, was to the Malvern show, this time with the Campavan, but Mike Carter kept the Equipe flag flying

put bilge plug in before boating – but the owner admitted to having forgotten this at times.

WAC Official photographer, Mike Carter, doesn't go anywhere without his stepladder as you can see.]

We travelled to the Mile of Triumphs at Great Yarmouth incognito, (Bond and Spit Reg Secs in the Mk1 2000 Estate) and had a great



Pic by Mike Carter – taken from the top of his stepladder of WAC.



Malvern Show

Finally, I have been told of a 4s for sale, whilst the words below are those given to us by the vendor, I gather it does need rebuilding. I think the photo was probably taken some time ago.

Bond for sale

Bond Equipe 4s 1300. Original condition, 37,000 miles, original number plate, non-transferrable due to the car being off the road for some years in the past. Original bill of sale. Registered 1970.

with his 4s. On Saturday evening a trip to the supermarket was required and a test run for the 2000 which had been running rough on the way up so 4 men went shopping – the result: cheese ("What do you mean we don't need any



more?") – milk for Sunday ("At least we remembered that") – and plenty of beer!



Also set of wire wheels and adaptors.

No time to rebuild hence £400. R. Webb, 01342 713754, Crawley, Sussex, near Gatwick airport.



SHOW SEASON ROUND UP

Suzie Singleton

SPITFIRE Mk I - II - III Register

**WELL, THAT'S JUST ABOUT IT
FOR ANOTHER YEAR.**

A last flurry of shows during September and our last weekend's camping at Malvern sees us packing the Campavan away for the winter and Guy able to take a step back and contemplate the multitude of winter jobs ahead of him – including an upside-down Sybil still awaiting some attention, a 2+2 awaiting a new rear tub and some paint, and rather a long list of jobs identified during the summer on various of the other cars but not considered urgent enough to deal with immediately. Meanwhile I continue to tap away at the keyboard with my eBay sales trying to make enough to save me having to go out and find 'a proper job'. (anyone with a Renault or a Citroen DS fancy a job lot of a couple of hundred sets of points??)

Going back to the last of the shows this year there was a very nice MkIII Spitfire at WAC so I went into my IVR pitch only to be thanked for the reply letter I'd recently sent James Barrett for his car. I was surprised as I thought I would have recognised this particular car but it turned out that he hadn't sent any photos with the IVR, which did explain my confusion.

As you can see from the photos James has come up with a novel mounting system for the spare wheel. He told us that he'd done this modification

on his first Spitfire some years ago and had then done it



to succeeding cars. It's certainly eye-catching and really quite a logical idea when you think of it, and certainly



gives more storage space in the boot this way though it



will be a very personal matter as to whether you like the idea or not. Despite my penchant for originality – I do rather like this idea, though I don't think I'll be asking Guy to do this to Baby Blue – it would rather get in the way of the tow-bar! James has also added some other modifications such as the MkIV seats for comfort, the cigarette lighter on the H dash support, a clock in the steering wheel bracket and some extra gauges under the dash – not to mention the very nifty period accessory in the plug in 12 volt electric coffee maker as well.

I've received an IVR from Alexander Boon in Holland by email. I can reiterate here that I'm happy to receive IVRs by email so long as you're very careful transcribing all the numbers, dates etc from your car and documentation. I'm also happy to receive photos and scans of any documentation but would very much appreciate a brief text email first to

ensure that I'm able to accept large emails and that we're not on one of our occasional trips away when I'm relying on a mobile phone as a modem.



Anyway, back to Alexander's 1966 Spitfire MkII which was originally Wedgewood Blue with a blue interior – but is now Signal red. Alexander has obtained the



BMiHT certificate for his car which shows that it was built on 16 May 1966, dispatched to the dealers, Carrs Automobile Sales of Croydon on 19th May 1966, and registered immediately so someone was eager to pick up this car. It did have the almost obligatory 'optional' heater installed, but also the less usual sunvisors.

While I'm on the subject of IVRs, during the last month my Spitfire spotting tally included at WAC: BOY 977H, XAB 355G, AEH 623C a Hurricane based on a Spitfire chassis and HEA 789D which we also saw at Malvern, and at the Mile of Triumphs:

FVE 160D which has been slightly modified, and FYN 530C – none of which are currently on the register.

Good to see one or two though which are already registered such as Dennis Cleford's Mk3 from Kent, AWA 885G, Richard Borseberry's DLC 5J from Herts and Stuart Charles' RPF 900E from Notts.

Also at the Mile of Triumphs



£60 each and you can contact him on 01603 432672 if you'd like to find out more about them, or even buy one.



Having trawled back through some old emails I find that I've had a few more requests regarding tracing Spitfires which people used to



own so thought I ought to publicise these overdue 'where are they nows', though in order to avoid my own blushes I won't say when I received them!

Leon Guyot wrote to me to say that he had been asked to try to trace the Mk2 KAB 293D which used to belong to Nick Lord, the TSSC Spitfire Mk1, II, III Register Secretary from Aug 87 – Nov 91. This car was originally white but Signal red when Nick sold it.

John (no other name supplied) asked if anyone knows about his Mk3, MXG 928E. He has some interesting history on the car to pass on to the current owner if

we spotted these wind deflectors made by Ian Tipping from Norwich. He's designed them to sit snugly behind the seats and with a mesh insert. He's selling them at

they can be traced.

Nick Thomas would like to find out how TAU 874H is doing. He owned it from 1988-1994 when it was black though he was aware that the next owner painted it red.

This car was featured in the June 1991 issue of the Courier.

And finally /a real long shot. Darren Checksfield has written to tell me of his search for more information on his Spitfire4 which has been stored for over 20 years and has only 44k miles on the clock. His problem is that there is no Registration number on the car nor paperwork to provide the number. He was told by the BMiHT that it was dispatched to Buckinghamshire and has spent several hours poring over their records but to no avail. The only information he has is the Commission number, FC 22732 O, which would have been registered in early 1964. So, if you have any information on this car, or on the others mentioned here, please do let me know and I'll put you in contact with the relevant people.

And hopefully I just have room left to squeeze in two similar looking 'car-trailers' spotted on eBay in the last couple of months, a Fiat Estate and a Moggy van.

See you next month.





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TR4/5	£22.94	£15.67	£23.59	£21.74	£126.84	£138.06	£108.31	£26.01	£144.95	£158.63	£142.20	£23.44	£26.97	£24.62	£26.97
TR6	£22.94	£15.67	£23.59	£21.74	£126.84	£138.06	£108.31	£26.01	£144.95	£158.63	£142.20	£23.44	£26.97	£24.62	£26.97
TR7	£21.09	£12.87	£14.04	£35.19	£56.34	£182.13	£180.33	£25.26	£123.38	£143.94	£114.97	£22.91	£26.44	£22.91	£26.44
TR8	£52.88	£18.74	£20.52	£35.19	£56.34	£182.13	£180.33	£25.26	£123.38	£143.94	£114.97	£22.91	£26.44	£22.91	£26.44
Spit/Herald	£21.73	£15.28	£19.98	£25.26	£123.38	£161.56	£114.37	£23.44	£113.39	£139.83	£108.69	£22.91	£26.44	£90.77	N/A
GT6/Vitesse	£24.15	£15.67	£24.15	£25.26	£123.38	£161.56	£114.37	£23.44	£113.39	£139.83	£108.69	£24.62	£29.32	£90.77	N/A
Dolomite	£34.66	£15.86	£19.31	£27.24	£135.13	N/A	£117.99	£23.44	£126.31	N/A	£114.37	£25.79	£30.49	£25.79	£30.49
2000/2500	£61.66	£18.74	£20.52	£40.54	£56.34	£182.07	£90.17	£25.26	£123.38	£143.94	£114.97	£28.79	N/A	£26.97	N/A
SD1	£42.30	£18.74	£28.05	£40.54	£188.00	£176.19	£184.57	£27.78	£146.88	£187.94	£139.18	£28.79	£35.19	£27.61	£35.19
Range Rover	£17.57	£11.75	£21.09	£20.56	n/a	£158.57	£145.17	£20.56	n/a	£158.57	£145.17	£17.57	N/A	£17.57	N/A

STAINLESS STEEL EXHAUST SYSTEMS

FULL SYSTEMS		Spitfire 1500		2000 - Standard		£210.33		Discovery	
Stag		- Standard	£187.94	2500/2.5 - Standard	£245.58	TDI		from £189.00	
- Sports (Full)	£245.58	- Sports (Part)	£223.19	SDI V8		V8 - Standard		£294.01	
TR4		GT6 MK3	£210.33	- Standard	£468.83	V8 - Sports		£495.00	
- Standard	£170.38	- Sports (Full)	£428.88	- Sports (Full)	£528.75	MPI		£254.00	
- Sports (Part)	£104.58	Herald		Range Rover Classic		TD5 - Sports		£379.00	
TR5/6		- Standard	£135.13	V8 - Standard	£270.00	Freelander			
- Standard	£198.58	- Sports Part	£229.13	V8 - Sports (inc Man)	£469.00	1.8Fi/2.0TD - Sports		£349.00	
Twin (Part)	£217.38	Vitesse		TD	from £275.01	Twin T/P			
Single (Full)	£457.08	- Standard	£163.33	Range Rover Series 2		V6 - Sports		£369.00	
TR7		- Sports (Part)	£229.13	V8/TD Cat Back	from £343.12	Defender			
- Standard	£193.88	Dolomite		V8/TD - Sports (twin)		V8 - Standard		£244.00	
- Sports (Part)	£187.94	- Standard		Cat Back	£568.99	V8 - Sports		£469.00	
		1850	£222.08	Range Rover Series 3 (02 on)		2.25/2.5 std		£238.01	
		Sprint	£327.83	V8 4.4 Cat Back -					
		- Sports (Less d/pipe)		Sports	£915.00				
		1850/Sprint	£198.58	TD6 Cat Back -					
				Sports	£515.00				



ALL TYRED OUT

John Thomason

SPITFIRE Mk IV/1500 Register

This month's photo is sent in by Graham Askew of Cloune, Chesterfield and features his Vermillion Red 1500 that looks in exceptional condition. First registered on 1st August 1979 the car was originally sold by Mann Eggerton of Nottingham.

TYRED OUT

In a previous life as Vitesse Secretary, in Courier 104, I commented on the various tyres that could be fitted to the Vitesse. In view of the increasing number of enquiries regarding 'What are the largest size tyres I can fit to the Spitfire?', here is an up-date on my comments but relating to the Spitfire, which may be useful.

The tyres fitted to your vehicle are very important in governing the ride and handling of the vehicle; after all, they are all there is between you and the road!

As such the type of tyre fitted to a vehicle is the subject of extensive testing by the vehicle designer. He must consider:

- The power to be transmitted to the road by the tyre.
- The weight of the vehicle.
- The type of suspension to be adopted.
- The required vehicle ride - passenger comfort.



- The required handling characteristics.
- Rolling resistance - fuel economy.
- Tyre noise.
- Tyre life/grip - hard or soft rubber compounds.

The final selection will be a balanced compromise between all the conflicting factors. Thus changing the type of tyre fitted to a vehicle can greatly influence its ride and handling.

The tyres selected by Triumph for the Spitfire IV and 1500 were as follows:

	TYPE	TYRE	PRESSURE	F/R
Spitfire IV up to FH38,271	145x13	Dunlop SP68	21/26	
Spitfire IV from FH38,271	144x13	Dunlop SP68	21/26	
Spitfire 1500	155x13	Dunlop SP68	21/26	

Today these specific tyres are no longer available and alternative tyres will have been fitted. Undoubtedly, they will have different characteristics to the originals due to improvements in tyre technology and the difference in performance between different manufacturers' tyres.

The make of tyre fitted will depend upon the owner's own experiences, requirements and pocket! However, due to the different characteristics between different manufacturers' tyres, it is not wise to have two different makes of tyre on the same axle, even though it is not illegal to do so.

If departing from the original 155x13 size tyre, then the following should be considered:

WHEEL SIZE

The standard wheel rim fitted to the Spitfire IV/1500 was the Dunlop steel 13"x14.1/2"; the 13" refers to the diameter of the wheel rim and the 4.1/2" refers to the height of the rim the tyre sits into. Spitfire 1500s, after commission number FH 130,001 had slightly wider 13"x5J wheels fitted as standard. Other wheels commonly fitted to the Spitfire include the wider 13"x5.1/2J GT6 MkIII/Dolomite Sprint steel wheels or the 13"x5.1/2J Dolomite Sprint alloy wheels.

The reason for fitting wider wheels is to enable wider tyres to be fitted. Fitting tyres too wide for a specific wheel can cause the tyre to 'balloon', adversely affecting the tyre's profile and setting up destructive stresses in the tyres' side walls. TABLE 1 shows the tyre sizes that could be fitted to the above wheels as well as the optimum size.

Another consideration to look out for when fitting non-standard wheels is the wheel 'OFFSET', in the distance between the hub and mounting face and the centre line of the wheel. Fig. 1. On the standard 13"x4.1/2J

wheel the offset is 1". The relevant dimensions for three of the wheels mentioned above are shown diagrammatically in Fig. 1A. The GT6 MkIII 13 x 5.1/2J steel wheel will adequately fit under the Spitfire wheelarch, although the Dolomite Sprint 13x 5.1/2J alloy wheel, with certain tyre sizes has been reported to cause the tyre to rub on the wheelarch, possibly requiring wheel spacers.

TYRE SIZE

The standard tyre size is specified as 155x13" - the 155 referring to the section width in millimetres (approx.) of the tyre and the 13" referring to the diameter of the wheel it will fit. The next size up is the 165x13 and then the 175x13. However, as tyre width increases, so does its diameter. The diameter of the tyre is determined by its aspect ratio, Fig. 2, which for normal road tyres is typically 0.8 or 80%. Thus, although a 175x13 tyre is not too wide to fit under the Spitfire wheelarch, its diameter may be too large, Fig. 3. So how to fit a 175 wide tyre under the wheelarch then? Well, a different series of tyres is adopted, which has a smaller aspect ratio, e.g. 0.7 or 70% and is designated 175x13x70. The width is still 175 but the diameter is reduced, only being 70% of its width. Tyres with a 60% aspect ratio, designated 175x 13x60 reduce the tyre's diameter even further. Fig. 4. Such tyres are known as 70 Series or 60 Series LOW PROFILE TYRES.

LOW PROFILE TYRES

In addition to enabling wider tyres to be fitted under the wheelarch without increasing the tyre's overall diameter, Low Profile Tyres have a number of other advantages:

- They generate smaller slip angles, which means that they generate greater cornering forces before breaking away.
- The stiff sidewalls of the Low Profile tyres give better high-speed performance, better response to steering inputs, better load capacity and a lower rolling resistance which leads to better fuel economy.

FIG 1. WHEEL OFFSET

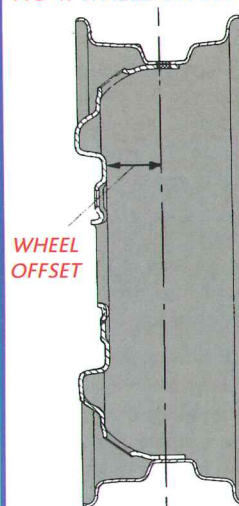
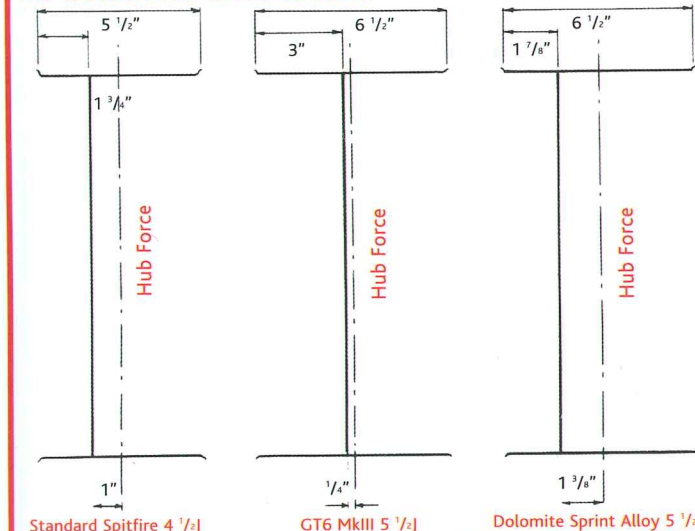


FIG 1A. RELATIVE WHEEL OFFSETS



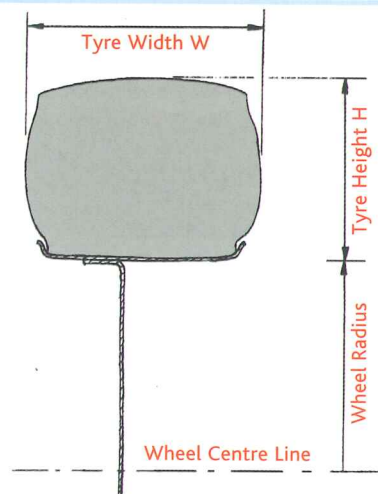


Fig. 2 Tyre Aspect Ratio $\frac{W}{H}$

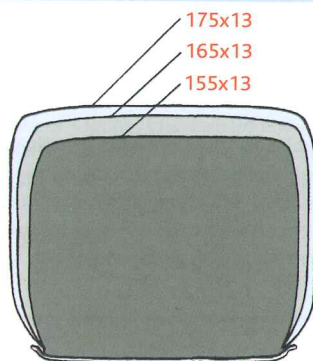


Fig. 3 - Increase in Tyre diameter as tyre width increases

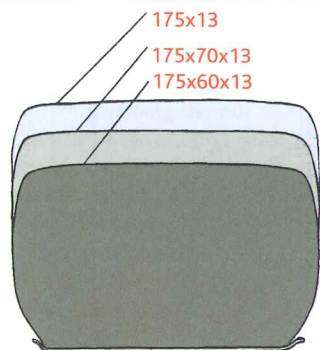


Fig. 4 - Low Profile tyres reduce diameter of wheel whilst maintaining width

- c) The reduced overall diameter of the tyre, e.g. 185x13x60 effectively lowers the car giving benefits in improved handling.
- However, the Low Profile Tyre does have a number of disadvantages:
- Low profile tyres are more sensitive to tyre pressure.
 - They are also more sensitive to changes in camber angle which on the Swing Spring rear suspension of the Spitfire are quite excessive.
 - The use of Low Profile Tyres means that wider than usual tyres can be fitted. Although this puts 'more rubber on the road', giving better adhesion and handling in the dry, the wider tyres result in a lower ground pressure, which in the wet leads to a greater tendency to wheel-spin.
 - The stiff, short sidewalls of the tyre result in increased harshness of ride.
 - The use of wide tyres increases the weight of the tyre, which combined with the need for a wider, heavier wheel to accommodate the tyre, means that the unsprung mass of car is increased. Increased unsprung mass leads to a reduction in ride quality and comfort levels. Remember cars fitted with low profile tyres as standard usually use alloy wheels and the suspension is designed from the start to accommodate any harshness in ride produced by the low profile tyres.
- ### SPEEDO READING AND FINAL DRIVE RATIO
- A secondary effect of changing tyre profile from standard is that upon speed accuracy and overall gearing. Fitting tyres with a larger diameter will cause the speedo to read slower than you are actually going as shown in TABLE 2. The figures assume that the speedo is reading correctly to 70 mph with the standard 155x13 tyres (in reality speedos usually read about 5% fast at 70 mph).
- Fitting larger diameter wheels will also have the effect of reducing the final drive ratio of the car, also shown in TABLE 2. A reduced final drive ratio will result in a higher top-speed of the car but a slightly reduced acceleration.
- ### WHICH TYRE?
- If wishing to depart from the standard 155x13 tyre, then the wider 175x13x70 low profile tyre is one of the more popular alternatives. It is the widest recommended tyre width that can be fitted to the standard 4.1/2J wheel; although 5J or 5.1/2J wheels would be

TABLE 1. - TYRE WIDTHS THAT CAN BE FITTED TO THE VARIOUS WHEEL SIZES

Standard Spitfire	4 1/2 J Rim	145/13	155/13 *	165/13	175/13
Late Spitfire 1500	5 J Rim	145/13	155/13	165/13 *	175/14 185/13
GT6/Doly Sprint	5 1/2 J Rim	145/13	155/13	165/13	175/13 185/13

* Denotes recommended tyre width for the rim size

better. It also fits under the wheelarches without rubbing, although a word of warning: If the rear spring is worn and sagging, then the tyre may catch the underside of the wheelarch.

Reference to TABLE 2 shows that fitting the 175x13x70 tyre has a negligible effect upon speedo reading and final drive ratio.

front tyre pressures only increases the tendency to oversteer, whereas increasing rear tyre pressures only increases the tendency for the vehicle to understeer. Thus, to maintain the handling characteristics determined by the manufacturer, it is important to maintain the pressure difference between front and rear tyres. It may be necessary to increase tyre pressure if fitting

TABLE 2. - EFFECT OF TYRE SIZE UPON SPEEDO READING AND FINAL DRIVE

Tyre Size	Rolling Radius MM	Actual Speed MPH	Speedo Reading MPH	Error %	Final Drive Ratio Spit IV	1500
155 x 13	281	70	70	0%	3.89	3.63
165 x 13	290	70	72.2	3.2% fast	3.76	3.52
175 x 13	295	70	73.5	4.9% fast	3.71	3.46
165 x 13 x 70	275	70	68.5	2.2% slow	3.97	3.71
175 x 13 x 70	281	70	70	0%	3.89	3.63
185 x 13 x 70	290	70	72.2	3.2% fast	3.76	3.52
165 x 13 x 65	264	70	65.8	6.5% slow	4.1	3.86
165 x 13 x 60	256	70	63.8	8.8% slow	4.26	3.98
185 x 13 x 60	268	70	66.8	4.6% slow	4.08	3.81

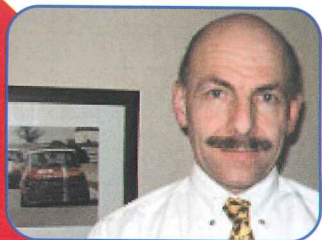
Other popular alternatives include the 165x13 and the 185x13x60, although watch out for speedo errors and a reduction in ground clearance with the 185x13x60. As to which make of tyre to choose, that will depend upon personal preference and requirements.

TYRE PRESSURES

For everyday road use, the vehicle designer arranges for the vehicle to slightly understeer to give straight-line and cornering ability. The way this is achieved is a complex interaction between many factors: Adjustment of front and rear tyre pressures is used as a method of fine tuning the handling requirements of the vehicle. Increasing

N.B. Figures are based on Tyres available from Dunlop wider/low profile tyres but the same pressure difference i.e. 5 p.s.i. should be maintained between front and rear tyres.

Increasing tyre pressures has the effect of increasing the cornering force generated by the tyre and decreases the tyre's rolling resistance giving some benefits in fuel economy. However, it also has the effect of reducing passenger comfort, increases loss in ground contact caused by wheel-hop and making the steering light. Tyre wear is also related to the tyre pressure and this is well covered in the Owner's Handbook. Over-inflation causes excessive wear at the centre of the tread, under-inflation causes wear at the edges of the tread.



TUNING THE TR 250

Tony Lindsey-Dean

TR TECHNICAL Secretary

GREETINGS ALL

Due to my work load I was unable to post a Technical report last month so Bernie used one of my development project articles regarding oil distribution in the 6 cylinder engine but you will notice not under the heading of my guise as TR Technical Secretary. Some members have raised issues regarding the content of this column much of which I agree with. This I have hopefully addressed in the letters page.

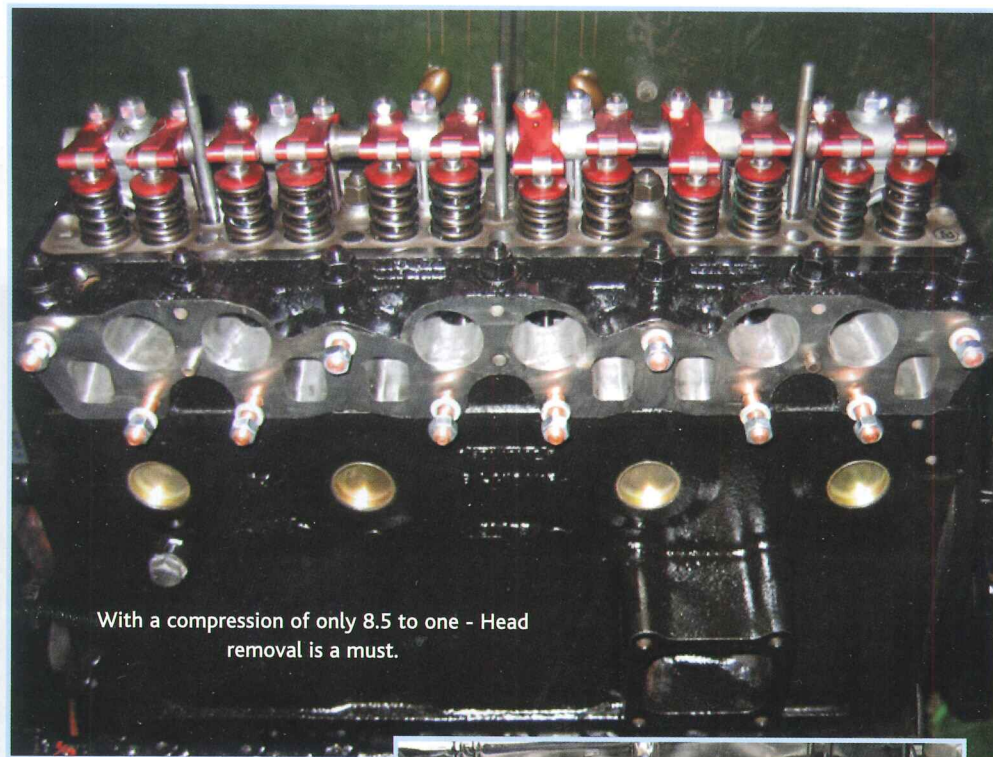
Looks like most members have had a trouble free month with not much in the way of interesting technical problems. Remember just a quick email to tr@tssc.org.uk gets your technical problem hopefully sorted quickly.

I have been surprised by the amount of feedback from members with fuel injection who identified with the misfire after a short stop, featured in a previous article. Many had been given varied and potentially expensive advice and were greatly relieved to be assured the cure would be less than £25.00 and a few hours tinkering. In my current experiences with engine tuning I have found a great deal of work has been related to correcting and modifying the advance characteristics of the distributor, mostly the Lucas 25D unit. This is the best one for developing to suit tuned engines and I will be preparing some articles relating to this topic.

This time I will start with the tuning of the TR250.

This also covers the early & late US TR6 models I have mentioned before about this topic and have had recent emails especially from ex GT6 racer Peter Cranwell in France to get on with it. The early TR engines had quite low compressions and produced a lowly 95bhp less than a 2litre MkII Vitesse/GT6. This is a tried and tested method of gaining around 30bhp without an engine removal and major rebuild. With a compression of only 8.5 to one head removal is a must. This requires a good deal of metal removing ideally by a mill first, then a normal reface to get a fine finish. Typically the removal of 0.180" thousandths brings the head in line with European compressions say 9.5 to one. An easy guide is to aim for a chamber depth of 0.550" thousandths. Without changing the camshaft it is not wise to go for much higher compressions due to the relatively short duration of the camshaft of only 240 degrees. With the head removed the cam can be checked for wear. The early camshaft produces a lift of some 0.230" thousandths. With a dial gauge the lift can be determined. This can be measured off the end of the push rod or a favoured method is to fit another follower on top but upside down. Other than that a careful check of all lobes with the followers removed should suffice. Any pitting of the lobes would require the cam to be replaced. Either way with the cam exposed a set of quality new followers should be considered. If the old ones are to be used then they should be returned in the original order. With a cam replacement required, a tuned cam can be selected and the compression of the head improved accordingly.

With the head off it is prudent to have it converted to run lead free. If the car is required to do more than occasional use great care in selecting good quality exhaust valves. New replacement stainless exhaust valves without any form of modern satellite seat finish will last less than 10,000 miles. It would be better to re use the original factory ones with a seat and tip re



With a compression of only 8.5 to one - Head removal is a must.

face if not too badly worn. Generally the cheap quality valves are to be found around the £6.50 mark good quality ones will be double the cost generally.

Assuming the head has been rebuilt, camshaft checked and new followers fitted, the two areas to consider for that extra performance is the Carburettors and rocker gear. The standard Stromberg carburettors can be changed for SU 1 1/2" which are a direct replacement. The linkage can be adapted, but try to obtain carburettors complete with linkages, 2500s Saloon or TR7 breakers provide a good source, some 8mm mild steel or stainless bar is ideal for extending the linkages. Deep K&N, Pipercross or similar high flow air filters with short bell mouths/ram pipes should also be considered. Thin period style pancake filters should be avoided due to the restricted flow they create. It is wise to change any SU with waxstat jets to the red plastic ones. Kits are readily available, removal of the pop off butterfly to a plain butterfly is also very helpful. A needle change will be required BAG is a good starting point



Stromberg carburettors (shown) can be changed for SU 1 1/2"

The next step is to replace the rockers with some high lift roller rockers, 1.6 or 1.75 this is the trick to really improve power and torque. Naturally if the engine requires a cam change then a rebuild with a good quality hardened shaft will do for the rocker gear. However the improved lift generated by the roller rockers on an other wise stock engine is the way forward in my opinion. Better lift, better compression and improved carburetion results in better low down torque and improved overall horsepower.



SPINNING A WEBSITE

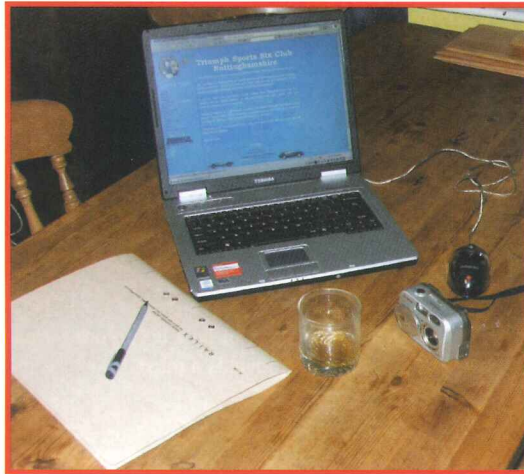
by Andy Stanton

**I AM NOT GOING TO ASSUME
THAT EVERYBODY WHO READS
THIS IS COMPUTER LITERATE**

I will assume that there will be some who are IT Ludites. They will consider the computer, and everything to do with it, is the work of the Devil and to be avoided at all costs. I can safely assume that most will use computers at work, or for leisure at home, and most Triumph owners will at some time have resorted to the Internet to find spare parts. For good or ill computers are a reality in the 21st century, and many of the TSSC areas have their unique presence in the community we all know as the World Wide Web.

So that when the Nottinghamshire Area TSSC formed this year one of the first things we did was to assert ourselves on the Internet. Ron Hare who is the webmaster for the South Yorks TSSC acquired the www.notts-tssc.org.uk domain and put together the first few tentative pages. When I joined in March I offered to take over from Ron who has more than enough on his hands maintaining the South Yorks site. He gratefully bowed out, and we appreciate his efforts in starting us off.

I completely redesigned the site in order to promote what was specific to Nottinghamshire TSSC activities. Before I did so, I had a quick tour around the sites kept by other areas, and I was struck by the rich variety of presentations. It seemed that most webmasters presented their sites to reflect particular area interests or events. For instance the Norfolk site cel-



brates the Mile of Triumphs, West Yorkshire, the Dales Run, Derwent Valley, the Peaks Run, and so on.

They provide a useful contact and information point over and above the excellent service provided by the main TSSC website.

It is also a necessary feature of these websites that they are parochial and they will deal with area business, cover the activities of local members, and disseminate the type of news that is not going to mean a whole hill of beans to anybody outside their immediate area.

So with a completely clear drawing board I needed to make decisions. I considered a number of things important, and jotted them down.

CORPORATE IMAGE.

I hear your yawns as I write. My view was that this is a TSSC web site, albeit for Nottinghamshire. It would be useful if it could be recognised as a part of the TSSC family, just as you would recognise a Windsor by the size of their ears, a tendency to point at things, and a habit of walking about with their hands behind their back. Looking at the TSSC website light blue is the dominant colour, Times New Roman is used for major headings, and the

TSSC logo appears on every page. All this could be usefully mirrored on the Nottinghamshire website. Individuality.

That sounds a bit of a contradiction after the last bit, you might suggest. But a few deft changes to the above format help stamp the Nottinghamshire websites identity. Blue is the general background colour on our site, and although the logo appears on every page, it is one modified by the addition of three arrows. Although it is clearly a TSSC site, nobody can be in any doubt that it is the Nottinghamshire TSSC site.

CLARITY OF FUNCTION

We had to be clear why we needed a web site, and what we wanted to use it for. So (1) it is our presence on the world wide web. People can identify us and contact us through this means. (2) It is the means whereby we can announce to the general TSSC membership what we are offering to them, i.e. an opportunity to join us on The Nottinghamshire TSSC Camping Weekend. (3) It is a means whereby local members can contact each other, support each other, and celebrate their own activities within the area. I also understood that we were not simply going to duplicate what is already available to members in a number of different ways. We did not need a forum exclusive to Nottinghamshire members. So if you were to click on the 'Message Board' on the Nottinghamshire site you would be swiftly conveyed to the large and active message board on

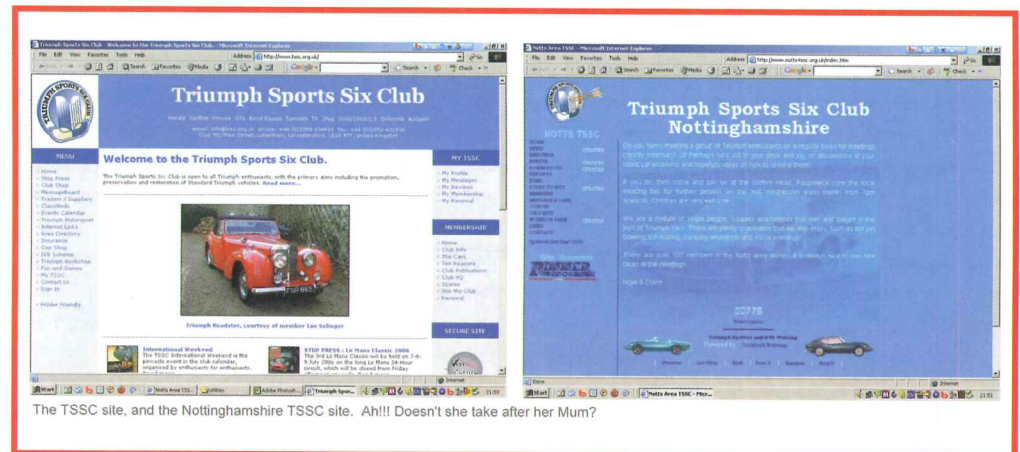
the TSSC site. Why mess about trying to develop a wheel, when somebody else has already developed it as far as the Rolls Royce?

Above all it is vital to remember this! This site services a membership that are just a little soft in the head about a certain make of classic car (I don't exclude myself from this judgement). Whatever the site does and however it manages to do it, this theme has got to shine through it. Just hitting the site has got to be an experience that will leave an impression.

PIT FALLS

The main pit fall in this site, as in all Internet publications, is to lose the punter's interest by being a bit too clever, or a bit too nerdy. I am conscious of the rich diversity of reasons why people have joined the TSSC. Some have joined to show off their cars, some just want to race them, some like to use their cars as a means of meeting other people and parading around the countryside in fleets of Triumphs. There are some who like nothing better than to engage with the oily parts of a superannuated Standard engine, and there others who didn't know their cars had points let alone know where to find them and how to service them. If I were to present a web site that did not embrace everybody's interests then I would be failing in my task as webmaster. I would want anybody from Nottinghamshire who reads our site to feel that this is something they belong to, quite irrespective of their particular interest in Triumphs.

The other pit fall is allowing yourself to take the site over. I am conscious of my responsibility to reflect the values and interest of the whole of the area membership, and to avoid it becoming the vehicle for my own concerns and prejudices. I like a good rant with the best of them, and there is nothing



The TSSC site, and the Nottinghamshire TSSC site. Ah!!! Doesn't she take after her Mum?

the punters like more than a bit of controversy. However, it is a club site first and foremost, and care needs to be taken over how such controversies are managed. I do this by ensuring that anything that is promoted as an opinion is identified as such and clearly attributed to the individ-

understated. "That little more, how much it is?" All the rest is technique! The images I used came from numerous sources, and for copyright reasons most of these were from photographs I had taken myself. Background images were enhanced. I used low contrast

IMAGE PRODUCTION



ual who is offering it. You do have to take care to avoid defamatory remarks, as you are legally liable for stuff you put on the Net. There is a defence against legal action if what is offered by opinion is devoid of malice, is true, and is asserted in the public interest. Good manners dictate that if an individual is criticised they are offered the opportunity to reply to the criticism before publication. I prefer my own rule of thumb about this, which is, "If it was you they were writing about, how would you feel about this going onto the internet?" Discretion being the better part of valour suggests that journalism is best left to the journalists. If you want a rant, get yourself a personal blog page, and do it there. It is not the job of a webmaster to act as the club's spokesman.

Avoid the bells and wheels when you design the page. They're very clever but the idea is not to impress people by your virtuosity as a web page designer, but to get the information across.

The more successful designs are often the more subtle ones, and best designed web page is usually the most

with mid tone values, before rendering the images into the corporate blue. The detail of precisely how manipulated images and other content is beyond the scope of this brief article, other than to advise that there is no real substitute for experience with this element of page design. It is important to get somebody who knows what they are doing when you put a website together. We launched the site in April and we've had some flattering comments since then. However, that is not the end of it. A good site is one that responds to the needs of the membership as it goes along, and so various additions were made, "stuff for sale", a "tool library," and a 'local runs' page were added all by suggestions from the local folk. What I hope we've now got is a parish magazine of a site that is sufficiently compelling for a complete stranger to say, "Ok, what's this?"

If that is your reaction when you see it, then I am satisfied that I have done my job.

Try it now: -

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

Christmas Open Weekend



Join us at HQ

Saturday 10th December 9.00 am to 4.00 pm

Sunday 11th December 10.00 am, to 3.00 pm

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

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

HOTLINE 01858 434424

Don't Miss the Bargains this year !!!



MOTs AND GOODRIDGE STAINLESS BRAKE HOSES

There has been much rumour and speculation about the legality for the annual MOT test, of stainless braided brake hoses, of the Goodridge kind that the club sells.

The gist of the rumour appears to be that if the tester can't see the hose – ie the flexible bit inside the stainless braid, then he can't test it, and so the car gets a fail.

Here in West Kent Area, we do things properly so I set about finding out exactly what the Vehicle Inspectorate's MOT Testing Guide and the Inspection Manual says on the matter. Unfortunately, it would take too much space to print here, everything that the Guide and Manual actually says, so the following is based upon the words in the manual and my testers inferences from his refresher courses.

Broadly speaking, the rumour is wrong, and stainless braided hoses are perfectly OK. My friendly tester says that there are a lot of grey areas in the guide where common sense, guided by the manual, has to prevail. Testers who get it wrong may have penalty points marked up against them. Too many black marks results in disciplinary action.

So here goes!

If the car is presented for testing, and it is safe to test it, then it must be tested in accordance with the prescribed instructions. (He can't say "I'm not testing, that it's got steel braided brake hoses"; He can say "I can't test that, it's caked with mud and I can't see rubber hose cracks")

Brake hoses and rigid pipework must be

Readers Write . . .

checked for leaks in any part of the braking system, with and without the brakes being applied. (But he can only test what he can see. He's not allowed, for example, to take off a rear brake drum to check for a weeping slave cylinder).

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May I extend my best wishes to John and his family for a speedy recovery from myself and I'm sure all the TSSC membership.

We are very lucky to have you John so get well soon and I look forward to your Next missive.

Bernard
Editor



MOTs AND GOODRIDGE STAINLESS BRAKE HOSES

There has been much rumour and speculation about the legality for the annual MOT test, of stainless braided brake hoses, of the Goodridge kind that the club sells.

The gist of the rumour appears to be that if the tester can't see the hose – ie the flexible bit inside the stainless braid, then he can't test it, and so the car gets a fail.

Here in West Kent Area, we do things properly so I set about finding out exactly what the Vehicle Inspectorate's MOT Testing Guide and the Inspection Manual says on the matter. Unfortunately, it would take too much space to print here, everything that the Guide and Manual actually says, so the following is based upon the words in the manual and my testers inferences from his refresher courses.

Broadly speaking, the rumour is wrong, and stainless braided hoses are perfectly OK. My friendly tester says that there are a lot of grey areas in the guide where common sense, guided by the manual, has to prevail. Testers who get it wrong may have penalty points marked up against them. Too many black marks results in disciplinary action.

So here goes!

If the car is presented for testing, and it is safe to test it, then it must be tested in accordance with the prescribed instructions. (He can't say "I'm not testing, that it's got steel braided brake hoses"; He can say "I can't test that, it's caked with mud and I can't see rubber hose cracks")

Brake hoses and rigid pipework must be

Readers Write . . .

checked for leaks in any part of the braking system, with and without the brakes being applied. (But he can only test what he can see. He's not allowed, for example, to take off a rear brake drum to check for a weeping slave cylinder).

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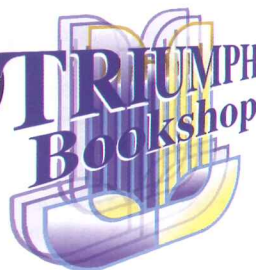
We are very lucky to have you John so get well soon and I look forward to your Next missive.

Bernard
Editor

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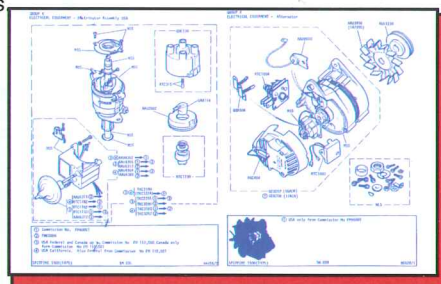
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DEVELOPMENT OF THE SC ENGINE PT.2

by Paul Richardson ©

The Racing Spitfires

Just to recap S.C. engine development in part 1, even before the company's new small sports car, the Triumph Spitfire, went into production in 1962, the 1147cc engine destined to power it had undergone extensive experimental development by Dennis Barbet. Experimental

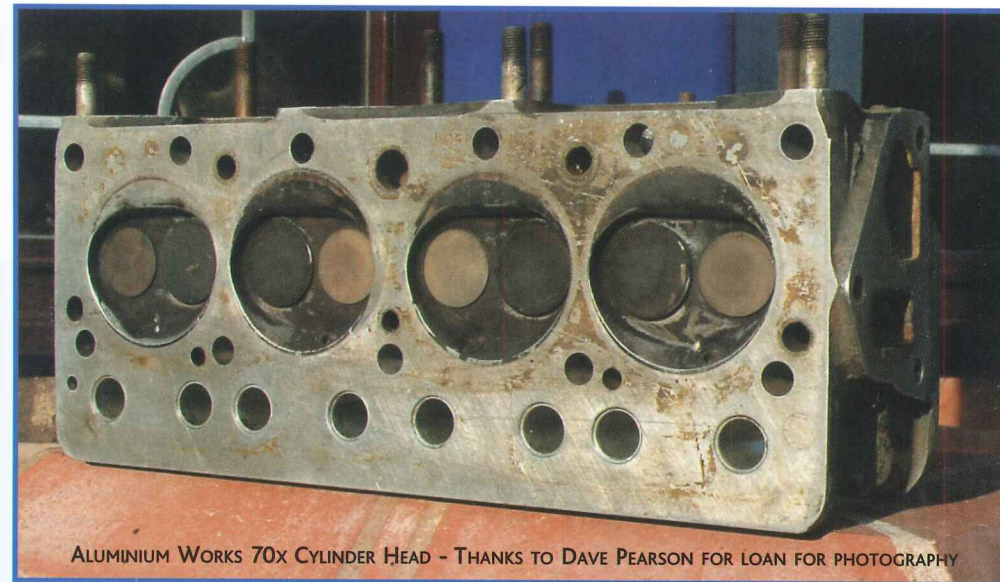
"racing unit" This led, inevitably, for plans to be made for a Spitfire competition programme - and the entry of a team of Spitfires in the 1964 Le Mans 24 hour race, and it is the Le Mans programme on which this article centres.

Finally, with 42 DCOE Webers fitted and a camshaft timing of 52/76, the 1147cc "Le Mans" engine was developing about 97 BHP and became known as the "70X" (displacement in inches). After several 24-hour dynamometer endurance tests with the engine at full power, management was satisfied that the engine could be used to effect in international events. By now the compression ratio

was 10.5 to 1 and the engine was revving to 7000 RPM using cast iron cylinder heads. Aluminium heads were also used on competition Spitfires, but only on rally engines. Although aluminium heads produced a small power increase,

they were never used on the Le Mans engines due to reliability problems concerned with porosity. Also, a percentage of aluminium heads could have partially blocked waterways due to casting problems.

The Le Mans Spitfires were extensively tested at MIRA in 1963 where the cars were driven for many hours at 130 mph on the banked high-speed circuit. Dennis also road tested all the cars he was involved with himself. A point worth noting here is that he was an experienced

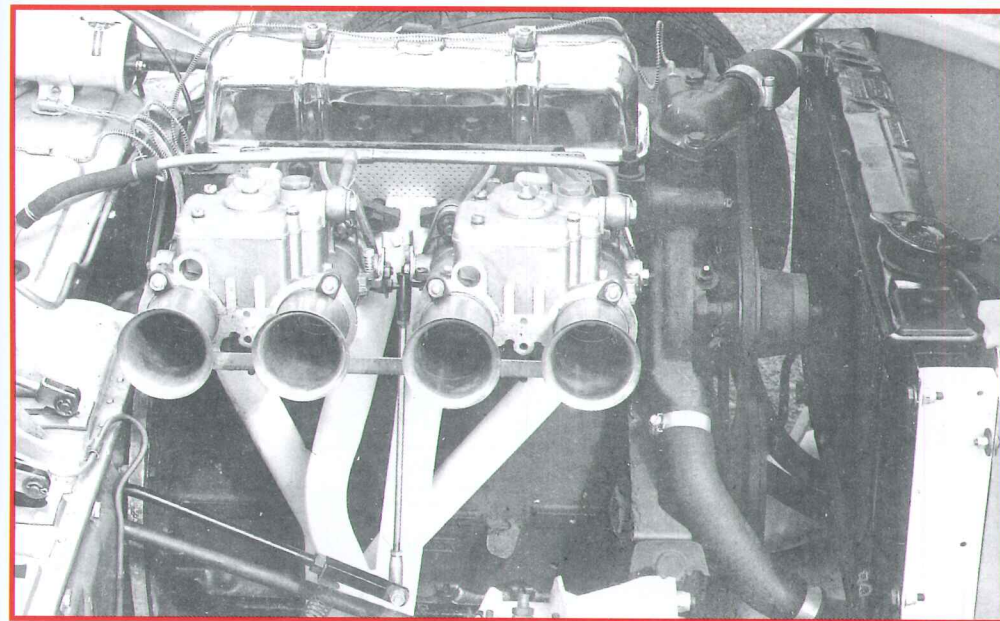


ALUMINIUM WORKS 70X CYLINDER HEAD - THANKS TO DAVE PEARSON FOR LOAN FOR PHOTOGRAPHY



ALUMINIUM WORKS 70X
CYLINDER HEAD

engines were developing well over 75 bhp and further increases were achieved by fitting twin choke Solex carbs with a manifold and tuned exhaust system to Dennis' design, and constant gas flow and camshaft work. By the end of 1962 the constant power increases achieved highlighted the engine's potential as a



70X ENGINE AS FITTED TO THE 'MACAU' SPITFIRE - PIC COURTESY OF ROBINSON ARCHIVE



THE VERY FIRST LE MANS SPITFIRE UNDER CONSTRUCTION - PIC PETER COX ARCHIVE

racing driver who raced his Rileys from the mid fifties until the late nineties and has a very impressive trophy cabinet. The Spits were circuit tested at Silverstone and Oulton Park by works drivers Peter Bolton, Roy Fidler and David Hobbs.

improvements. The Spitfires were fitted with sturdy TR4 gearboxes, as problems with the Vitesse boxes (which were

To all accounts it was Dennis' initiative and power development work on the 1147 cc engine that led to the works Spitfire race and rally programmes becoming a reality. Dennis emphasised, however, that vital roles were also played by other members of the technical staff including Ray Bates, Graham Sykes and many others.

The Le Mans Spits were entered in the "prototype" category. This left full scope for lightening the cars to maximise the power to weight ratio and incorporating aerodynamic

fitted to the rally cars) were experienced whereby main-

Barbet and several other experimental department staff spotted the first fastback prototype being delivered to the experimental department from

Michelotti in Italy. Further weight reduction was achieved by fitting magnesium alloy wheels, and in final race trim the cars weighed about 1630lbs. After successful tests at the Le Mans test weekend over Easter 1964, final preparations were made for the race proper in June. By this time special bonnets had been made with fared-in headlamps which, with the "narrow slit" radiator apertures, further aided aerodynamics.

A team of three Spitfires made their racing debut at Le Mans and the David Hobbs/Robby Slotemaker car (ADU 2B) proved very fast and reliable.

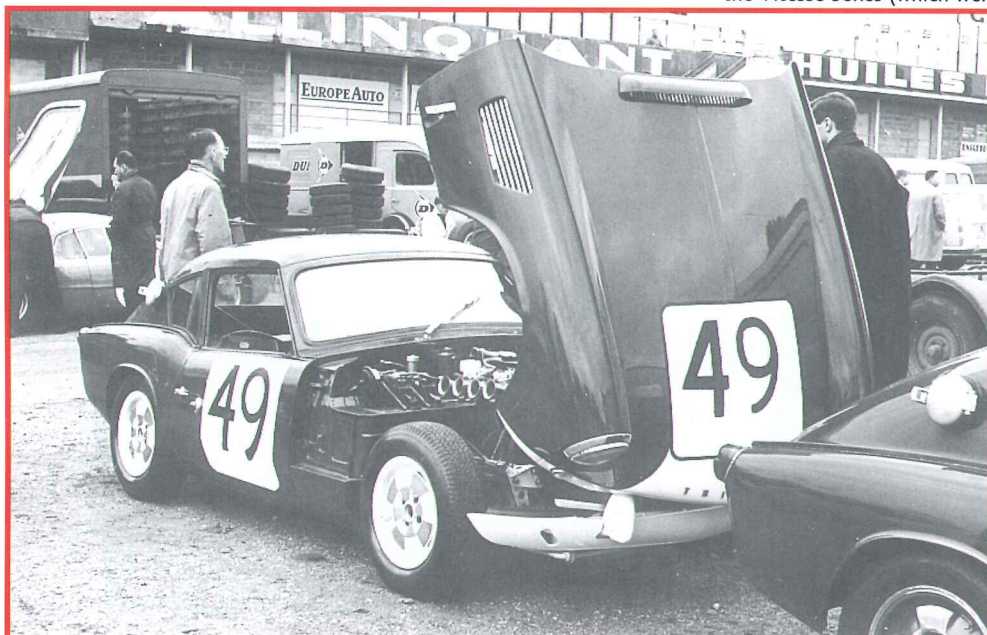
This car averaged almost 95 MPH for the race and



COCKPIT OF ADU 1B SHOWING REMAINS OF STEERING WHEEL WHICH WENT THROUGH MIKE ROTHSCHILD'S ARM - PIC PETER COX ARCHIVE

shafts sometimes sheared under racing conditions. The body shells were as light as they possibly could be. The main bulkhead, bonnet and front wing section, inner and outer sills, floor pans, doors and rear wings were all fabricated in aluminium and were actually stamped out on the production line presses. The only non-aluminium item in the body structure was the fibreglass "fastback" roof and tail section which had been moulded off a prototype GT body eventually used for the GT6. Interestingly, the late Ray Henderson told me that he remembered suggesting this when he, Dennis

finished in a very creditable 21st place overall. Unfortunately this Le Mans became known as "the race of crashes" for the Triumph team. Mike Rothschild went off after the Dunlop Bridge (driving ADU 1B), and Jean-Louis Marnat's problem started when another car ran into the back of his Spitfire at Tertre Rouge corner - knocking the tyre access panel off. Marnat drove on but he was unaware that, with the panel missing, he was slowly being



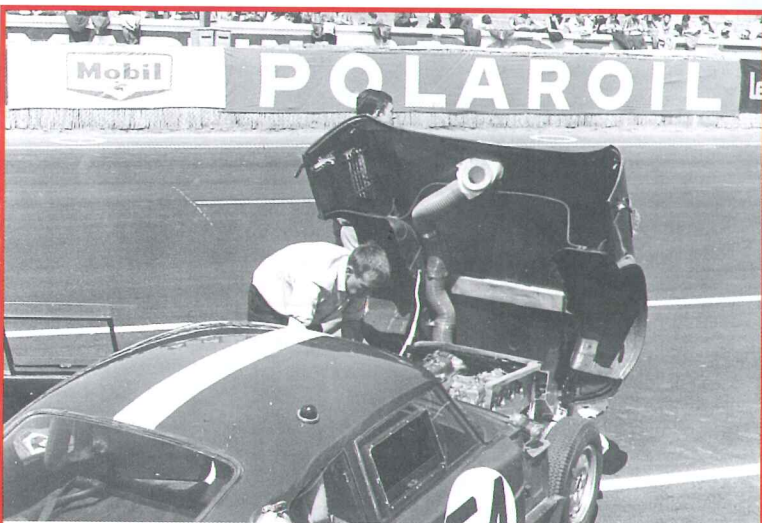
64 TEST CARS QUALIFYING AT LE MANS - PIC PETER COX ARCHIVE



ADU 3B 1964 CRASHED BY THE DUNLOP BRIDGE AFTER DRIVER MARNAT WAS OVERCOME BY FUMES - PIC PETER COX ARCHIVE

overcome by exhaust fumes. This eventually caused him to lose control and crash into the footings of the Dunlop bridge. Fortunately Marnat was not seriously hurt. Dennis remembers having to stand by the crashed Spitfire with team member Lew Webster, to stop French race goers "nicking" parts for souvenirs.

I spoke to Mike Rothschild about his accident, which was extremely serious because he broke his neck and part of the shattered wood rimmed steering wheel went right through his arm. Fortunately he made a speedy recovery and although accounts say he was blown off line when overtaken by a Cobra, he was adamant that his accident was due to the handling of the car. The Spitfire rear suspension design allowed the rear wheels to "tuck under" as the car became lighter over rises on the circuit etc. This phenomenon naturally got worse on light fuel load and made his car particularly twitchy over the rise after the Dunlop Bridge area - which was a fast section. Apparently, he lost control there and crashed into a bank backwards at high speed.



PETER COX - FINAL PREP BEFORE 65 LE MANS - PIC PETER COX ARCHIVE

Prior to Le Mans in 1965, it was decided to enter three Spitfires in the Sebring 12 hour race in March. Competition chief Ray Henderson shared race management at Sebring with American Triumph guru Kas Kastner. Dennis Barbet was naturally included in the team and race mechanics Pete Clarke and Roger Sykes completed the pit crew. This was the year of the cloudburst at Sebring - when pit crews experienced ankle deep water and tyres floating down the pitlane! Unfortunately, Peter Bolton rolled the car he shared with Mike Rothschild (ADU 1B) due again to handling problems associated with the rear suspension. However, E Barker and D Feuerhelm (ADU 4B) finished second in class, and the Bob Tullius/C Gates Spit (ADU 2B) finished 3rd in class. Incidentally, "nicking parts" from crashed cars was not only the sport of French enthusiasts. Dennis related that when Triumph staff eventually got to the crashed ADU 1B American enthusiasts had just about got the engine out!

For the 1965 Le Mans race, the engines developed over ten percent more

power (110 bhp). This was achieved with a compression ratio increase to 11.15 to 1, larger 45 DCOE Webers, a 60/80 camshaft and a megaphone exhaust system developed by Dennis. Four cars were entered for the race but it was very nearly only three!! After an engine change on one of the cars prior to the race Dennis was washing his hands at about 4am when he heard the Spitfire engine start. The car shot out of the garage only to be halted on the forecourt outside by experimental engineer Doug West. Doug collared the driver, who was considerably the worst for drink and nothing to do with the team - he'd just decided he'd like a go in a works Spitfire. The car was safely returned to the garage.

The 1965 Le Mans proved to be a superb achievement for the Triumph team. The Thuner/ Lampinen car finished an excellent 13th overall and first in class, and the Dubois/ Piot car finished 14th overall and second in class. Unfortunately the Hobbs/ Slotemaker Spit crashed at White House after Slotemaker accidentally switched the lights off during the night whilst signalling faster cars through. The Bolton/Bradley car also retired with a burnt piston due to a leaking inlet manifold - this is motor racing.

The high overall placings and class awards must have been an extremely gratifying result for the Triumph team, espe-

cially for Dennis Barbet and Competition chief Ray Henderson. New regulations for 1966 made the race and rally Spitfires uncompetitive so the Triumph competition department was unfortunately closed early on in 1966.

As a footnote, I hope the editor will indulge me by allowing me to conclude this article with a few words about the late Ray Henderson, who sadly passed away two years ago. Ray joined the company in 1943 as an apprentice after which he became a permanent member of the experimental department.

He was involved with the building and preparation of prototype and competition cars throughout the Standard Ten/TR2/3 era of the fifties and the Le Mans TRS "twin cam" era of 1959/60 and 61. Thereafter, Ray became foreman of the resurrected competition department after

the Leyland takeover and later became competition supervisor until the department was finally closed. His colleagues in the competition and experimental departments considered him the "king pin" of the Triumph competition department in that era.

To quote Dennis Barbet. *"Ray was a highly skilled experimental engineer who also understood motorsport regulations inside out. As he worked with us in the experimental department, he knew first hand what projects*



'TEAM TRIUMPH' LINE UP AT 65 LE MANS - PIC PETER COX ARCHIVE

we were all involved with and how to apply any proven potential to a motor sport programme. Unlike some people, Ray never took the credit for something he had not done, he was a delightful bloke and had the respect of all of us including our works drivers."

After eventually becoming Manager of the experimental workshops at the Canley build centre and the Gaydon test centre, Ray retired in 1986 having spent all his working life improving the Triumph breed. In retirement he missed his lifelong passion for making things and built dozens of the most exquisite model aircraft, the last of which is now on display at the Bagington Air Museum near Coventry.



PETER COX AND RAY HENDERSON WITH 70X ENGINE WORKS RALLY CARS - PIC PETER COX ARCHIVE



TRIUMPH AT THE ULSTER RAC TT

PART 2



by Paul Robinson

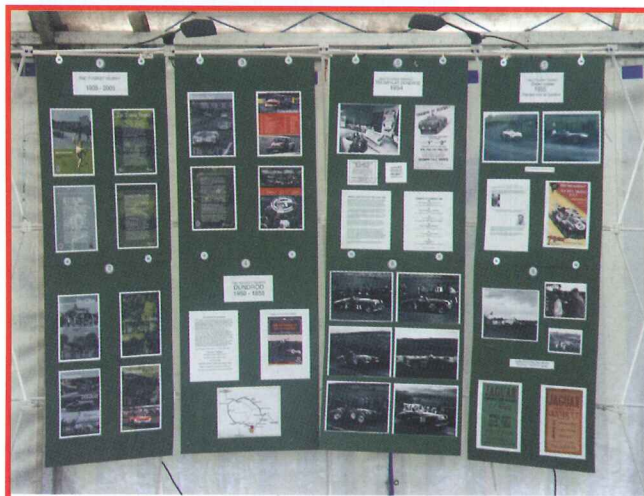
IF YOU GO DOWN TO DUNDROD TODAY YOU'RE IN FOR A BIG SURPRISE

In the September Courier I gave the background to the the 1954 and 1955 RAC International Tourist Trophy races at Dundrod in Ulster and the Triumph



Getting set up - the all important Club banners

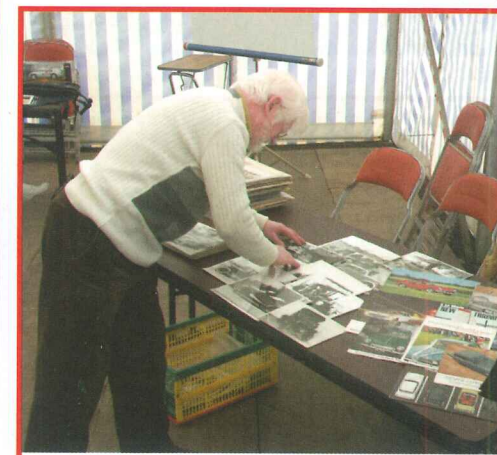
Teams that raced there. I also mentioned that we were planning a get together on the 17th of September, the 50th anniversary to the day of the last TT race at Dundrod and the last time Triumph entered a team. Well, we started off with a get



History of the TT and Triumph at Dundrod

together but it sort of grew....and grew ... and grew a little more. We called the event "Triumph at Dundrod" and that's exactly what it was.

We had six weeks to organise everything and the TSSC team got straight to work. I contacted Lisburn City Council who own the Pits at Dundrod for permission to hold the event there. An application for a MSA certificate of exemption was applied for and Mike Crewes sorted that out for us. Trudi Prettyjohns in HQ supplied a certificate for our public liability insurance to satisfy the City Council and arranged for the event to be included in the Courier and on the TSSC web site. Local member Alan French went in search of early



George setting up his display

TRs and anything else with a connection with Dundrod and everybody helped spread the word. One early crisis was the lack of stands to display photos etc. of the races. However not one but two pop up displays were found. Unfortunately both had existing designs that had nothing to do with cars printed on their covers. After much head scratching a way was found to use the one stand frame to hang cardboard sheets from- the photos were stuck on the cardboard sheets. When it came to the second stand we had a real piece of luck-Colin Finlay, former club member and Herald owner, set up his own exhibition company some years back and I approached him for advice. I explained that we were short of both time and money. No problem said



Busy, busy, busy

Colin, drop the stand in to our offices and I'll take a look at it. Not only did he look at it, he also decided



Tom Blackburn (standing) & Ian Titterington - catching up on 51 years

to provide sponsorship for our event in the form of a new set of stand covers designed especially for the TSSC Northern Ireland area and printed etc. in time for the Dundrod event. The stand is superb and a credit to his company, Potato Bred, which I cannot praise enough.

Meantime Lisburn City Council gave their permission to hold the event and offered to supply a 60 ft x 30 ft marquee, 50 chairs, ten tables, a PA system and lay on electricity and water for the day. They also decided to mark the 50th anniversary

of the TT and arranged for a plaque to be put in the pits area which the Mayor would unveil as part of our event. All over Northern Ireland TSSC members were busy making sandwiches and baking buns etc. for the day while as the big day got closer and closer the amount of sleep I managed to get each night got less and less. Tom Blackburn, who raced in the 1954 TT for Triumph confirmed that he would come along and Eric Williams (he of concours winning Mk4 Spitfire fame) kindly offered to put Tom up during his stay in Northern Ireland. Ian Titterington, who lives locally and competed for Triumph in both 1954 & 55, also confirmed he would come. It was looking

better and better. There were still a lot of other things to organise, not least a dinner on the night of 17th with the works drivers as our special guests.

As the event got closer the telephone rarely stopped. Other people who raced at Dundrod asked if they could come along (of course) and, although I could not tell anyone, arrangements had to be made for another special guest with an interest in motor sport. Lots of local members were helping in all sorts of ways and gradually it all came together. Then, the weekend before the event, rioting broke out in parts of Belfast and I thought we would have to cancel. The phone calls now were from people pulling out and it looked like we were facing disaster. Triumph owners, it must be said, are made of sterner stuff and we decided to go ahead.

Saturday the 17th was dull but dry and when we



All sorts of everything came along for the fun



Watching film footage of the 1955 TT- Paul Robinson and the two works drivers

arrived at Dundrod we found the marquee already



Mayor of Lisburns official car

erected and Nigel, the City Council electrician, on hand to sort out any electrical needs we had. Everybody got stuck in putting up stands, club banners, arranging the tables, chairs and sorting out water boilers and other things needed for the catering. Richard, Mike and Mark volunteered to act as marshals directing traffic into the pits - classic cars to the right, modern cars to the left. Padraig, who helped transport the stands, was our photographer for the day. There were also photographers from the local press.

The event was due to start at 11.00 and

while the rain stayed away it was bloody cold - Dundrod is right on top of a mountain and is seldom warm. However cars gradually started to arrive and the marquee was soon full of people. At least the cold guaranteed us plenty of customers for the tea and coffee! Tom Blackburn was the first of the works drivers to arrive along with Eric in his Spitfire. Ian Titterington arrived shortly after in his BMW 328 along with son Mark. The first meeting in 51 years of the two former works drivers was very special.

It was worth organising the event just to make that happen.

From 13.00 onwards Lisburn City Councillors and other guests started to arrive and twenty minutes later the Mayor's official Jaguar swept in, flag flying on the bonnet. I was promptly pushed forward by council officials to perform the necessary meet and greet rituals and show the Mayor around the various displays. Ten minutes later I given the signal to indicate that our



Ian Titterington inspects the helmet Tom wore in the 1954 TT

other VIP was on his way and I was able to inform the Mayor that Peter Hain MP, Secretary of State for Northern

directed to the front of the marquee and I yet again got to perform the necessary (and by now practised) meeting and greeting rituals. After that everything seemed to happen very quickly as I introduced the Secretary of State and his wife to the Mayor, the two works drivers etc. and at the same time explained the history of the Tourist Trophy races and tried to avoid saying anything too stupid.

This was followed by the official unveiling by the Mayor of the plaque commemorating the 50th anniversary of the last RAC TT at Dundrod and the 100th anniversary of the first TT in the Isle of Man (in which a

Standard car driven by Reginald Maudsley competed). We then had a short memorial service, led by Canon Irwin from St Marks, Lisburn and the laying of wreaths in memory of



Peter Hain MP, Secretary of State for NI, shares a joke with the two works drivers

Ireland (and Wales) was on his way, accompanied by his wife. Both are big motor sport fans!

Richard and the other club members acting as marshals had been well briefed and the silver government cars were



The commemorative plaque- this is a temporary plaque and will be replaced by a more substantial one

the three drivers who died in the 1955 race. After this sobering reminder of the dangers of racing the works drivers and others departed to drive around the route of the TT course led by Neil Falkingham in his beautiful TR3A. The Secretary of State was offered a drive in a D-type Jaguar replica (I searched the country in vain for a TR2 but could get a D-type quite easily!). After a circuit of the course in the passenger seat he then took it for a drive around the course himself. The owner assured me it had its race cams removed and the jag was only producing around 200 BHP!

Meanwhile, having discovered that she used to

There were two prizes- one for Triumph owners and one for guest cars - and they were presented by the Secretary of State. The Triumph prize went to Niall Callery, who drove his TR6 all the way up from Dublin with the roof down, while the guest prize went to Sandy Fleming, who won the 1952 Ulster Tourist Trophy race at Dundrod and was spotted that morning doing a few "spirited" circuits of the course in his MGC before pulling into the pits to join our event.

That marked the official end of the event and it was time to pack everything away, go home for a quick wash and tidy up before the dinner that evening with the two works drivers as our special guests. It was held in the Holiday Inn, Ormeau Avenue, Belfast which is built on the site of the



Laying the wreaths- at the end of the event, when the crowds dispersed, TSSC members took the wreaths to the two locations on the Dundrod circuit where the drivers were killed.

own a 1978 1500 Spitfire, Mrs Hain was first driven around the course by Maeve in her Spitfire and then she got the chance to drive the Spitfire for herself. Going by the big smiles on the faces of everybody when they returned a VERY good time was had by all. There was one final formality to get out of the way before the end of the event- the spirit of the TT awards.

former Standard-Triumph Distributors for Northern Ireland, Clarence Engineering. As the first course was being served I proposed a toast- Ladies and Gentlemen, raise your glasses to our special guests, Tom Blackburn and Ian Titterington - The Works Drivers. It was then that it finally sank in - in just six weeks and with a budget of - not a lot, the Triumph Sports Six Club had managed to put on a very special one off event- a real 'Triumph at Dundrod'.

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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: The one real appreciating asset unique to your car, that may become impossible to get if you put-off even starting, now! **Whatever** the car's present condition, do your IVR now and set this moving. 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 own IVR!**

Clear careful detail is key. The Form's often on our Courier address-slip; or find IVRs at www.tssc.org.uk New Members, one's in your Joining Pack. Copy carefully 3 spots under-bonnet, plus Dates etc off your V5C; and send Freepost to Club HQ.

Models have different IVR priorities, letter-content etc, so check yours on this page, a-Model-a-month:

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



VITESSE
IVR SERVICE



Letters. You may IVR your Vitesse just to add it into the Register, and I thank you for that! But I'd urge you to use the option for a reply-letter (just enclose a SAE and 2 loose stamps), and do something towards the car's History. IVRs sent FREEPOST to Club HQ come to me in monthly batches, but if time's short (selling the car/ doing this as a present?), write to me direct; I'll try to help. If you email, dick.plumridge@btoopenworld.com please take even more care; more mistakes happen re-copying data, than in taking the data off the car in the first place (true)!

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

I look after your data! I know a bit about 'ringed' and cloned cars and I won't publish sensitive data, such as a Reg. linked to its Comm No; nor an address; nor pass it on to third parties - though I'll try to forward a letter to put Owners in touch if you both choose. I won't lose your IVR; I log every one in, and every reply going out - way over 1000 to date.

What do I need? Carefully-copied data!
And some special pleas:

For BMIHT Traces or any Dealer paperwork (these really help-me-help-other cars too!)

Or, have I asked you for one detail missing on a car?: do phone, email, postcard-me these top-up bits of data - they make the info you've already sent, twice as useful.

Or, early Members' IVRs: I've got no IVRs from the 1980s. Where are all those Vitesse, or at least their IVRs?

And last special plea: I'm looking for 'something' on any Mk2 built - even just a Registration. If a full IVR's impossible, you may have old photos from Shows, lists, articles, identifiable Ads, or V5 info on the Mk2 buried at the back of your garage?

Just lob it all this way - I make use of it all!

Thanks, Dick

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£38.00 UK £42.00 EUROPE £46.00 OVERSEAS

RENEWALS

£36.00 UK £42.00 EUROPE £46.00 OVERSEAS

Members renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK
TSSC - Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

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MAGAZINE COPY DATE

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

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

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TSSC, Main Street, Lubenham, Leics LE16 9TF
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Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

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NOVEMBER 2005

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

AREA ORGANISERS REGISTRATION 2006

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The Area and AO will then be covered by the Club's Public Liability Insurance.

None Registered Areas are not.

For this reason None Registered areas are deleted from the Area Directory

The term of office to be for one year from **1st January 2006 to 31st December 2006**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

REGISTRATION FORM INSIDE!

Any amendment to Area Registration details through the year
MUST be notified to the Area Liaison Officer so that the Area Directory may be kept up to date.
This form to be **RETURNED BY 31ST DECEMBER, 2005**



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.

IF YOU LIVE IN AN AREA WHERE THERE IS NO MEETING WITHIN REASONABLE DISTANCE AND WOULD LIKE TO SET UP A NEW AREA PLEASE PHONE OR EMAIL VIVIEN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIEN & VICTOR THOMPSON TEL: 01302 850740 E-MAIL: vthompson@krycottage17.freeserve.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Jim Smellie: 07771 956653 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Norwood Hall - CULTS Pub Run See area News for details The Fairmile Inn - EDINBURGH	1st Wed. Eves. Last Thurs. Eves. 2nd Thursday 1st Wed Eves.
LOTHIAN	Ian Robertson: 0131 5391402		

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Bob Westgarth: 01697 351654	Stoneybeck Inn - PENRITH	1st Sun. See News
MANCHESTER	Frank Spencer: 01524 791607 Pippa Flegel: 01524 791607	Rope & Anchor - DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Mark Ashley: 0771 840 8159 Andrew Dunning: 0191 5485188 Chris Manville: 01282 693637	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd The Houghton Arms - WITHNELL	1st Sun. Eves. 8.30pm. 1st Tuesday. 8pm.
LANCASHIRE	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
WIRRAL	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
NORTH YORKS	Victor Thompson: 01302 850740	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
SOUTH YORKS	Vivien Thompson: 07792 567053 Bob Yeomans: 01924 441955		
WEST YORKS		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
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	Last Tuesday 8pm.
NOTTINGHAM	Claire & Nigel Hill: 01773 775481 or 07976 163006	The Griffins Head - PAPPLEWICK	Last Wed. 7pm.
NORTHANTS	Adam Easton: 01933 229 992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLSTON	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	The Druid Inn - GOGINAN	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pand y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI'S CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
SOUTH WALES	Neil Hicks: 01633 411210	Tredegar Arms, Bassalegg - NEWPORT	Last Mon. 7.30pm

EASTERN AREAS

ESSEX	Russell Timms: 01708 400082	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	David Aspinall: 01986 895633	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	Nortel Athletic & Social Club - WHITEABBEY	1st Wed. 8pm.
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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	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Derek Skates: 07932 179459	The Duke of Cumberland - BARHAM	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. 8pm.
WEST KENT	Harry Abraham: 01892 834954	Woodmans Arms - WOOTTON	3rd Mon. Eves.
S.E. LONDON	John Macrow: 01689 829231	The White Hart - SEVENOAKS	1st Tues. Eves.
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 Thomas Lord - WEST MEON	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 Tues. Eves.
		The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

ANDOVER	Bob McDay: 01256 330287	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	TBC.	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
DORSET	Steve Golab: 01935 474590	The Star Inn - LIVETON	3rd Wed. Eves.
GLOUCESTER	J. Rowley/I. Lee: 01452 790126	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
SALISBURY	Neil Cooper: 01722 742970	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SWINDON	Karen Davies: 01249 815342	The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Black Horse - WANBOROUGH	1st Thurs. Eves.
WYEDEAN	Clive Speaks: 07810 135279	Bournemouth Flying Club	3rd Tues. 8pm
		Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		Greyhound Inn - LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS AREAS

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Conrad: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.	
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.	
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.	
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	MILAN.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
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U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Carrer de l'Arc 5, 43786 Batea, Tarragona - SPAIN.	
		Pomonagatan 4S - 742 36 OSTHAMMAR.	
		Mount Road - RIDGLEY 7321.	
		Revere CourtLacey, Olympia - WASHINGTON 98503.	

AREA ORGANISERS REGISTRATION FORM 2006

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The term of office to be for one year from **1st January 2006 to 31st December 2006**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please **COPY** and complete a Registration Form each. Photocopies of this form acceptable

I Membership Number: /
wish to register Area Area Number:
with the Triumph Sports Six Club for **2006**.
My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Meeting Day/Time:

Seconded by:

I Membership Number: /

Second as

Area Organiser for **2006** Signed Date:

Any amendment to Area Registration details through the year
MUST be notified to the Area Liaison Officer so that the Area Directory may be kept up to date.
This form to be **RETURNED BY 31ST DECEMBER, 2005** to:

**Area Registrations,
Vivien & Victor Thompson
Ivy Cottage, 5 Rectory Mews,
Sprotborough, Doncaster,
South Yorkshire
DN5 7LG**

I wish
..... Area
to be entered in the
Area draw for the
coming year
YES/NO



AREA LIAISON OFFICERS REPORT

A last reminder to all AOs about the Seminar on 19th November, commencing at 10.00 a.m. at Club HQ. Can you let us know asap if you are attending and haven't already replied to the invitation in the last Pen Torque. Can you also let us have any agenda items as soon as possible please. We hope to see as many of you as possible there.

October's area draw was won by **South Bucks** area, if you contact HQ they will send your regalia vouchers to you.

The area registration form is in this edition of the magazine and will be repeated in next month's also. Can all AOs ensure their areas are re-registered by 1st January 2006 or as soon as possible afterwards please, thanks.

Victor and Vivien

ANDOVER

e-mail: guy.singleton@virgin.net

Well, this is a quiet month for news as we wrote the last Area News after the last meeting in September and have to submit this one prior to the October meeting.

Thanks to Paul Frazier for not only giving us spare door catches for Sybil, our Spitfire 4, but also for dropping in some other door catch parts which we were missing. Sorry to have missed you that day, Paul. Work on the car has not progressed much, but we have tidied up the garage and made space around it so hopefully progress will soon recommence.

Next meetings are on **10th November** and **8th December**.

As our fearless leader unfortunately has to stand down as AO due to work commitments, if you would like to take on this most onerous (!) post, please do come along next month to find out what it entails. I'm sure that Bob will confirm that this includes being looked up to and admired and having praises rained upon you.

At the **December** meeting we will have our AGM to choose our new Leader.

Guy

AVON

Isn't it a good job that we behaved ourselves at Stafford (again - wouldn't expect anything less, from such a partying area)? Hands up those that spotted Les and June, Chris and Angie and two budding master chefs, and I think even Mike, in the latest Triumph World magazine!!!!

Malvern - who shrunk the show and auto-jumble? Good excuse for a drive with the

ALO REPORT . . . ANDOVER . . . AVON SOUTH BUCKS . . . CANTERBURY

roof down though!! Great to catch up with the usual suspects, as well as our Mick and Jude! What a fab Vitesse - well worth the wait! Even more proof that if you want someone to restore a Triumph for you, Paul (Triumph AutoClassique - Wootton Bassett) Cull's the Daddy!!!!

Didn't get to Brands Hatch for the BTCC final as planned. Shame, a great day for the underdogs!! Matt Neal won the drivers championship, in the non-works backed Honda. Not only that but in a non-works backed format that MG ZS is still winning races!

October's meet - New: Clair and Jim, who have a lovely looking 1500 Spitfire! Chris and Angie are on a Portafold hunt. Mick and Jude have just got one, a very early one (1957) we think too! Bev, you've a lot to answer for!! Plans made for Classic Le Mans - hands up those who've got the ferry booked already!!

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

Nov 13th - Restoration Show at Shepton Mallet - club stand - cars needed - don't be shy, and get in free!

Xmas time - New informs me it's Cinderella, starring Jimmy Cricket (it's a cracker) and the Head from Grange Hill. 2006 is shaping up into a good 'un already!

28th & 29th January - 27th Bristol Classic Car Show, Shepton Mallet cowshed, complete with a party (pre-booked) on the Saturday!! Cars needed - you get in free! 40th birthday for GT6 and 2-litre Vitesse!!!

12th Feb - Triumph Show & Spares day - Stoneleigh

23rd April - Standard Triumph day at Brooklands. A great venue, the MG boys 'n' gals have used this great place for years!

June - mid ? Our 9th Brean Beach Party!!!

7-8-9 July - Classic Le Mans - passports already raring to go!

7-8-9 July - for anyone left this side of the English Channel - Stafford !!!!

2006 - August - A long long chilled-out weekend at Hay-on-Wye, incorporating the Vintage Rally on the **Sunday (13/8)** - go on, you owe yourself a good chilled out weekend!

Party On People! Why's it so. so dark? *Col*

P. S. play safe on the 5th!!!

SOUTH BUCKS

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

The evenings are starting to get a bit colder now, but the end of summer, (slightly depressing title I know) BBQ at The Ace was very busy and it was worth going just to see a Bristol do a burn out as it left - something I thought I'd never see.

The monthly meeting was well attended by all the regulars and new member Richard came and brought his very nice Spitfire 1500 along. At least that's what I assumed it was and I must admit when he said it had a 2.5 engine in it I was a bit sceptical - after all it had a 4 cylinder bonnet, a 6 cylinder engine wouldn't fit would it? It turns out he's had the Picton engine con-

version, which moves the engine a few inches back and down so that the whole engine is behind the front axle and the original bodywork can be retained. He's even left the Spitfire 1500 decals on it! If it were my car I'd use it to upset hot hatchers at the trafficlight grand prix, but I'm sure Richard is far too mature to indulge in that sort of thing. I honestly thought Richard's would be the most impressive Spitfire I would see for a while, that is until I went to Duxford and Carl pointed out a very ordinary looking, orange Spit 1500 with its bonnet open. When I looked inside I saw a slant four 16v Dolomite Sprint engine and a huge turbo. I think it also had fuel injection (judging by the amount of sensors/wires etc. in the engine bay - or were they just there to stop the engine blowing itself up?). What an amazing Q car, especially with the trailer attached. Other (almost as impressive) sights at Duxford include the SR-17 (2200 mph!) and the 185ft wide B-52, which dwarfed even the B-17 flying fortress. We also got to see some (I think challenger) tanks going round an off-road course, and a 24-cyl engine made up from 4 x 6-cyl Chevy engines. It reminded me of the Stag engine, in a way. The huge radiator showed that it also had some of the failings of a Stag engine. My car is running well now, flushing the radiator cured the overheating (mostly) and while tuning the carbs I found an HT lead which had come loose, I think it's been running on 7-cylinders ever since I've had it; it's much smoother and stronger now. It's going in tomorrow to have the tracking looked at (the local centre couldn't do it because the car doesn't appear on their computer - sigh.) and two new tyres to replace the ones which have had the shoulders completely worn. Bleeding the brakes also helped; it's surprising how an inconsistent brake pedal spoils your enjoyment of a car. I also discovered that, at some point it'll need a new caliper, new hoses and possibly a new rear hub but not this weekend.

Future events are: October 25th, Greyhound racing and **November 23rd** Bowling. The monthly meeting is **November 16th**, 8.00 pm onwards. See you there! Regards,

Daniel

CANTERBURY

tim@canterbury-triumphs.com

With the coming of Autumn things will quieten down a little Club-wise, giving us a chance to give the cars a service and spruce up and maybe find time to work on that long term project or even earn some brownie points by decorating the living room. Nah! Some ideas for events have been put forward for next summer, but if the paintbrush isn't your favourite tool and you have an idea for something to do during the winter months, don't be shy pass it on. Duxford, our last event was one of the best turnouts I have seen to that show for many a year. It was nice to see the Clefford clan on the road again, Dennis in his Spit, Sharon in the 13/60 and Wayne in a GT6, Pete following in a Eurobox, although I understand a Spitfire 6 is under construction. Maybe we will see it next



CANTERBURY . . . CHESHIRE . . . COVENTRY CUMBRIA . . . DERWENT VALLEY

CANTERBURY cont

year. The progress to Duxford was sedate to say the least as Phil took the lead in his 948 Herald, brave lad, but all said and done it made it there and back and as Eddie said it saved him a fortune in petrol. In all an excellent event, the only hiccups were Nigel's overdrive which had the habit of dropping out after a few miles and Mike leaving his camera on the tarmac at the services. What is it with us and cameras? Needless to say it wasn't there on the way back. At least the run allowed him to tune his injection and the car sounds the smoothest it's been for years.

The meet was the first at our new venue The Duke of Cumberland in Barham. Seems ok, the price of the drinks met approval and I don't think anyone got lost. Even new member Chris found it from Chartham with his late Spit 1500. It looked good under headlights and I think Mike gave it the nod of approval. Welcome. Charles 'I need a bigger caravan' Harrison (tell you about that next month) is trying to get an idea of Christmas numbers. The meal will be in **January** as the run up to Christmas seems so busy, it is to the best of my knowledge at a hotel in Folkestone where he has negotiated a good deal. So, if you are interested see Charles, or contact me and I will pass a message on.

Del

CHESHIRE

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

Last months report disappeared up a computer somewhere so here are the words you should have read.

I have to confess that I'm typing this report from a switch room at Deutsche Telecom in Nürnberg, which is a little different from the usual location in Macclesfield. It's also rather hotter here than back home - 30 degrees it appears.

Our area activities such as runs out and shows have more or less finished for this year, so we will resort to our usual routine of a little beer and a lot of nattering until Christmas. I'm sure we can all cope.

Steve's Spitfire has been admired by all, it looks very nice and all the better for its original and unusual colour. There seems to be some issue around ignition timing and petrol grade, but this doesn't sound too serious.

Mike has confessed that his Herald has now gone to a new home north of the border - I was told the place name but it's gone through the sawdust without stopping. Mike compensated by bringing along his rather lovely Rover P5, which sounds very

nice indeed and has a rare appetite for fuel. It's also very classic Rover inside. If I heard right, there is another plan to replace said Rover with an 8-cylinder Triumph of relatively recent manufacture.

Our other rebuilds progress slowly - Adrian has the builders in, and Paul was not admitting too much progress. However, when I mentioned that I might repaint my Vitesse (pigs will probably fly first) Paul offered me a compressor and air tank that he just happens to have lying about and I think I said yes, so I'll have to paint the car.

This month we had a pleasant meeting at the Cock and thing, and were joined by Dave from Brown Lees in a very nice Spitfire which he had owned for four days up 'til then. In the sodium lighting at The Cock car park, Dave's Spitfire looked rather more dayglo than its shade of red (Vermillion I think) probably does in daylight. We've also given Dave directions to our local Triumph emporium, so a long conversation is likely to take place at said emporium.

There doesn't seem to be much else happening at the moment. Both our rebuilds are at roughly the same stages as last month, although Paul did try to gain Brownie points because he has a Triumph on the road at the moment (and Adrian doesn't).

That's all for now, just a reminder that the next meeting is on **Thursday 3rd November** at the Cock and Doodah in Bollington. I hope to be there with a Triumph, see you there.

Henny

COVENTRY

tssc.coventry@hotmail.com
or: nclark1955@aol.com

CORLEY MOOR GROUP

We had the all-weather regulars at our last meeting in October at The Bull and Butcher. The darker evenings inevitably mean fewer people wish to get along but this is a fine pub, with welcoming open log fires and fine ales and meals available. The Bull and Butcher is currently undergoing a kitchen/restaurant refurbishment; however, we have reassured that the unique oldie-world bars will not be affected! The building work should be completed by end of October, in time for next meeting if you wish to sample the new menu.

This conveniently links to the next item: Our Christmas Meal get-together. Having discussed this with Anne Huckvale (pubcan) and our members last month, we have decided upon Tuesday 6th December, when we would be meeting as normal. The numbers and menu selection will be discussed at our next meeting on **Tuesday 1st November** at the Bull and Butcher. Please try and attend, or contact me during early November to confirm you are interested. Let's hope this Indian summer continues a little longer. Regards,

Kevin

IMPORTANT NOTE

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

CUMBRIA

Sorry for not getting the news in last month but for various reasons I missed the deadline. Anyway, the October meeting saw us at the Stoneybeck for our usual Sunday lunch to discuss next years events. I had hoped to get a few new faces along but we still only had our regulars; John and Shirley; Helen, Tony and Roger; Lynne with her baby Blaine ourselves and an occasional visitor to our meetings Neil Downie who manages to get along from his Hotel in Keswick from time to time. John Armstrong is still recuperating in hospital but it was good to see Marie with news of his recovery.

After lunch we started to discuss next year and Neil has suggested some more interesting driving events, such as a Coast to Coast run and a Round Cumbria run taking in many of the high fell roads. He also suggested that we might like to join some of the other motor clubs in the area and enter some of these less competitive events. Having gone down the route of trying this sort of thing before myself I need to get feedback from you as to if this sort of thing is of interest as these take a lot of planning and it is unfair to go to all that effort if no one turns up.

Neil seems keen to do the arranging so please get in touch with me by phone at weekends or you can e-mail me at: westgarth@greenside-glasson.fsnet.co.uk and I can access these while working away during the week.

Neil is also considering selling his Tahiti Blue Spitfire. It is a 1977 1500 model and will have a full MOT. If you are interested call him at the hotel on 01768 777214 and have a chat. He just has too many cars, two Spitfires and a GT6 and wants to sell this as it does not get used at the moment.

Next meeting is **first Sunday in November** at the Stoneybeck so if you want to have input to what we plan for next year this may be your last chance so get along or at least contact me with any ideas and I will take them along. Cheers,

Bob

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

What a fantastic month September was. How did we fit it all in I wonder. Now let's see ... There were camping weekends galore attended by some of our regulars including the first Robin Hood Run which by all accounts I understand was a great success. Unfortunately, due to other commitments I was only able to attend on the Saturday. Angie, Janine, Mark and myself arrived at the campsite early to find everyone still frozen stiff. That is all except for Morton, a Norwegian who considered everyone to be nesh!

Quite a few had opted for the Carvery Breakfast, which must have been good by the positive comments from those who had sampled it. I noticed a few familiar faces amongst the bodies thawing out. Several I had met on the Peak Run but had not had the chance to enjoy good conversation with them so it was great to actual-

ly do this for once.

Later than planned we set off on the run. It led us through parts of Nottinghamshire I had never seen (and I was born and bred in Nottingham) and the route frequently visited the River Trent. After about 10 miles I realised that I had left my brand new camera on the benches outside the Pub we had just left. PANIC ... after a SOS Stu from Staffs located the pub's phone number and the Landlady dashed out to see if it was still there ... thankfully it was. I did feel a fool.

The run was taking a little longer than planned so at the second stopping off point it was agreed to change the plan. Those who wished took the direct route to Wonderland and the rest headed for the Pub. The children enjoyed Wonderland but some of the activities needed adult power to get the full benefit. I was well tried by the end of the afternoon. We stayed until we were chucked out and headed down the road back to the campsite; lit the BBQ and set about cooking and eating. One of the mishaps of the day was when Nigel went home to fetch a light for the marquee leaving the plates locked in the van. After several unsuccessful attempts to contact him (and Sue trying to get Ron to break in) everyone rallied round and shared plates. Nigel finally returned the phone calls and exclaimed ... "but the van's not locked!". You had to laugh. Congratulations to Claire, Nigel and their team for a great first camping weekend.

Next was the 8th MOT and what a fantastic weekend it was. Joe and his team did a grand job keeping us well entertained, drunk and at the end of Saturday night penniless. On Friday we spent the day in Gt Yarmouth and had a brilliant time. When we returned to the car it was raining heavily and as Janine jumped into the car slamming the door behind her the door glass hit the hood frame and shattered into hundreds of tiny pieces. After cleaning up the mess the best we could with rain running down the back of my neck we headed back to the campsite. Friday night as always was to relax catch up on the gossip and enjoy a couple of beers.

Saturday morning the sun shone and I set to removing all the broken glass from inside the car, wound the other window down to make them look the same and set off to the display area. As I drove down Ed and Bri, Roger, Julie Stuart and Glennis joined me and we all parked together. One the must do's at the MOT is to have a go on the side stalls. It started off well as I walked away with three prizes off the first stall, then challenged Christina at giant size 'Jenga' and won. Getting cocky now ... so I challenged Ed, Mark etc. at 'Connect Four' and lost every time! - So I snuck off in shame and bought some more raffle tickets. At around 11.30am I noticed the beer stall was open and because it was for charity purchased a pint ... I purchased another a little later but only because it was for charity.

Time for the announcement of the winners came and much to our surprise and delight Stuart's Spitfire was judged to be second in its class. An even bigger surprise came when Julie's Dolomite was voted the BEST Dolomite at the show (the fact that it

DEVON

was the only Dolomite at the show is totally irrelevant).

Whilst all this was going on Dee Vee our club mascot was 'ape-napped' by the men in green tights but was later recovered whilst Nigel was sleeping in the Club.

Saturday night was the Teddy Bear Auction. So the attendees from Derwent Valley clubbed together and bid for a Policeman (picked by Stu) and won it. Stuart fell in love with it immediately, playing with him and quickly naming Nobby. As it seemed that they were inseparable and that it was Stuart's birthday in a few hours it was agreed to give it him as a birthday present. The auction once again raised over a £1,000 - brilliant.

Up early for the MOT itself and managed to get near the front. After parking on the sea front for a hour or so we headed off on the scenic run back to the campsite for the AutoKarna. This year I was determined to have a go and after I had pressed Di Hadfield to be my co-pilot we set off first and went straight into the lead! Ed and Bri teamed up and put in a good time. Kev Hadfield borrowed Angie's Vitesse and went for a quick spin with Di. Vehicles of all shapes including a Transit van were competing.

Not to be out done Christina joined me for a spin and I improved my time but not enough so determined to do better Roger and Christina joined forces and we were treated to Roger's map reading skills and power slides.

Next up was Rachel and Kev - boy did they go for it. Kev Sped off (this time in Bri's Mk I Vitesse) with Rachel holding the door slightly open - jumped out - threw on the overalls and wellies - moved quickly down the field carrying cups of water towards Kev who was waiting - tossed off the wellies - skipped out off the overalls and leaped into the car. Off Kev sped to the next challenge - with the first throw Rachel got the ball in the bucket - Off Kev sped skimming the road cones - knocking off balls and picking up 15 penalty points. 1min 38sec was their time which even adding the penalty points meant that they beat the MX5 by 1 second and took home the winners trophy - Well done guys.

Well that was the end of a great weekend and we came back with 3 prizes and a policeman - beat that.

October 4th was our first Inter Area challenge for the 'Derwent Valley Bowl'. Staffs, Notts and South Yorks were invited but only Notts were brave enough to take us on. I would like to thank them all for entering into the spirit of the night and making it a great success. Don Heathcote had devised the games we played including - pot the black, pin drop, golf, and cock in the bucket. Matt Hill was the winner in the junior category with a score of 40. Ian of Derwent Valley won the best individual prize. The winners of the Derwent Valley Bowl 2005 were ... wait for it ... Derwent Valley. Thanks to Don for organising this event which everyone enjoyed. I hope we get more challengers next year. Check out the website for the photos taken during September.

Stop Press - a DVD or a video tape of the Peak Run are now available - see website for details
Dates for your diary.



1st November - AGM and Triumph Drive 8.00 pm at Smalley Common Ex-servicemen's Club.

6th December - Xmas buffet and everyone's a winner prize draw 8.00 pm at Smalley Common Ex-servicemen's Club. Regards

Colin

DEVON

www.tssc.org.uk/devon
e-mail: devon2005@tssc.org.uk

OK - you spotted it! Just checking that you read The Courier and thank goodness you do! There really is only ONE October in the year and therefore our **NOVEMBER Sunday (6th)** will be at The Kings Arms at Otterton - please ring Karen and Jim (01395 268575) if you are coming so we can make sure there is enough room in the pub. Suggest meeting up at Exeter Services at 11.30 am for the drive to Otterton. Talking of pubs, we had a full house at the Star for our September Wednesday - good food and good company and we took the opportunity to draft out most of next year's programme, early I know but some of our major players will be absent (with leave) over the next month or so. We were joined by Gordon and Sheila from Hampshire, proud owners of a smart TR (and a veteran too) which they had not brought on holiday with them. They saw our cars in the car park and came in to see what was going on. We would like to be able to contact Devon members easier, and if you would like to let us have your e-mail addresses we should be grateful. Who would have thought that we could enjoy wonderful sunny weather and a long stroll on the beach in October but as we are in glorious Devon that is what we had. Lunch that day was something of an experience - we met a latter day Basil Fawlty and we can only apologise for the rigidity of the menu - those who were there will appreciate! Nevertheless we had a good turnout, and were joined for the first time by Malcolm with his Special, a Burlington Arrow - good to see you Malcolm and we hope you come again soon. Nine Triumphs in the car park and most took a trip to Bantham beach, followed by tea and home made cakes at Sue and Steve's - thank you guys. Club night for **November** will be **Wednesday 16th** at The Star, Liverton, see you there. Forward to **December** - (yes really) we will be lunching at the Kes Tor Inn, at Manaton on Sunday 4th. Please do ring us on 01548 821348 , or e-mail on devon2005@tssc.org.uk so that we can warn the pub accordingly. We have checked and they DO provide vegetarian options! We are now taking bookings for the Christmas Meal at the Star on



DEVON Cont

Wednesday 14th December. Mark at the pub will need to know in advance what our menu choices are, so please contact us asap if you will be joining us.

John and Sue

DORSET

e-mail: dorset@tssc.org.uk

Another good turn out last month, though I let the side down, turning up in an Alfa; the Spit's noisy clutch was being investigated - the noise I could live with, but having to double de-clutch going up or down the gears was becoming a little tiresome. Problem turns out to be the release bearing carrier was completely worn. This was replaced, along with the pivot pin and bushes and a new 3-part clutch was put in while the engine and box were out.

The Dorset Area Xmas meal will be on **Thursday 8th December 2005** 7:30 for 8pm, at the White Hart Inn, Yetminster, Sherborne, Dorset DT9 6LF (<http://maps.google.co.uk/maps?q=dt9+6lf&spn=0.004179,0.010610&iwloc=A&hl=en>).

This is a departure from the norm of having the Xmas meal at our regular meeting venue, but, as a vegetarian of 20 plus years, the main course options were beef, turkey and fish - I asked what they would do for veggies and was told that vegetarians eat fish! Well this one doesn't and whilst I'm sure the food is very good (the pub has changed hands since last year and I have not eaten there since the new owners took over), I thought if that was the attitude, I'd take our custom elsewhere (though we continue to meet there on the last Tuesday of the month). I will have the menu by the time you read this, it will be available if you e-mail or phone, and will be at the **29th November** meeting, when I will need numbers/orders.

Christmas meal would not be the same without the quiz and 'feely bag', so last years' winners (anyone own up to winning?) had better get themselves organised please.

It is with regret that I will not be continuing the role of AO next year - it is very likely that by the time this is published I will be working away, making attending meetings impossible and generally screwing up home life. I don't want to start another year and find that I can't give the necessary commitment to the post, so volunteers please step forward! It has been the tradition in the past to elect the AO at the Xmas meal, so I see no reason to change that. Cheers for now

Steve

DEVON . . . DORSET ESSEX . . . GATWICK

ESSEX

Hello all. Right this month has been a bit busy so I will try to keep it short. But you know I'm not like that at all. First thing, September meeting only had three cars you know who you are, you lucky people. So that's the meeting over and done with. Now this month we had a stand at Battlesbridge which went quite well. Thanks to Mike and Sue for sorting that out for us. We had a good range of cars on the stand, Keith with his Spit up on ramps, with a small man under the car all day. Mike with his R V and the GT6 MkII, Don with MkIII GT6 some bloke with his GT6 we pinched from Triumph Club Eastern. I think we also nicked a very nice MkII Vit from them as well. So thanks to those people for lending a hand.

We also had a very nice 948 saloon Which won best of show this year at the S.E.M. Thanks to them as well for letting us put there car on our stand. Also there was my Vit 6 and a yellow 1500 spit as well. Mike and some of the other's in the club had an idea for the May Battlesbridge show which was to make it a camping weekend so other areas could join us and have some fun. And perhaps a bbq on the saturday night. Any thoughts on that let me know. I will mention it again, and again.

Next we had Duxford I think it was a good day had by all and one of our area picked up a prize for his green GT6 Mk6 Steve Minns, so well done to you for that and I hope you got home ok. Also at Duxford I bumped in to Don again who picked up a spring compressor for the club which I had won on ebay. So thanks for that Don old chap. Which means we now have a club spring compressor, Which can be hired out for a small fee so that we can raise some funds to put back in the bank. Talking of bank on the monday Oct the 3rd Me, Dave, Tim and Mike met up with Paul and Lizzie Day Chris and Greg, and sorted out the club funds. Mike thanks for getting lumbered with that. Sorry mate I know I got off lightly. But that now means that our area have some funds so we can do things. Like build up a tool kit for members to hire out at a small cost with a deposit that you would get back on return of the tool that you hired. That is still to be sorted so watch this space.

Did any one see my car in the local Essex papers in September at a Ford motor company car show in Brentwood. To think my along side all those old Fords and they choose mine to print a pic of. Me and the Vit were Front page of the Brentwood weekly news while the ford model T and the Boss were on page 4. Well it made me chuckle. Right that raps it up for this month. Sorry for getting the show dates wrong last month but I do like to keep you on your toes. And a welcome back to John and his Red Herald 13/60, who joined at Duxford. Right, that's it, no more I will shut it now. See you all soon stay well

Russell

IMPORTANT NOTE

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

GATWICK

Hello all. Lots to fit in this month as the last Area News got sucked off into the Twilight Zone between my FAX machine and the Club HQ!

Cranleigh Show was a big success with loads of cars and a big, joint club stand with quite a few areas in attendance.

A huge thank you to all the people who came to watch David on his Track Day at Goodwood. This is a great event to watch. Spectators get in free and it being a classics only afternoon, there are some great cars to see, one of which was practising for the revival.

Anyway, the car went brilliantly until we lost all oil pressure after session two. Luckily Tony Lindsay-Dean was also there in his fab TR6, so he advised going carefully home.

So it's engine and box back out again! And back up to Tony for some work under warranty. I think we can finally see some light at the end of this very long tunnel.

Area meetings have been going well. Welcome to Malcolm and Chris who brought along a lovely Standard Eight and I hope you had a good trip to the Isle of Wight.

New cars to the Area have both come from friends of ours: Our excellent mechanic David has bought a lovely, blue Herald 13/60 Convertible, and Mark has bought an equally nice MkIII GT6.

Best event of the month has been the Road Run, organised by Steve. There were 10 cars competing: TR6, TR4, Vitesse, two Spitfires, Herald, Dolomite, Lotus Elise and modern MG.

We all had a great time through beautiful countryside and a nice lunch stop. All credit to Steve; it was beautifully organised and the queue starts here for the next one. Standards abound at the moment: David Brown has acquired an Eight, which we are really hoping he'll keep and David and I have just bought a Ten, so we'll at least have a proper car to bring to Club meetings.

We were most impressed with Nick's 'blink and you'll miss it' Evo at last month's Kingsfold meet and Tony and Frances should have yet another flashy Convertible soon. Good luck to Cliff off on his holidays again.

Things coming up are: London to Brighton Old Crocks on **Sunday Nov 6th**. Xmas Dinner hopefully on **Fri 16th Dec** (phone me for more details).

It was great to see lots of friends at the Goodwood Revival. A fantastic weekend. Special well done to Adam and Karen who look great and I've been told got themselves on the telly!

November's meets are **Wed** at Ardingly and **Wed 16th** at Kingsfold. We need ideas now for next year.

A few of us would like to go back to the museum at Tangmere, which had a clue on Steve's Road Run. We didn't have time to stop and the nice old boys seemed disappointed, so that's maybe a run for early next year.

That's all folks, see you soon.

Lynn and David

GLOUCESTER . . . HANTS & BERKS HERTS & BEDS

GLOUCESTER

www.tssc.org.uk/glooucester

Hello everyone as I type this the sun is shining and the daytime temperatures are still hovering in the early twenties, not quite the same once the sun goes down. Hanbury steam fair (incorporating WAC) was enjoyed by several Gloucester Area members. I won't bang on about it too much as Eddie will no doubt be covering it in the Worcester Area news. I will just say that Barry and Nora enjoyed the weekend as did Ian and Wendy who camped for the Saturday night.

I had other plans which included the balloon fiesta at Cheltenham racecourse. I only spent the Saturday evening there watching the night glow and fireworks, Richard Dredge spent most of the weekend chasing the balloons around Gloucestershire. I was going to say you need to get out more Richard but you can't get much more out than that can you.

The area meeting saw us welcome a few new faces. Guy and Susie Singleton paid us a visit and we also met Richard Johnson who came along to show us his very nice 1500 Spitfire that he has for sale. Welcome to you all we hope you enjoyed our company.

There was a little something missing from the meeting, everyone was sad not to have an opportunity to snap up a quality raffle prize. Now I'm not going to name names because people get upset but where were you Gareth and Al? Oops I'm in trouble again I just can't help myself.

The area curry night was a great success. Ten of us made our way to the Aziz at the Waterside Inn for a good night out. The food was good and we eventually rolled out at closing time. Thanks to Dave and Karen for that one.

Malvern was relatively kind weather-wise except for the Friday night where one awning was lost to the blustery winds and the marquee was expected to be next. However, made of stern stuff, it held fast and provided once again for the whole weekend.

Bev as usual provided the catering equipment and the club stand was well serviced with beverages for the weekend. Saturday had a few more cars on the stand than Sunday but as usual it was generally well subscribed. Thanks to Barry for his efforts prior to and over the weekend and to everyone else that helped.

Paco and I enjoyed the company of all at Worcester thanks to Mike and all who made us welcome.

I think I've covered most things but you know when you have that feeling something is missing, as usual it will come to me just after this goes to Bernie.

Keep an eye on the events for somewhere to go soon.

Andy

Events:

Monday 7th November Worcester area meeting at The Berkeley Arms Spatchley.

Sunday 13th November The Footman James restoration show at the Bath & West showground, Shepton Mallet.

Monday 21st November Area meeting at The Kings head, Norton.

HANTS & BERKS

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

First of all an apology - last months Area News email was eaten by the cat. Still, here's a bumper one this month to make up for it! I wasn't able to attend the September meeting due to some family commitments, seems like just when you get comfortable with life, it all changes! Family and work commitments have now had a many-fold increase; something's gotta give whilst I find a balance again. I'm spending 3 days a week away so time is precious again.

Anyway, back to Area News starting with a major Triumph event in September, the Club Triumph Ten Countries Run. It feels like I'm always on about Club Triumph events but as the crew I was in were all TSSC members including two AOs I think it deserves a mention here! Myself, Carl Shakespeare and Colin Wake (Suffolk AO) completed this mammoth event in Carls Dolly Sprint. Over 2000 hard miles, several mountain passes including the highest in Europe (over 9000 feet) and the famous Stelvio pass were completed without incident or mechanical failure. The car ran faultlessly no matter what we threw at it - even 16 hours on the motorway as we caught up with the rest of the pack didn't cause it any problems. You see we liked Italy and the mountain passes so much that we spend several hours going up and down them - OK so the Swiss, sorry that should be the damn Swiss, close the roads to their borders and road tunnels leaving us stuck in Italy. We knew exactly where we were and navigated pretty well but when you spend an hour to get up a mountain only to find the only road out is the one you just came up, you tend to lose your humour after a while! Anyway, we survived, went due south, picked up a motorway and blasted the rest of the countries as fast as we could to make up time. Unfortunately we had to miss out the Nurburgring but then that's something to go back to next time! 10 Countries were visited and a god time was had by car and crew despite our Italian frustrations. If you ever feel like a long distance drive in your Triumph, this is one event well worth a go - the sight of over 40 Triumphs getting on a ferry and descending into France was just great, surpassed only by the sight of the run getting back on a ferry in dishevelled and road worn style. The satisfaction on the crews faces said it all and I do like to see a car with some grime on it!

Other news, Hants & Berks recovered the skittles honours in our 'annual' match against Hants & Surrey - I say 'annual' because no one can quite remember when it's supposed to be held but hey!

It happens, we have fun and that's really all that matters!

As a further combined effort, we'll be having our Christmas (yes, there I've said it - Christmas!) dinner at the Hatch, looks like it will be on **Thursday 15th December** this year. Look out for confirmation on the message board and website.

So that's the catch up - what happened



at the October meeting? Well what a great warm evening it was, I took the Vitesse out for a blast, hood down - and that's the way it stayed despite coming back to it at the end of the meeting with condensation on the inside of the screen and all over the seats. Colin was first to arrive and dropped the bombshell that he's selling his Spitfire to make way for a Toyota MR2 T bar, he still hankers after a Stag so we may well see him back with the club. If anyone wants some good GT6 bonnet panels, some new then get in touch with Colin as he's selling on some accumulated spares. It was good to catch up with Gren who bought yet more top prizes for the raffle - the man's prizes are now legendary, where does he get them from? Gren reported that he'd taken the GT6 to France again and done a few thousand trouble free miles on holiday. Paul had also brought some quality stuff for the raffle and with the winter coming those thermal mugs will be much in demand - I of course had bought chocolate and paper aeroplanes (what else) - don't get excited, I won the chocolate back and have now thrown it to the gannets I call kids. Carl reported that his new workshop has been built and he can now start retrieving cars from lock-ups, there could be some discoveries knowing Carl - I've seen him when he's parts shopping, frightening stuff! Final name check and this months 'nuff respect' award for perseverance - Andy Cook announced it was time to do something about his GT6's tin worm - he's had the car for many years (+16 wasn't it?) and restored a few areas in the past including some panel work. The car still looks good but has a few issues Andy needs to get sorted so he's decided to bite the bullet and get the professionals in - he was getting quotes and could be the first of our Area to entrust the work to a local Classics firm - Moonface Classics. Being strapped for time if not for cash Andy wants to keep the car local if possible so that when he does have some time he can get over there and get his hands dirty. If anyone has any words of wisdom, shout!

Right, that's about your lot for now, see you all next time.

Jason

HERTS & BEDS

September's meeting was very well attended, There was only three or four cars in the car park. John from Luton had come for the first time. Caroline and her husband were there, they are restoring a Mark III Spitfire, hope the advice I gave helped. Alan was there with his 1500 Spitfire once owned by Andrew still in very nice condition, he has made a few up-dates on it. Most of the night was spent talking about



HERTS & BEDS . . . ISLE OF WIGHT . . . LANCASHIRE LEICESTER & RUTLAND . . . MANCHESTER

HERTS & BEDS cont

Duxford, which went extremely well, I had been spreading doom and gloom about the weather. It was totally unjustified as it was dry all day and quite bright. The staff at Duxford were a lot more helpful this year than on previous years. Some very nice cars turned up. Kevin has posted some on the club web site. Next meeting **28th November** (fourth Monday) The Bull Inn Witwell. **DECEMBER'S MEETING** WILL PROBABLY BE ON THE **19TH** AS THE **FOURTH MONDAY** IS BOXING DAY. Cheers

Les

ISLE OF WIGHT

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www.triumph-iw.co.uk

Greetings one and all. We attended the Isle of Wight International Classic Car Show early in September, in a word, Fantastic! There was every thing from a Bond Bug to a 1930s Willis Coupe Hot Rod. If you ever get a chance to attend this event, do. You will not be disappointed, over 200 cars with every marque you can think of represented.

We attended with a Dolomite, Vitesse, TR4, a brace of 2500s and a Spitfire. Also (attracting most interest) Graham and Angies' bazaar Dutch Caravan with door mods and Angie's lovely Triumph Scooter.



And now to give us a truly International Flavour, we were pleased to welcome John and Beth Horton with Amy, Valerie and Zane riding shotgun. They were visiting from Arizona USA representing the 'Desert Centre Triumph Register of America'. Cut & Paste this link to their web site, which is really very interesting. <http://www.dctra.org/>

Lovely folks and I hope they come again next year. Thanks for coming and the Goodies for raffles.

Next month will have a 'good news' announcement about our Christmas Dinner at the Woodmans Arms.

Watch this space!

When we look at the TSSC/Triumph Club membership for the Island and compare it to the people that attend meetings, it has to be said, it is a bit disappointing. There

are loads of you out there reading this who we never see! Come along to one of our very informal meetings. The winter can be long and depressing, give us a chance to cheer you up! We don't eat babies etc. (well, not in one sitting!) so come on down and meet us. We meet on the **3rd Monday** of every month at the Woodmans Arms, Wootton from 8.00 ish. See you all soon,

Paul

LANCASHIRE

Hi All! Well, this my penultimate newsletter as AO for Lancashire.

We had another really good turnout for the October meet, with lots of new faces to greet. We even had a couple come down from the Cumbria Area, so hello to Jan and Alan Campbell. Hope we'll see you again. We had a caption competition this month with Zoë taking the brunt of the joke again (sorry Zoë). I had intended the prize to be a set of screwdrivers but, unfortunately, on the way to the meet our little 1300 broke down, and yes, you guessed it I had to use the prize to try and get us out of trouble. What I initially thought was a leaking hose, turned out to be a failed water pump, so a quick call to Adam and an even quicker tow home was the outcome. If you are looking for the ultimate thrill ride get him to give you a tow. At one point I was convinced he'd forgotten I was there! Apart from that glitch, all seems to be fine with the little car and Annette drives it daily to and from work. It's returning about 40 mpg at the moment, so it's a lot easier on the wallet than the Terrano it replaces. We have set the Christmas meal for **Thursday December 15th** at the Hoghton Arms. I have a list of people going and a few more have confirmed by email. If you intend coming along, please can you let me know to get a rough idea of numbers. The pub has told me that there is a disco on the same evening and that we are more than welcome to join in. Hopefully, it will be a good night.

Eddie's MkIII which he purchased from the Capesthorn Hall show is running a dream. A few weekends over at my house has seen us re-manufacture the bonnet hinges, repair and fit the hood frame and generally tidy up a few scraggly bits. All he needs now is a hood to go over the frame and he's sorted. By the time this goes to press, it should be fitted. As mentioned in the last letter, Adam was on the hunt for a Spit of some description. He has now become the proud owner of a Herald Coupe which is a bit of a rare sight. It has been subject to a few bad repairs in its life but plans are afoot to bring it back to its former glory. We had our run to How Stean Gorge, which was enjoyed by all that came along. We all had a giggle going through Tom Taylors' cave and a few of the more adventurous headed through the tunnel which involved getting pretty wet. I understand that my technique for transversing the rocks was much admired from those behind me.

Well, with the Christmas meal not too far away, please put your thinking caps on as to who will be AO for next year. Also there have been complaints about the venue, so

if you want to change that now is the time to start looking. Due to commitments both professionally and personal, I cannot do the job next year, so have a think. Cheers for now

Chris

LEICESTER & RUTLAND

Hmmmm. Last month, two whole columns of area news. Sadly, this time of the year (September/Oct) is very quiet.

A few members attended the Mile of Triumphs weekend and reported that numbers were up and a good time was had by all.

Our area meeting in early October was as always well attended, but I was working up in Scotland and gather there were no specific matters to discuss.

John Edwards turned up in his TR6 and despite the fading light, it looks a very smart car but as we now have to hold all of the meeting inside, fewer Triumphs on the car park. Nice to see Sheila back after her hip operation.

Slot car takes place on Saturday 15 October and I still hope to organise a Bowling night for **November**. With a larger room this year if anyone who has not yet booked the Xmas dinner at Quorn Grange for **2nd December** still wishes to go, please contact me.

Dave

MANCHESTER

www.tssc.org.uk/manchester

Well it might be the end of the camping season but the trials and tribulations of the Manchester Area, thill go on and on and on. I might at well thpill the beanth ath everyone will know by now. I've been a bit off color lately and not to go into too much detail I have been in hospital to have all my teeth removed. The Manchetter Area memberth for some reathon think thith is hilariouth?

But it ith Frank I feel thorry for. When I frst met him I wath often mithtaken for Michelle Pfeiffer I wath of thlight frame Blonde, with two green eyth, two legth two armth, and a mouth full of pearly white teeth.

Poor Frank ten yearth on what hath he ended up with? A Tart in a Triumph (T.I.T) Grey hair, legth don't work, one green eye and no teeth. No wonder he hath bought me a one eyed balaclava. Itth a good job I am not eatthly offended!! I feel tho thepical it is not often great poetry is written about onethelf.

Ode to Thunday and taking the pith We convened at the Reebok did our motley bunch For a leisurely drive and Sunday pub lunch

The 'Nuts & Bolton' was no mean feat But well put together by Gaz, Jan & Pete.

Pips been a bit poorly and talks with a lthp

She knows what she's saying but her teeths gone adrift With stitches dissolving and eating restricted

NEWBURY . . . NORFOLK

It's hard not to laugh but we mock the afflicted.

So come on Pip and give us a grin Its hard to smile when your teeths in the bin

But losing your nashers could be a good earner

Now your Manchester Area's champion gurner. But no more puns like 'Get your teeth into thith' No sarcastic remarks and taking the pith It's your latest disguise that'll cause most palaver

When the police pick you up in your one eyed Balaclava.

But we want you to know, y ou're one of a kind

We might take the pith and you really don't mind

Take it all in your step, it won't get you down

Your smile may be toothless but it's far from a frown.

Kes Cottrell

Back to reality. Sunday we completed the Nuts & Bolton Rally organised by Janet, Pete and Gary. Their were 19 of us, Dave and Lynda, Pat, Harry and Treasa, Dennis, Chris and ankle biters, Paul, Kes and Corry, me and Frank and Jenny in 11 Triumphs and Colin on his Triumph twin speed motorbike. We all met at Bolton football club. Setting off with our tops down and the sun shining for a change. There is nothing like a convoy of Triumphs winding through country lanes looking wicked in the sunshine. We traveled through some pretty fantastic scenery. Through Belmont stopping for coffee at the Last Drop Village, (where Harry managed to lose a whole convoy in the car park) passing Winter Hill, through Egerton following the road to Rivington. We had one of the organizers Gary leading us astray but we all met up in the end, at Rivington Park. Where we parked up our Triumphs for half an hour, quite a few people came to have a butchers and we even managed to recruit a new member.

Finally 17 of us piled into the Blundell Arms for lunch, the look on the faces of the staff was a picture. I would like to say a big thanks to Janet, Pete and Gary for organising the run it was a great day and I know we all had a good time.

There were 28 members at the area meeting on Tuesday. Welcome to new member Ben it was good to see you I hope you can make it too the next meeting as it would be good to have a chat with you and get some more details, the meeting was so busy we didn't manage to get to know you better. I think we might have to start looking for somewhere a little larger in the New Year; I would appreciate your thoughts on the matter. Thanks Martin for the sweeties you bought me, very thoughtful (8 bags of Gummy mix, teeth and Lips) Several topics were being discussed you would think we were struggling for things to discuss now the winter is fast approaching, but not a bit of it.

The Ings weekend with a run around the Lake District on **21st April 06** is now fully booked.

Le Mans next year **8/9th July 06** organising is still in the infant stages so call me if you want to go and you haven't got your

names down yet. (Make sure your passports are up to date) This also applies to other events we have organised. Xmas Doo is at the Mongolian BBQ and Comedy Club on **14th January**. And Jenny is organising a Sunday run through the Peak district, towards the end of **November** date to be arranged.

All Triumph members are welcome to join us on any of our events.

Some of us will be going down to the International motor show at the NEC Birmingham **4/6 November** so hopefully we will see you there.

Frank and myself will be attending the AGM **19th November** if anyone has any thing we can add onto the agenda let me know, we attend these meetings on behalf of all our members so it gives us a chance to ask questions and make suggestions on what you would like from your club. If anybody would like us to pick up any items from the shop while we are there let me know. And finally the next meeting will be at The Rope & Anchor our usual venue **Tuesday November 1st 8ish**. See you there

Dip and Frank

NEWBURY

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mary.rumens@btinternet.com

The Triumph World Picnic in mid-September was cold and damp and in an undulating field that the cows had been in the day before!! Apart from that it was great. To be fair the venue was out of the hands of the organisers who were told only a few days before by the new management of Beale Park that they couldn't have the normal field as they needed it for another event. Needless to say they will be looking for an entirely different venue next year but were talking about keeping it in the same general area, so watch this space as they say.

Thanks to all those who turned out on such a dismal day, some coming from Bristol and a yellow Spitfire from Switzerland whose owners happened to be on holiday here. Ian, s gazebo proved very popular, except that after a while I realised it was channelling the wind through and was even colder than being outside, but at least it was dry cold! The really annoying thing about the weather was that it turned out warm and dry for several days afterwards, as it had been the few days before. Congratulations to Sarah and Mark for both winning one of the Top Ten cars awards 'look out for their pictures in the next edition of Triumph World magazine. Quite a few of our area have won over the years.

The Goodwood Revival meet was as enjoyable as ever. Nigel and Helen, Malcolm and Josie in GT6s and Dave and Dennis in the GTfire went. Unfortunately Sean, who had organised it, was unwell and so could not go. Some lovely machines roaring round the track.

The Saturday meetings at the Bull at Stanford Dingley have now finished for the season. There were a few Triumphs at the last one in September - ours and some from the TR Register. There was also an original Austin 7 convertible that had been in a barn for eons and needed only a few



things to get it through an MOT a couple of weeks before. No problem with needing leaded fuel - there wasn't any when it was manufactured! There must be quite a following for these, as we had seen a small convoy of them creeping up the M6 on our way to the Lake District. Guess they were trying to get the Lakes for Christmas!

Meetings at the Spotted Dog continue to be well attended - it makes such a difference having the separate room. Christmas meal coming up on **14th December** - the list is pretty full by now and there is an upper limit. This will also be our area AGM. I hope to have another 'What is it?', photo quiz early in the new year if I can master editing photos on the pc. Skittles on **12th November**, please let me know if you haven't said you are coming. £2 per head and a raffle - probably the last before Christmas present buying time. This will also be the last practice before our annual challenge of the TR Register. By the time you read this we will have had our pub lunch - more next month.

Next meetings: **Wednesday 9th November** and **Wednesday 23rd November** at the Spotted Dog, Cold Ash starting about 7.30 pm.

Events:
Saturday 12th November 7.30 Skittles at Aldermaston
Wednesday 14th December 8.00 pm Christmas meal - normal club night See you all at the next meeting. Keep 'em flying.

Mary and Dave R.

NORFOLK

Hi All! Not much to report this month as most of it is taken up with the Mile of Triumphs, which Joe will report on.

A good meeting, with a reasonable attendance. New member this month is Phil who owns a Vitesse. It was good to meet you and we hope to see you again soon. We have already persuaded him to display his car at the Norfolk Car Auction & Show at the Norfolk showground. This is on the **20th of November** and we will be having a stand exhibiting new members cars.

The **4-6th November** is the Birmingham NEC, which is well worth a visit!!! My Spitfire MkII is going to be on display, however currently it is in the paint shop so it will be a massive task to get it ready on time!!

Don't forget our next meeting is on the **7th November**, which is our annual AGM. All posts are open, so if you feel like having a go please let us know.

Our Xmas Meal & Disco is on the **10th December**, if you would like to attend it will be at Happy Landings (club meeting place) so please let me know quickly.

Stop press
Mile of Triumphs 2005
Well, that is it over for another year and

Julie



NORFOLK cont

judging by the smiles and calls of "see you next year" it must have been another successful event. The weather was again kind to us; apart from a few heavy showers on Friday evening and a few spots Sunday morning it was sunshine all the way.

The number of vehicles on Saturday was a record for the show, with a total of 153 turning out. There were some very desirable cars in all the classes and I believe the standard was the best I have ever seen.

Saturday evening again proved to be another success, the D.J. certainly got people dancing, not that some of our younger members needed much encouragement. Talking about young members I must mention Grace Ingram who, at six weeks old, has to be the youngest person to attend a M.O.T. Let us hope she attends many more. The Teddy Bear auction provided the usual fun, especially watching the children bid for their bears. Our sincere thanks to all who participated in the bidding, with a special thanks to the syndicate who paid £390.00 for Biggles Bear, let us hope we see him back again some day. I have to say at this point a very big thank you to all who donated Teddy Bears this year. However, there were so many we could not auction them all so we hope they will be used next year. Many thanks to Sue and Elaine who, once again, proved to be a formidable auctioneering team. The auction was followed, as usual, with the raffle draw when, once again, the generosity in purchasing tickets was remarkable.

On Sunday the escorted convoy was somewhat marred as, in spite of being told quite forcibly by the Police Sergeant in charge of the motorcycle escort not to allow gaps in the convoy, some drivers did just that, even to the extent of waving other cars out at road junctions. As you can imagine this made life very difficult for the police, particularly since there were 144 cars in our convoy.

Members enjoyed taking part in the revised Funkhana, which placed much more emphasis on driver skill, so thanks to Martin who designed the course.

The Trophies for the various classes were presented by David Aspinall, on behalf of the T.S.S.C., who sponsored them again this year. The Car and Motorcycle of Show trophies were once more sponsored by commercrawley Solicitors, our thanks to both for their generosity.

Results are as follows, in reverse order, that is runner up first:
Dolomite/Toledo: SVK 339S
(Winner - no runner-up);
GT6: CRT 345H Bill Galloway,
POK 308M Neil Morris;
Spitfire: RPF 900E Stuart Charles,
XNV 941S Robert Galloway;

NORFOLK . . . NORTH EAST NORTHANTS

Triumph 2000/2500: KYC 558N
Frank Ashton,
PLL 412E Bill and Margaret Crowther
TR: 93 LNK Vic Couzens,
FUV 285C Geoff Bowles;
Vitesse: APH 11H Neil Tudman,
XHW 433H Ian Mercer;
Other Triumph: NV 443S Robert Hall,
(1934 Standard 10),
A527 BDL Carole Boyland
(Triumph Acclaim);
Stag: CTV 110K Lee Godfrey,
MCL 95P Gary Holden;
Herald: RTY 823G Richard East,
APA 495H Nick Bareham;
Other Classic - pre 1966: UCA 415
Michael James (Jaguar XK120 Roadster),
XXM 587 Mr M Rodgers
(Jaguar XK150 DHC);
Other Classic - 1966-1980: UPW 757H
Michael James (Jaguar E-type Roadster),
JFL 169D Roger Woodrow
(Austin Healey);
Other Classic/Specials: F591 AWW
J Caudle, 8310 RO Laurie Benfield;
Motorcycle pre-1980: UFF 509
Brian Walker, ABY 301G Les Killock
(Triumph Bonneville);
Motorcycle 1980 - onwards: HX04 UXX
Chris Adams (Rocket III), AY05 HDL
Harry Fairbrother (Triumph Thruxton);
Motorcycle of Show:
HX04 UXX Chris Adams (Rocket III);
Car of Show: 371 UXM Andrew Burford
(Ford Fairlane Skyline)

I would wish to thank A-Plant Hire who sponsored the plaques again this year and everyone else who gave so generously to the event. Many thanks also to everyone who helped in any way to make it the success it was.

Joe Craske,
MOT co-ordinator

NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all. 23 members at the October meet, and 9 club cars outside, 5 of which were Herald Convertibles, a Vitesse, GT6 and 2 Spits.

Our kite flying was well attended and benefited from some lovely weather but unfortunately the wind was a bit lacking, so a sort of baseball/rounders cross was played for a bit.

It has been quite an eventful month on the car front as well. Andrew Plews' recently rebuilt Spit had the most unfortunate one. Just after leaving the services on the kite flying trip his O/S/F stub axle sheared taking the car right across three lanes and into the central reservation. Luckily he missed all the other traffic and the barriers but had to be recovered without too much damage to the car. The same day Martin tried his Vitesse electronic ignition in Seahouses and ended up being recovered. Some say it was to avoid paying for the fuel back home!

I broke a rocker arm on the A1 on the way to work and had to get recovered. Ian Longmire got rebuilt halfshafts onto his Spit, on removing the originals he found one was a long, one short! The Spit attended it's first meet this year, good for me cos I got a ride out and Ian let me drive it back, it's Sprint engine now with twin

40DCOE. Goes like stink but still needs setting up properly. It's now a bit quick for the standard suspension so that's next to be sorted.

Simon Robinson has got his Spit 6 all sorted but it wasn't at the meet, hope to see it soon. We welcomed an area car back into regular use, Aaron Tucker bought Cliff Downs Herald 1200 Convertible and got it MOT'd. He's really enjoying the experience. He lost the dynamo shaft nut but Geoff sorted out a replacement.

Dave Curtis has fitted electric washers onto his Herald, big improvement. Still needs a bit of HS4s tuning as well. Alex has (almost as I write) bought a Spit 1500 which should be at the Nov meet if the test drive is okay (and it's not red!).

I took deposits and orders for the Christmas meal, we have 12 couples plus 1 this year which is fantastic. Eating at 18.30 on the December meeting night (4th). Anyone else who wants to go should be at the Nov meet as that's when we pay the pub and put the orders in.

We chatted about next years events to go along with the old favourites. Steve and Lisa are going to do another supper run in Jan/Feb, and we have also been invited to a buffet/BBQ at Beamish in May by NECP-WA Durham, 18.30 onwards, £10 a head (cook it yourself), the date is to be finalised but will be a Saturday. We should have a good convoy for the Classic Le Mans in July as soon as details come out.

We also talked about an informal camping weekend down near Leyburn, plenty to do round there. For some reason it compelled Richie Eagle to mention Amandas girl guide outfit! Could be interesting.

Remember to give your car a regular run when you can over the winter, lack of use is the worst thing for them. See you November 6th and December 4th for the party. All the best

Mark

NORTHANTS

September's meeting had an excellent turn out. We managed to pack out our room at the Elwes Arms. As always everybody is welcome and you can be sure of a warm welcome whether you are a new or an old member. I will be attending the AO, meeting in November so I will welcome your comments of last years club events. I will pass on your comments and suggestions for next year. Remember, we are a CLUB and every member counts, if we work together we can go on to be bigger and better than before. It will also soon be time to elect a new AO for next year. So come on don't be shy!

MILE OF TRIUMPHS REPORT

Well, started off ok at 2.30, Oakley, my 13/60, new roof sealing me from the rain, camping equipment packed in neatly, food, tools etc. Stopped at Raunds for petrol, moved off and ... petrol leak from sender unit, a good one! Rushed home, siphoned to jerry can and 4 attempts later sealed it. Bit annoyed and wet so went Saturday morning in our Eurobox. Arrived on site 9.15, still damp and apparently the Friday night was very cold. Grace (5 weeks) Jonathan and Elaine warm under their new awning and now with electric

NORTHERN IRELAND . . . NOTTINGHAM

heater! Cup of tea, tent erected and a snack. The sunny day was spent walking, talking, making tea and the occasional beer! The cars displayed in the field were scrutinised, criticised, ogled at and eventually put onto the prize list. Results in Courier later! Gaye, Norman, Mary and Ian with Stags and two other Stags (good supporters these Stag owners) turned up later to swell the Northants numbers. A good healthy fry-up type dinner was had by all 'cept me who had to have salad and sandwiches. That evening Jonathan did Elaine a rather exotic dish, we stuck to the good old BBQ. Wash, brush and teeth, the three S's over, we made our way to the Clubhouse for the Auction. Johnathan bought Grace a very nice bear to go with the one presented to her by the Norfolk Area as the youngest camper they have ever had! A few beers later and all the bears auctioned, we made our way back to the trailer tent and relaxed with a few more ales etc. Saturday night was a lot warmer but with cloud cover, no stars for me to watch! Sunday, everyone up and away by 9.45 on The Run. We followed and parked along the front to watch the 33 new wind generators, then a walk to one of the cafes for tea and biscuits. Really, the mixture as before. Back to the camp site after filling up Jonathan's 13/60 at 89.5, cheap! Dismantle the trailer tent and awning, cup of tea, off they went. Colin and Jane had come for the day and arrived back on site 3.30 for MORE TEA. Tent down, just beginning to shower and off home by 4.30. Traffic heavy at Snetterton but arrived home 7.30. Now to spend some time on my own car after Duxford, so that it can take part in all the runs etc.

John

DUXFORD REPORT

Sunday morning of the 2nd October. A 10.00am start at Higham Square for the scenic route to Duxford. Karon and I in Gay and Norman's Stag, Paul and Vie in their Spit, and pat and John in their 13/60. As I have gained the reputation for always getting lost I was appointed the leader (yes, that's what I thought). Just one wrong turn later we arrived at Duxford. We parked up and promptly put the kettle on. I managed to munch my way through my packed lunch as pat and John suggested that we meet at 1.30 for lunch. Whoops. We set out to meet up with old friends, mark our people choice cards and enjoyed the Autumn sunshine. At lunch time we were joined by Glinys, Fern, Colin and Jane and I munched my way through Karon's packed lunch. At 4.00 we gathered for the presentation and the air was getting cold so we jumped into the Stag, put the heater on full blast and set off for home.

Next up: Our Christmas Party

16th December

Our next area meeting is **Wednesday 9th November** at the Elwes Arms, Great Billing 8.30 pm. Hope to see you there.

Adam

NORTHERN IRELAND

northernireland@tssc.org.uk

The season may well be drawing to a close but what a busy year it has been. We certainly have not been easing the pace at the

end either. As I reported last month we had our show, Totally Triumph, at the end of August and the Kilbroney Classic Car Show one week later. Two weeks after that we had 'Triumph at Dundrod', organised by the TSSC in 6 weeks when we discovered that nobody was doing anything to mark the 50th anniversary of the RAC Tourist Trophy race at Dundrod. Hopefully there will be an article in The Courier shortly but what can I say - it was a tremendous success and the clubs reputation in Northern Ireland has never been higher. It was good to see members of the NI Triumph Owners Club come along and support us - I did write to Club Triumph NI as well but they did not even bother to reply. Their loss - the feedback from the event has been 100% positive and it was very nice to receive thank you letters from Ian Tittertoning who drove for Triumph at Dundrod, Sandy Fleming who won the 1952 Ulster Tourist Trophy race (but not in a Triumph) as well as the Secretary of State for Northern Ireland, Peter Hain MP. We must have got something right.

The 5th of October was our first meeting held on the first Wednesday in the month (rather than the 1st Sunday) and in our new venue, Nortel Social Club. A couple of members had problems finding it and one never actually did. However 18 members did make it, slightly overwhelming the seating in the room we had booked. However we can sort out some more chairs etc. for next time and we have the use of the bar and restaurant as well (at Nortel club prices - very reasonable). It was a bit of a change from sitting in the lounge of the Glenavna Hotel but a lot easier to discuss things. We had a slide show of photos from the Dundrod event and discussed future events. Colin Megaw made an excellent suggestion for a film night at the end of November - there is a gentleman in Comber, Co Down, who as a hobby runs his own private cinema. If we provide the films he can put on a film show just for club members. This has got to be worth coming along to. We also had some volunteers to organise new events for 2006 including Douglas Hogg and Stephen Kernaghan (even if Stephen didn't know he had volunteered). It's great to see the high level of enthusiasm - 2006 is shaping up to be a great year for the club.

Paul

NOTTINGHAM

www.notts-tssc.org.uk

At the time of writing the last Area News we were in the final stages of planning our first camping weekend and wondering what on earth we had let ourselves in for. All I can say is ... "What a weekend!" The weather stayed fine, if a little bit chilly in the mornings, the threatened petrol blockades didn't happen and things ran quite smoothly. There will be a full report in a future edition of The Courier but suffice to say that there will definitely be a 2nd Robin Hood Camping weekend next year - although indications are that it will be moved forward slightly to the beginning of August. I would just like to thank firstly the people that attended the weekend, from Staffs, Derwent Valley, Northants,

Sth Yorks, West Yorks, Luton and even Norway (sorry if I have forgot anybody) but the main people that need thanks are Sue, Ron, Andy, Ruth and Steve. Without their unflinching support and help and bolstering of my spirits on many occasions I doubt whether the weekend would have happened - so cheers you guys. Also a quick thanks to Josie who provided all the items to keep the kids happy. Following that we were off to the Mile of Triumphs in Norfolk. We had decided to take the 2000 "Millie", to give her a run and thought we would have her serviced before we went. Ha, what a joke. Four hours at the side of the A47 waiting for recovery with three kids was no picnic. Fortunately, once we arrived at the site an announcement had been made over the tannoy and as soon as the car was rolled off the recovery truck the bonnet came up, the distributor was removed and taken away for repairs. Thanks to everyone for their help and assistance in getting us mobile enough to get home. The weekend itself was once again outstanding. Plenty to do on Saturday followed by the Teddy Bear Auction in the evening. We even gave "DV" (Derwent Valleys mascot) an unexpected outing, though we are still waiting to see Colin in his green tights. We have also attended Duxford this month. This was probably the last chance this year to meet up with friends from across the UK and make our plans to attend events next year. The Notts TSSC number plates in the back of Millies window definitely caught peoples eyes. We had also been invited to attend an inter area challenge at Derwent Valleys October meet. With a fair amount of trepidation we ventured forth - Nigel and myself with the three kids, Andy & Ruth with Tom, Josie and Ron with Andy, Steve, and some new members Philip and Gillian. It was a really good evening, though whoever thought of some of those games needs to be strung up (eg standing on a stage with a sherry glass below you trying to drop a drawing pin in it). We have been asked to provide a return event so anybody who has a wicked sense of fun please start imagining some twisted games of our own (Sue especially should be good at that!). Unfortunately, Derwent Valley won the evening and took possession of the Derwent Valley Bowl - we had been expecting some beautiful cut crystal flower bowl or such like but the TOILET BOWL presented was absolutely brilliant. Well done Colin and all the DV gang for such a great night. Well enough waffling for now back to news time.

We have decided to move our area meeting as from the **JANUARY 2006** meeting. We are going to Ye Olde Bridge Inn at Oxtown where we had the camping weekend. Please note **October** and **Novembers** meetings will still be at the





● NOTTINGHAM cont

Griffin. **December's** meeting will be cancelled in favour of the Xmas cruise on the **9th**. Place are still available for this please contact me if you are interested.

Members from adjoining areas are very welcome too.

We are having a bonfire and fireworks night at our house on **Friday Nov 4th** - all welcome. Further details at Oct meeting or by contacting us. See you all soon

Claire and Nigel

● PETERBOROUGH

What an intrepid pair Colin and Philip are! They were up with the lark and met at Wansford to fly across to Great Yarmouth in their brace of Spitfires. In fact so early a start had they, and an easy run, that they were the first two cars on parade to assemble for the Mile of Triumphs. I am sure they were surprised to lead the parade with Philip as the Squadron Leader. The most amazing thing is that Philip also lead the 37 mile Scenic Trip back to the campsite without a sat-nav or navigator in sight. Well done, Philip.

Glad and Sad news here. Philip has announced he is relocating his fixed abode to near Mansfield but he is to keep in touch regularly. Will you the best in your new abode, Philip.

The trip to Duxford was enjoyed by all who could make it. In fact seven cars in convoy and Mike. Mike was 20 minutes bringing up the rear and Mrs. Saunders was tolling the bells at Fotheringhay, so Collins was also a late start. The morning started cold but clear. My GT6 did not want to go and as it takes two to tango, it seems that the repair kit on the fuel pump was not man enough and then the battery wasn't too energetic. So I am looking forward to making the trip next year. Grahame Bellamy walked away with the cup for the best Spitfire. That trophy's well deserved, Grahame, a nice little car.

Colin is organising the Coast to Coast run in the middle of the year. This is from Scarborough to Morecambe. Ian wants to know if he can bring his cockling net? Dates to be confirmed at the next meeting. Sunday lunch runs (p.s. are these like pancake races?) are being planned for next year. It looks as though 2006 will be a very active year, with members already planning to visit the Le Mans Classic.

Another visitor this month, Les, good to see you. Look forward to seeing you again at another meeting. Didn't see your Spitfire Les, but I understand Alex is a good pilot!

Have information of a 'T' Reg Spitfire

NOTTINGHAM . . . PETERBOROUGH SALISBURY . . . SCOT CENTRAL WEST

1500 for sale Nr. Peterborough.

Has done approx 60,000 miles, runs but needs some TLC.

Thanks to the donors of the 'surprising prizes'. Next months meeting, yes that's the **November** meeting, is one of the highlights of our year with everybody vying for positions on the committee. With so few seats to fill and with so many applicants this is always a very close fought battle. Yes, you've guessed it, its the A.G.M. Make your vote count.

December will be our usual Christmas meal, so be prepared, lose weight now. **Novembers** meeting, as usual, is on the **2nd Monday of the month the 14th** at 8.00 pm-ish at the Bertie Arms, Uffington, PE9 4SZ. You are most welcome to join us for a noggin n'atter. Regards

Doug

● SALISBURY

Hi All! I nearly didn't get to write this month's report. I have just left my Spitfire sitting outside my garage minus a cylinder head because I had a huge water loss incident that resulted in a damaged head gasket. This was after I had the Police directing traffic around me as I was blocking one lane of the A360 between Wilton and Stonehenge with my broken-down car at 6.30 am. Previous to this weekend I had a whole three weeks without something going wrong ... A new record !!!

Anyway It wasn't all bad news this month. Jasper Bacon was attending this years Goodwood Revival meeting in his GT6 Mkl and announced that he had two spare tickets. I definitely wasn't going to pass up the chance of attending and nor was Jaspers friend Keith and very loud TR8 owner, Diane Pringle (the TR8 is very loud, not Diane. Well, she's not that loud - ha! ha!).

The Goodwood Revival (held on the 16th - 18th of September) is the largest historic race meeting in the world and relives the glory days of 1948-1966 when it was one of the world's leading race venues. The exciting thing about the weekend is not only do you get to see some fantastic historic racing but all the circuit staff, competitors and the majority of the visitors dress in authentic period clothing.

I am ashamed to say that I didn't have time to get a costume together but farm owner Jasper and his pal looked very dapper in their country-set tweed sports jackets and flat caps. Diane also found some period clothing to wear in her attic. I had my 17 month old daughter with me so it was all I could do to avoid wearing the contents of her stomach.

If you love historic automobiles (which I know you do) and if you love motor sport then I thoroughly recommend attending Goodwood next year. Tickets sell extremely fast though so you'll have to be quick when the date is announced.

While I am on the subject of historic motor sport, my wife and I have decided to attend next years Le Mans Classic on the **7-9th of July**. We would obviously like to drive down with other Triumph owners as it would be more fun so if you are also thinking of attending, please contact me and maybe we can sort out a convoy of cars.

The other good news this month is that

we had another very successful local meet. Ever since we started cross country runs from the Greyhound Inn in Wilton to other drinking establishments in the South Wiltshire countryside our attendance figures have grown.

The pub of choice for September was the Bridge Inn in upper Woodford. To get to Upper Woodford from Wilton you need to navigate a steep winding road known by the locals as Snakey Hill. It's great fun to drive down especially when you are in a convoy consisting of two GT6 MkIIIs, one Spitfire Mkl, one Spitfire MkIII, one Spitfire 1500 a TR7 and a Vitesse Convertible. Fantastic!!

I am not sure where we will end up at the **November and December** runs yet but I am very fond of The Compass Inn in Lower Chicks Grove. Do email me with suggestions for runs and events at Salisbury@tssc.org.uk. Until next month,

Neil

● SCOT CENT WEST centralandwestscotland@tssc.org.uk

October saw 8 members meet at Lochinch on a dark but dry, autumn night. The lighting in the car park was sufficient to let us view the line up of 4 Heralds - this must be a first for us 4 Heralds and nothing else. Still they looked good parked in a line together. Coincidentally, they comprised of 2 1200 Saloons (me and Robert) and 2 13/60 Convertibles (Ian and David). David was returning after a gap of about eighteen months, not liking to attend while his car was off the road but let me assure you as I assured him, attendance in or even ownership of, a club car is not a requirement for attendance - for example, David was accompanied by a work colleague, Barbara, who just wanted to look at the cars, nothing wrong with that in my book. Hope we didn't rib you too much about the scooter! While several other members turned up in Euro-boxes for various reasons. Ian's 13/60 was running in 'winter' mode sporting a fibreglass hard-top which had been delivered that very morning and fitted the same afternoon! Ian is generally pleased with it but had some reservations about the front catches - an area he said he would revisit so there will possibly be an up-date next month.

The Selkirk show in mid-September more or less brought the show scene in central/southern Scotland to an end of the year. The weather was fair (unlike Callender a couple of weeks previously which I'm told was a virtual washout) and I'm sure the show just gets bigger and bigger each year with plenty of quality cars on display. There were a good number of Triumphs dotted about with the Stag boys putting on a strong show.

Advance notice: The Area AGM and quiz(I) will be held on **Wednesday December 7th** at the Lochinch Sports Club, Pollock Park, Glasgow commencing at 19H45. The agenda comprises:

- 1) Election of Area Organiser
- 2) Destination of Area run 2006 and provisional setting of date, subject to confirmation once the new SVVF year-book is released in January
- 3) Car shows we wish to attend as a Club in 2006

SCOT NORTH EAST SOUTHERN . . . SUFFOLK

4) AOB

If anyone has something they would like to table under AOB, advance notice would be appreciated so that I can notify everyone else in next month's news but this is not obligatory. Followed by our now almost traditional quiz!

Car News:
Julian (01382 580742) has a 1968 Spitfire Mark 3 for sale. It is signal red with a blue interior and hardtop. He has owned the car for 25 years. Julian also has a Triumph 2000 engine for sale.

That's all for now, see you at the Lochinch on **Wednesday November 2nd**. Yours aye

Jim

● SCOT NORTH EAST e-mail: northeastscotland@tssc.org.uk www.tssc.org.uk/northeastscotland.asp

Hi! Just a short report this month as little has been happening on the Triumph front except for our usual end of month meetings at the Norwood Hall. The next Clubnight meeting will be on **Thursday 24th November** at 8.00 pm. Over the next couple of meetings we will be discussing our Triumph events and runs for next year. There will be **no meeting in December**.

This year's classic events rounds up this month with the Angus Classic Rally, held on the weekend **5th-6th November**, this is a really good event with stages held at various locations around Angus and Aberdeenshire. The final stage is held at the Grampian Transport Museum, Alford, on Sunday afternoon. We (Grampian Triumph Register) have been asked as usual to help with the track marshalling. Does any know of a Spitfire being broken or has anyone got a N/S rear hub and vertical link for a Mk4 for sale, one of our members needs to get his car back on the road. That is all I have for this month.

Hope to see you at some of the forth coming meetings.

Danny

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

You'd think that the shows would be running down once September gets here with schools back and autumn coming closer but Guy and I seem to have had our busiest month for a while. We didn't get to much that I listed last month as shows in the South but instead covered a good part of the country.

We started the month by taking 'Monty', our 1929 Standard on the Coventry Run. He did us proud and was certainly one of the older ones there though rather a youngster compared to a few Edwardian cars which did the run.

The 2nd weekend we were in Milton Keynes with Guy's early 4s, 'Grace', and a tent as you'll have read about in last month's Bond Article.

The 3rd weekend we took the Bond Estate to WAC at Hanbury Steam Fair joining the Worcester Area for a great weekend. Well done to Mike, Barry and Bev and everyone else involved.

For the 4th weekend we were rather keeping our fingers crossed when we left home in the Mk1 2000 Estate which we'd only just got running properly the previous week. This car has been lurking in the back of the garage for over a year, newly painted and rebuilt, but just not running very well. Rather than leave it there for another year we gave it to the garage next door to play with and whatever they did, and we're still not sure, it seemed to be behaving itself. However, it's first real run, to the Gloucester Area Meet the previous Monday did rather catch us out as Guy discovered a split in the top radiator hose - which might still have got us home ok, but then leaving the fan belt by the side of the road on the Swindon bypass meant a gentle trundle home on the back of a low-loader. So, we left home for the journey to Great Yarmouth with a little trepidation and fingers crossed.

We shouldn't really have worried as she ran well and was a very comfortable ride for all 450 miles of the round trip.

We very much enjoyed the show again and all credit to Joe and his team for a very enjoyable weekend and we were pleased to be part of the 1/3 mile of Triumphs - and hope to be there when they finally reach the whole mile!

And then, we started off October by taking the 2000 out again, this time with Campavain in tow, to Malvern - and another great weekend with the Worcester area and others. It was nice to see Mark D. made it there, albeit without the TR6 and we heard that he also visited the Duxford show so nice to know that he's getting out and about, with and without the car.

And now - apart from Guy's rescue trip to Cambridge yesterday (long story!) we're enjoying (part of) our first weekend at home for some time.

Somewhere amidst all those travels we had a couple of side-trips down to Hampshire for our usual area meets.

We just about got the date and weather right for our trip to the Flowerpots, making use of their outdoor gazebo. We took down a box of odds and sods left over from the Triumph parts we've been selling on eBay for Lawrie in Farnham and were pleased to make a couple of sales - without eBay fees. Apologies to Alan H though for the empty box he ended up with when he got home!

At the last meeting Graham said that he is looking for a new engine for his Mk IV Spitfire - Alan M said he might have one - does anyone else have one? Whilst Yvonne's MG works as temporary Spitfire the real thing is much better! Actually, Graham's been having a run of good meetings, he brings along Alan's eBay winnings and gets a pint in return to cover delivery charges. How long can this last, we wonder, before Graham starts buying bits back from Alan?

I know the leaves are only just starting to turn orange but we have now booked our Christmas dinner for **Tuesday 6th December** at The Thomas Lord and hope to have menus for your choices by the time this Courier is published.

1st November - Regular meet at 'The Thomas Lord', West Meon
20th November - Roaming meet, Sunday Lunch at



'The Seven Stars', Stroud
20th November - Double LL Indoor Autojumble, The Grange Centre, Midhurst

Suzie

● SUFFOLK Suffolk@tssc.org.uk

As my apprentice Peter is away on holiday (again!) ... this retirement lark clearly has some major benefits) then it is my turn again to pen the missive.

It was a fairly quiet meeting again, but still with half a dozen cars in the car park. I dropped off a new head gasket for Lyall following a late night plea for assistance after he had embarrassed himself all over the A14 on the way to Duxford the previous weekend. Apparently he had been trying out his special James Bond, smoke screen attachment (special in that like everything else he touches, it has a selection of critical parts missing), but it seems that even after fitting a nice new head gasket the problem still remains and with my ideas exhausted he has been forced to resort to the TSSC Messageboard for inspiration. Hopefully, someone will have provided the clue as to what the problem is by the next meeting and we will have another Herald back on the road.

We also had a new member, Bekki, who arrived with a previous visitor Adrian, wielding a pair of walking sticks. Dave Walford, feeling jealous, challenged her to a stick fight and it was all we could do to contain the pair of them. She has a Herald 1200 that she swapped for some services rendered (I didn't dare ask what) and is hoping to have it back on the road in the next few months, after she manages to source some parts for the bonnet (I will be raiding my sheds over the next few weeks).

It seems quite a few local members made the short (ish) trip to Duxford, and everybody reports that they enjoyed themselves, so let's hope that this year wasn't the last one.

The future rests in the hands of the owners so we will have to wait and see.

A few people mentioned they went up to the Mile of Triumphs and a good time was had there as well. I am awaiting a full report from someone.

Hopefully, everyone will be able to make it along to a meeting soon, it will be good to catch up with how you are getting on with your cars. Last two meets of this year are **1st of November** and **6th of December**. I will be checking with the landlord at the next meet if he is off on holiday in January like this year and I will let you know.

Please do not hesitate to contact me via phone, email or via the club website if you need any assistance or information.

Colin



SURREY

Well autumn is definitely here so I doubt we will see many Triumphs at the monthly meetings but please do come down for a drink and a chat.

In the middle of September we decided not to go to the Car Show in Windsor due to a distinct lack of interest from most of the local areas. We went instead to Goodwood revival on the Sunday. So I apologise to anyone who turned up at the Windsor show expecting a TSSC stand. However Goodwood revival was a great day out, if a little expensive. We met up with Lynn and David from the Gatwick Area and a few of their other members at 8am at the entrance. I hardly recognised Lynn and definitely not David as they were all dressed up in 1940s cloths (as were we) and David had shaved off his beard. I do think it added to the enjoyment being dressed in the period cloths.

It was a very warm day though and there was constantly something going on. The children found the cars a little noisy but William though the variety to vintage planes flying overhead, often in mock battles, great fun to complement the racing. We were very lucky to be able to go down and wander around the paddocks amongst all the cars and one of the owners was kind enough to allow William and Jenny to sit in the driver's seat of his Aston Martin. At one point William and Adam went to see what a large crowd was looking at with a very very loud noise emanating from the centre. Jenny didn't like the noise but William came back from the middle of the throng with his fingers still in his ears, shouting "That was wicked". Apparently it was a Bugatti that the mechanics were tuning up and there was only about 6 inches of exhaust!

After our trip to the paddocks we wandered over to have a look at a very original, including the paint, Herald 948. When we went over to the owner, dressed in tweed suit and flat cap, to check that it was a 948 engine we discover it was Clive Berghau who use to come to our meeting a while ago. He was acting as one of the many classic car Taxis that were ferrying the VIPs around Goodwood for the day. As he was not busy he kindly gave us a lift over to the members tent so we could have some tea. All in all it was a great day out with fabulous cars to see being thrown around the track with no regard for their rarity or value. Great to see them driven how they were intended to be driven. We will definitely be going next year.

The Classic Car events are now a little quite in the winter months and I am still trying to find out whether the Triumph show that sometimes takes place at Sandown Park in November is to take place this year. However I'm sure the Totally Triumph show is still on in February up in Stoneleigh near Coventry, but I'm not sure of the exact date. Also I am trying to

SURREY . . . SUSSEX SWINDON

organise the annual meal and link it to have a proper AGM. That would be a first, but apparently most other areas hold a meeting to discuss area finance and vote in a treasurer and secretary. The Area Organiser has to be nominated by Christmas though. I would like to hold this annual meeting in **February / March** probably at the Well House Inn. If anyone has anything that they would like to put forward at an AGM or to stand as treasurer / secretary (it doesn't involve much) please let me know.

Our next meeting will be **Wednesday 23rd November** at the Well House Inn, Chipstead Lane, Lower Kingswood.

Karen

SUSSEX

There was a pretty decent turn out for the October meeting. I think plenty of people wanted to know the plans for the Christmas meal. At the moment I have 16 people down as definites with potentially as many as 21 coming along.

Last year's dinner at Cafe Belge in Eastbourne was good but let down, I think, by it being too crowded. Initially I proposed that this year we have the meal at The Green Man in Ringmer where we hold our monthly meetings. It's quite central, everyone knows where it is and the food has been good when people have eaten there at the meetings. So, having concluded that everyone was free for **Saturday 3rd December** I went to book a table. Trouble is they were already fully booked for all Saturdays through December. Fridays were considered but not everyone was available so I made an executive decision to stick with the **3rd** and to find a different venue.

Vic suggested the Berwick Inn, not surprisingly, in Berwick. It's not too far from The Green Man and it turned out they had space on the **3rd**. Kerry and I went for a drink at the Berwick Inn Sunday lunchtime after the October meeting to check it out. It seems very nice, the food looked good and the landlord was very friendly. I've booked a table so now just need to collect £5 deposits for everyone intending to come along. I'll bring copies of the menu to the next meeting so people can choose their meals. Anyone wishing to come to the meal who hasn't been at the recent meetings please give me a call.

Big Martin brought along to the October meeting a stainless steel front engine sealing block which he has got from America. Certainly makes much more sense than the soft alloy original which the threads always strip out of. Clive brought his new toy, a g-meter. It's quite cunning and I'm trying to convince anyone who'll listen that it will make a great Christmas present for me. It's basically an accelerometer and through measuring the acceleration and time it can calculate speed, distance covered and, if you input your car's weight, even the power.

I got Clive to put it in my Spitfire and we tested the 0-60 time and the standing 1/4 mile time. I'm not sure it's something I'd want to do too often for the cars sake. It tends to encourage you to push the car harder than you might normally. I took it a bit easy the first time, only using 5500rpm, but was a bit disappointed with a 11.5s 0-60 time. The second time I took

the revs to 6000 and also used overdrive in 2nd gear and got the time down to 10.3s. This was slightly downhill but I figure that cancelled out the extra weight from having Clive in the car. That time is 4s faster than the original book time for a MkIV Spitfire so I'm fairly happy. I'm hoping that if I get one for myself I can use the power measurement to select more suitable needles for the carburettors and improve the tune of the engine.

So, to recap, the Christmas Meal will be on **Saturday 3rd December** at the Berwick Inn, Berwick. The pub is next to the train station but I don't hold out much hope of there being trains to a suitably late hour. Anyone wishing to come to the meal please bring along £5 deposits to the next meeting where menus will also be available. The next meeting will be **Tuesday 1st November** so you're probably reading this after it's happened so please call me if you want to come to the Christmas meal.

Neil

SWINDON

Hello everyone. I missed the deadline again last month! I'm blaming Beaulieu. It was great fun as always, but three days of hard work!

You do get to meet some interesting people there - the first customer on Saturday bought door seals for his Delorean! There were a couple of interesting club cars in the Automart, but I had my eye on the only Saab 95 panel van in the world.

Thanks to a very nice man in a Mk III Spitfire the Swindon funds have increased by £10. I got a call early one morning from this poor chap, stranded on the roundabout by Sainsbury's in Swindon. Did I know of anyone local who could help him? I was just about to take Tom to school, but Bill was heading up to Swindon that morning, so he went to the rescue. An earth wire had come loose, running the battery down. A quick jump start from the Eurobox and he was on his way. Before he left he insisted on making the £10 donation to the local area funds as a thank you. Much appreciated, but unnecessary - we will help to get a classic going whenever we can.

We went to Duxford at the end of September. It's a long trek from the west-country, but well worth it. So many of us old car nuts are also into planes and there are plenty to look at there. Andy and Cathy also made the trip; he was in his element in the hangers! Thanks to Herts and Beds area for another great day out.

I missed the October area meeting, having crashed the Eurobox on the way home from work. Nothing serious and no-one hurt, but I think that we'll be looking for another vehicle soon. Russell has very kindly mailed me the Christmas menu from the Black Horse. As usual the **December** meeting will be the Christmas meal date - this year **Thursday 1st December**. I will need to know your meal choices by **18th November**, if you can't make the November meeting give me a call for menu details. We will be running the usual £1 present lucky dip - raid the pound shop (or even the 99p shop) for that quality gift!

Finally dates for your diary:-

Sunday 30th October - Autumn Restoration Show, Stoneleigh (don't for-

THAMES . . . NORTH WALES SOUTH WALES

get the clocks go back)
Thursday 3rd November - monthly meeting at the Black Horse at Wanborough

Sunday 13th November - Autumn Automart and Autojumble at Shepton Mallet

Thursday 1st December - monthly meeting and Christmas meal at the Black Horse at Wanborough
Hope to see you there,

Karen

THAMES

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

Hi once again. It's getting colder, darker and wetter, but the Vitesse and I are still making the most of the sunny spells.

15th Sept. was a wet and cloudy day at work, but when the time came to leave for our meeting at the FOX & CASTLE the clouds were dispersing and the sun was shining which made me choose the Vitesse for tonight. It was kept company in the car park by a 13/60 convertible Herald of Mike H. (it was a good chance to see if his rebuilt carburettor was working well). There was a good attendance tonight with George B, Dick and Dawn, and Tony H, with just a bit of fine tuning to get his Spitfire back onto the road. Andy K, Nina J, Allan H, George & Rose, Helen J & Ray G, (who's Spitfire is now back on the road after a years rest) opting for the comfort of their other cars.

Talk was of the Windsor show on the Saturday coming and of some ideas for a Sunday pub meet with E. Berks.

17th Sept. Windsor car show, this was held in the Great Windsor Park, along with a 3-day horse and carriage event. With so much going on all around (I must admit now that I did not see much of the horse events but have been reliably told they were very good). I got there early Saturday morning parked up the Vitesse with lots of room to spare and started to put up a small gazebo. The show area was already filling up with classic cars, George B and his friend Chris turned up in George's MkI Vitesse Convertible to help me set up our 1st ever display (needs a lot of work for the next one ??). We sat down to relax and enjoy a mug of tea before we were joined by Allan and Jan in their MkII Spitfire, Dave L. (2000 and 2.5 reg) walked to the show from his home across the Great Park (as he had sold MkI 2.5Pi saloon). Nina J turned up with her original MkII Spitfire, Mike H came along in his 13/60 Herald Convertible. Val McM from TR Drivers Club asked if she could join us in her TR7 Convertible, & was joined later on by Stuart in a TR7 Convertible and Andrew in an original TR8. They made a wonderful addition to the display and were very good company. We also had couple of cars from E. Berks group join us, Phil P in a lovely dark red TR6, Colin and Jess in their smart Blue Mk4 Spitfire. We also had from the 2000 and 2.5 register, a lovely MkI, 2000 saloon owned by Oily and Nicky. John and Tabby popped in to say hi but unfortunately had parked their GT6 in the public parking.

I also met up with a 13/60 Herald owner that lives in the next village from me. Hello Peter C. I hope you enjoyed the show and hope to see you at one of our meetings.

So as you can imagine this was a very good turn out for us, and I hope those that joined us enjoyed themselves, I did. A big thank you to all that helped out and I hope that my tea making was not too bad!

29th Sept. Another lively turn out at the Fox & Castle. Mike H, Herald Convertible and my Vitesse were out in the car park on this dark evening. Inside in the warm with us were Dick and Dawn C, George B, Tony H, Nina J, George and Rose N and Allan H. Tonight's topics were what to do with Nina's painted wire wheels!, she wants to refurbish them instead of renewing them (any recommendations?). Also of a Sunday lunch with E. Berks and the bowling with S. Bucks.

2nd Oct. It's that time again when I take my Dad and my Vitesse off to Duxford All Triumph Day, but this time we have a MkII Spitfire, piloted by Nina J watching our backs. We have a good trip up with a small hold-up at Baldock. As I park up I am greeted by Ashley and Jannet, good to see you again. Before we start sight seeing we have a nice mug of tea/coffee, and a quick sandwich to keep us going on this nippy day. Nina is off looking at the cars on display, while Dad and I are off to see the aircraft in the hangers and to see how the restorations were coming along. We meet up with John and Anthea L on the way round. When we were done, we headed back to the car to finish off our picnic. We saw lots of lovely looking cars as usual and talked with a number of people. This is a wonderful place to hold a show and I enjoy it more with each visit (so ok I like old aeroplanes). The trip home was longer than we wanted, we took the A10 to miss out Bladock and were going fine until we got onto the M25, this was bumper to bumper, so we got onto the A41 and head for Amersham. It's getting very dark now and don't know these roads that well but Nina's still following even after going around Amersham town centre and back out the same way. Finally we came to a road that I knew (A335) up the big hill the Vitesse left the Spitfire behind (I could swear blind the headlights behind me were Ninas), we pull over and wait as several cars go by.

A little later Nina pulls up behind us and we are off again - next stop home!

Our next meetings at the FOX & CASTLE are **November 10th & 24th**, and in **December 8th & 22nd**. Call me for further details on 07773 623807

Upcoming events:

19th Nov Aldershot Xmas Festival, Classic Vehicle Parade & Show
23rd Nov S. Bucks, E. Berks, Thames Bowling Competition?

Best Wishes

Mickey

NORTH WALES

www.triumphwales.co.uk

Lots of events during September and the weather has been good, which helps the turnout of club cars. Chomondley on the 4th proved to be very good as an early venue in the year and is always popular with members. I missed this one as I was away to Coventry for a two-day transport festival, centred around the Coventry Transport Museum. The first day included a display of cars in front of the museum with X-Treme Trials Motorcycle display



team, a Steel Orchestra, Combat Breakers Dance all going on most of the day. In the evening we had an excellent meal in the museum followed by a number of guest speakers hosted by Graham Robson. Therese were Tony Mason (Top gear and Rally Driver) and Simon from H/H Auctions. Both added much to the world of motoring experience and gave talks to savour. The classic car run started on the Sunday and the route was mainly over country roads north of Coventry covering around 50 miles and ending up at the Memorial Park, where we had around 350 cars and 50 motorcycles on display. The range of the vehicles taking part is always great with vintage cars back to the early 1900s. Interesting to see a Triumph Spitfire from Spain, which won the 'longest distance travelled' award.



The weekend of 11th saw a display from the club at 'Chirk Castle', a National Trust property. I gather this was a success as everyone was allowed free entry to the castle gardens, where a display of the secrets of the crossbow from the Knights of Longshanks took place!

Derek was very pleased as he won 2nd prize with his silver Spitfire (at last!) in the car display competition.

Later in the month we had the Walled Towns Trial on 25th. This year we started in Chester and following a very scenic route went to Denbigh, Conwy and finished at Caernarfon. Around 115 cars took part in the route of just over 100 miles. The Club had a good turnout and everyone finished the route with any rain around missing us. All drivers were presented with a rally cap and some gained prizes in the 10 different award sections.

An excellent event.

Hope to see you all at the next club meeting at Pandly, usual time. Safe motoring,

Michael

SOUTH WALES

Well start this month with our premier show Tredegar House. Well it's back! and I'm happy to say as good as ever. Can't wait for next year! A good turn out from South and West Wales areas; a fantastic event which hasn't lost any of its appeal if anything it keeps getting better! Howard/Carol, Derek/Sarah and I all met loads of prospective new members who if they are reading this, I hope will join us at **Novembers** meeting.

Next we move on to the area's second passion, only to Triumphs, Food! and what better excuse than the Christmas party to be held this year on **Monday 5th Dec** at the Park Golf Club, just off the A48 adja-



● SOUTH WALES contd

cent LG site, the cost is £20 per head which includes 4 Course Christmas Dinner with Disco! I need numbers immediately with £10 deposit at **Novembers** meeting! Should be a very good night! as per previous years the Christmas party will be our **December Dec 26th**, next meeting after the Christmas party will be **Jan 30th 2006**. Left for you to enjoy in 2005 - NEC classic car show - Restoration show at Stoneleigh - Christmas Party See you all **Nov 28th** at the Tredegar Arms Basseleg, 7.30 pm

Neil

● STH WEST WALES southwestwales@tssc.org.uk

The weekend trip to the Tredegar Show was very successful with five cars in attendance. On the Saturday we went to Cwmcam Country Park and enjoyed a very pleasant seven-mile drive through Forest Drive stopping at all the various viewing points. We had taken a picnic lunch, which unfortunately proved to be a bit in the cold side sitting with the wind whistling through the trees. When we got to the top of the drive and stopped at the children's play area there were dozens of children there all attending a Teddy Bear's Picnic. It was a joy to watch and hear their laughter as they enjoyed the various games and running through the wooden sculptures. From the park we made our way to a very pleasant B&B and subsequently enjoyed an evening meal at the local hotel. Sunday morning the day of the show we were all up bright and early and raring to go, we met up with three cars from the Mendip Motor Club en route to the show ground. We were on a joint stand with South Wales Area who had already set up. The show although having missed last year proved to be as popular as ever with a very good entry and crowds of visitors. We all perused the auto jumble and came away with various bit and pieces. As is usual at Tredegar my birthday was celebrated in traditional style with a glass of wine and a birthday cake with candles. My thanks to everybody for their good wishes. Our thanks also go to Neil Hicks and the South Wales area for their company and having organised the stand.

The October club night at the Pontardulais Conservative Club brought Alison and Mark, Marryl and Ken, Joy and Keith, Jeff, Bryan, Steve, Gaynor, Dave and Vera. One of the topics of conversation was concerning a fire just a few doors away from Joy and Keith's house which was the result of a huge mound of chipped wooden pallets having burst into flames. It has been burning for over a week creating loads of smoke but luckily no ash although the

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

smell is terrible.

Alison has volunteered to arrange the annual visit to the Panto in Llanelli again this year and is asking for names and a deposit. It will be a matinee performance on **Saturday 4th February 2006**. Price £5 each. Contact Alison 01558 772485.

The Christmas Dinner this year will be held at the Black Horse in Pontardulais, which is a very central venue, and the estimated cost will be £13.50. This to be held on **Saturday 17th December** at 7.00 pm. If you wish to join us please contact Ken 01269 594578.

Joy and Keith have volunteered to organise the **January 2006 Sunday** meet on the **15th**, which will be held at the Old Bridge, Llangennech. For further information contact Joy 01792 882266.

With this probably being the last run of the year Ken suggested that we could arrange a lunch at the Square and Compass, Llandyfan, just outside Ammanford, followed by afternoon tea at Gelli Aur Country Park. Full details will be available at the next club meeting.

If you wish to join us please telephone Ken 01269 594578.

The Castles in the Air Run on Sunday 9th October brought fifteen members to Penllergaer Services for the start of the run. These being Marryl and Ken, Jeff and Celia, Bryan and Barbara, Steve and Christine, Jim and Elizabeth and Huw together with Teifion and Gaynor who brought new friends Beau and Denise.

The route took us over Betws Mountain and part of the Black Mountains passing through both the Amman and Towy Valleys on the way. The scenery was quite breath taking with very clear views into the distant yonder. Our first stop for coffee was at Carreg Cennen Castle from which we moved on to Paxton's Tower over looking Llanarthne. From here we went back down to Llanarthne for lunch.

This was thoroughly enjoyed by all. Jeff had prepared a quiz, which was won by Christine. As is usual we held a raffle donated by Elizabeth and Denise was asked to draw the winning ticket and duly pulled out her own. Ken welcomed our new friends and hoped they would join us in the future. Thanks were given to Jeff and Celia for arranging the day albeit we still had one more castle to visit. Belated birthday wishes were given to Barbara. Ken announced that we were the lucky area in this months Courier area draw and had received Regalia vouchers. We then moved on to Dryslwyn Castle whereupon Barbara produced a chocolate birthday cake, which was duly shared around to everybody present. To get the beauty of the views this involved quite a steep climb up to the ruins. Having returned down to earth everybody said their good byes and headed for home.

EVENTS DIARY 2005

NOVEMBER

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

Sun 20th Sunday meet - Square and Compass, Llandyfan, Ammanford followed by afternoon tea at Gelli Aur Country Park. If you wish to join us contact Ken 01269 594578.

DECEMBER

Tues 6th Club Night - The Conservative Club, Pontardulais at 8pm

Sat 17th Christmas Dinner - Black Horse in Pontardulais 7 pm

JANUARY 2006

Tues 3rd Club Night - The Conservative Club, Pontardulais at 8pm

Sun 15th Sunday meet - Old Bridge, Llangennech.

For further information contact Joy 01792 882266. Ken asked if everybody would put their thinking caps on for events for 2006 so that we can draw up an Events Calendar for 2006. That's all for this month, see you next month

Ken

For further information and details telephone 01269 594578

● WEST MIDLANDS

Hi Folks. It was a good turnout again this month at the Drakes Drum, the weather held (almost warm!) and the flood lights in the carpark kept us outside until it was time to go home. I counted fourteen of us which is a good turnout for the time of year.

There were some new cars, in the shape of a TR7 and an Acclaim and a new member in his GT6. The evening was livened up with some running repairs to Chris' headlights that were stuck on full beam!

We will be back at the Drakes Drum for a few months now, I understand that the Coventry group may be coming over to visit in a month or so, I look forward to seeing them.

See you all next month,

John

● WIRRAL

Hello again, and my oh my, how the old time flies by. It doesn't seem so long ago since I was writing up the September report and now it's time to put pen to paper for the November issue. Not a lot to report as Andy covered most of the events in his October report.

To recap a couple of events that Andy did not cover. Eight of us attended the show at Northop on Saturday 3rd September. I think the turnout of cars was bigger than last year but no jazz band or craft fair in the village hall. Plenty of white elephant stalls though, and Bettine managed to purchase yet another tea set! This year there was no free burger and coffee, downsized to tea and biscuits. The weather stayed dry and all monies raised went to a worthy cause, the North Wales Air Ambulance Service, so you should be OK if you get stuck half way up a mountain in Wales.

Again, super weather the following day at the Cholmondeley Castle Rally. Seven cars on our stand, it would have been ten, but Billy and Barbara Smith did not see our banner hoisted to the masthead and parked in a separate area. Lorraine was due in her Morgan, but was lost in the Cheshire countryside, because the A41 was closed to allow a wide load to slowly make its way to Ellesmere Port. Antony and Pamela Green also attended but alas, without their pristine looking, fully restored TR7 which had been emitting some horrible noises from the engine. Let us hope this is soon resolved. Dave Leadbetter's Vitesse was in the hands of a competent restorer for some T.L.C.

The bad news is that Andy's everyday workhorse, a Vauxhall Astra, was nicked from outside Alison's house in Rochdale in mid September. Is that why Gracie Fields

WORCESTER . . . WYEDEAN

abandoned the fair town of Rochdale in favour of the Isle of Capri? The good news is that shortly Andy will receive a new differential from Canley Classics and his immaculate GT6 will be up and running again. At least he will be able to get to work quicker than he does on a push bike!

The meeting at the "Cottage Loaf" mustered up thirteen members on Tuesday 4th October. Quite a few of the monied classes paid their deposit for the Christmas meal which Carole has arranged for **Saturday 10th December** at the Cottage Loaf. Tentative figures indicate we should get at least two dozen diners but like all these functions, the more the merrier. Peter Dunne turned up to collect the deposit money for Carole, unfortunately, with quite a chunk of his left thumb missing due to an accident at work.

Our commiserations to Peter and we hope you have a speedy recovery.

One final item, we have a run out organised for Sunday 16th October. A mystery tour of the highways and byways of North Wales with possibly a surprise luncheon venue. Andy will no doubt report on this excursion in the **December "Courier"**.

That's all for now folks, you'll hear from me again in January - next year, in fact! In the meantime, dust off your dashboards, and get out and about and enjoy the autumnal sunshine.

Ray

● WORCESTER www.tssc.org.uk/worcester

Brace yourselves it could be a long one. Three events and a meeting, (sounds like a good title for a film). Firstly WAC, how does Mike do it? A great weekend, loads of cars, loads of people, and a great display to compliment. And did you all see how shiny that Blue Spitfire was (cheers Mel). It was the first trip out for me after my op, Deb drove the Spitfire while I drove the Focus, we left the car at the stand overnight and Deb drove us home (whilst I slept). I somehow don't think I could have managed a night in a tent, but it may have been well worth the discomfort as I am reliably told that everyone who stayed had a great evening. With a good chunk of £50 going to the drinks isle at the local supermarket. It was my first time at Hanbury, last year we were in France helping friends cater for 48 hungry campers on their motorbikes. The event is very similar to Bromyard Steam Gala which I attended earlier in the year, having lived only 5 miles away, it was the first time I'd ever been to a steam rally. They never seemed to interest me, but, to my surprise they are well organised, well attended and very interesting events. And Hanbury being no exception, a great weekend I am sure you will all agree. Earlier on in the year Barry volunteered to organise the Malvern event, which he done with his usual enthusiasm and determination. Another successful weekend, a big thank you to Bev for the well manicured site and to Brian and Mike for help setting up. I am ashamed to say that I only attended on the Saturday, which although quieter than normal with fewer cars and people about (not the Worcester TSSC Stand) which was very well attended on both days. I had a fantastic day trawling through all the auto jumble and displays at my leisure.

My biggest bargain at £2 was a hub adap-

tor for my wire wheels, only to discover it was the wrong side!! So I'm still looking for a left hand one. After having our previous meeting outside in the car park, it was a shock to move back inside the Berkeley Arms. We didn't have enough room so off we went to what I can only describe resembles a building site. Short of 40 members (3 short to be exact) were at the meeting. Unfortunately not that many cars in the car park, only 7, which is only to be expected as the nights draw in. Mike welcomed 2 new members John and June from Fladbury, if you recall we went through Fladbury on the Blossom run. Of course that's if you made the right turn, which we didn't. Dave Saunders is working on their Vitesse mk2, both are keen for its completion, so they will be able to join in the fun even more. Mike also welcomed Paco and Mandy from Gloucester. He briefly spoke about Peter Williams just to say he was fine and waiting for test results, Peter feels a little reluctant to organise the Annual Dinner, something he has done for many years and I'm sure you will all agree with great success. So let's all join together and give Peter a round of applause and our best wishes for a speedy recovery. Another regrettable announcement was Shirley who again after many years of organising the raffle would like to pass it on to another person. So, if anybody out there would like to take on this small but significant responsibility please let Shirley know at the AGM next month. (mmm I can smell the crusty bread baking in the oven). So let's hear another amazing applause for Shirley. Thank you.

Onto more important matters, Mike announced that we had a cover girl (sorry cover boy) in our midst, I must admit I did recognise that slender rear straight away, yes our very own Mel on the cover of the courier, nice one Mel. Mike spoke about WAC and how he was pleased with the turnout, thanking Dave Saunders for his commentary on the parade ground. And for all those who helped set up Brian, Tim, Bev and Phil and was pleased to announce that a cheque for £50 had been presented to the St John Ambulance, thanks again. Sunday the 9th October saw us off to the Severn Valley Railway for the Classic Car and Bike Day. Lots of various cars and bikes were parked up at Kidderminster where we joined the Triumph Stag Club. The journey took us through some beautiful countryside with the weather certainly on our side, calling stations between Kidderminster and Bridgnorth.

There were great displays of cars and bikes at all the stations and what appeared to be a really good atmosphere. Deb and I boarded the train at Kidderminster and joined Brian and Barbara, and Step and Sylv in one of the carriages. After having a walk around Bridgnorth and picnic, we took ourselves back to the bustling station and boarded again another very busy train. This time Arly was our destination, mainly because we had seen a Volkswagen Camper Van being exhibited and was rather curious (probably because we have just invested in one for ourselves).

After a look around and a drink in the pub, back to Kidderminster we went.

What a lovely day we thought and we hope all those other who had gone had enjoyed it just as much. Well only 3 more days for me being off from work, my oh my the last six weeks



have flown by, who said they'd get bored being off work (not me). Bye for now

Eddie

Diary Dates

Oct 30th Restoration Show Stoneleigh

Nov 7th Monthly meeting

Berkeley Arms 7.30

Nov 24th Quiz Night Berkeley Arms

Dec 5th Monthly Meeting

Berkeley Arms 7.30

● WYEDEAN

To everyone's relief, a relatively brief report this time. Apart from the Treasure Hunt, all September's activities were caught by the last write-up. So, to the Treasure Hunt: Least said the better really. One car entered so not a lot of competition there then but thanks for making the effort Dave. These things take a great deal of organising, what with planning the route, sorting out clues etc.

If you don't want to do them, fine but please let us know that. Don't just nod at the meetings when they are suggested and stay quiet. Anyway, it's the first event in the last 2 years that has failed to draw a crowd so I guess things are going alright and I'll let you off this time.

Only other things to report, in a vain attempt to cut down on the vibration, I've replaced a half shaft on the 2000. Not UJs this time but very worn splines. Played around with various half shafts and eventually got a fairly tight set. Result: A lot better but still think I'll have to try swapping the prop to really clean things up. That won't be happening until I've got the stainless exhaust on hand though. If I try to move the current multi welded/sleaved and generally bodged mild steel one, it'll all end in tears. John Ambler's Herald is back from repair at Christchurch Garage and what a great advert it is for their services! We also swapped the gearbox on his Spit. Now has overdrive working but he had to put in an over-ride switch as the column O/D stalk appears to be slightly live all the time! This could have been what did for the old O/D I suppose?

Any way on to the calendar:

Sunday 6th November: Guy Fawkes Sunday Lunch Pub Run Starting 10.30 am from the usual venue the East Bound Services on the Ross Spur and they do a cracking bacon sarnie btw

Thursday 17th November: Club Night at the Greyhound, Popes Hill from 8.00 pm onwards. It's the pub with the dinosaur in the garden All welcome. Let's have some ideas for next year's calendar.

Thursday 22nd December: Club Night at the Yew Tree Inn Preston-on-Wye from 8.00 pm onwards. Come and kick some tyres, drink beer and meet fellow members. And no we don't just talk cars although the subject may crop up from time to time. All welcome.

As always, if you wish to attend any thing or just have a chat, please let me know on 01531 650035 evenings or 07810 135279 during the day.

Clive

NORTH YORKS . . . SOUTH YORKS WEST YORKS

NORTH YORKS

Can you believe it, early October and it was the driest and warmest club night of the year and everyone was out topless. Well most of us, Ok I was the only topless one, but at least we had a good showing of Triumphs. We had our leader Mike in his TR7 V8, Grace and Christine in their Mkl GT6, me in my MkIII Spitfire, Andrew and Jane in their Vitesse and Dave in his Triumph Acclaim. We were inundated with new members too; well we did have five new faces turning up.

First of our new members were Julie and Martyn Travis in their 1976 Spitfire 1500. Apparently the car was originally Inca yellow but it's original owner had it sprayed white. Their new acquisition has completed less than 40,000 miles from new and was purchased from near Rotherham.

Susan and Darren Everitt were the second couple of new members who came along in a new Triumph mini! Actually they've just become the proud owners of a Triumph 2000 Mkl and are hoping to get it back on the road next week. They bought the car on e-bay and went to pick it up on the August Bank holiday weekend from Eastbourne. As you would expect the traffic was terrible and they spent the journey from Eastbourne to the M25 at a top speed of 10.00 mph. The engine is currently being re-built, but I'm not sure it was the 10 mph drive that necessitated it.

Finally David Marshall, the West York Area organiser for Club Triumph came along in his Triumph Acclaim. Apparently, the West Yorkshire Area is a new area and Dave is trying to build the membership up. Having been to meet us he is considering moving his club night to Tuesday so his Club Triumph members can come along to our meeting too if they wish.

It was nice to see Andrew and Jane out in their Vitesse and it was especially good that they brought Fen along too. Welcome back Fen!! While Fen has not been able to attend our past few meetings he has been keeping himself busy and keeping out of trouble by restoring his tractor - well it does have a Standard engine. (While I remember 'Hi Les' if you're reading this all the way up in Scotland)

Next month; (1) Mike reveals all ... about the extremely late Christmas Dinner - actually it will be on our usual club night, **Wednesday 4th Jan 2006**. We will not be having traditional Christmas Fayre, but simply selecting from the normal menu. Everyone is welcome, including any new members turning up on the night. (2) Dawn, of purple (Lilac) Herald fame, will be bringing her turnips along, including the one that she won from a local farmer at the North Yorkshire weekend, and showing us how to make Halloween lanterns. (3) If Andrew turns up again, yes you know which one, can we persuade him to organise the 'Route 66' run he talked about? By the way Jane, Mike and I thought those boots were absolutely brilliant - bet they took Andrew an age to lace up for you!! You could persuade him for us.

I had to let slip the details of the Christmas meal as Fen will need to set off early if he's going to come along in his tractor. On the subject of trips out, Mike is already hard at work sorting out next year's run and hopefully next month we can set about some serious planning for our big 25th

Anniversary Event. All of you who are restoring cars, get a move on; we want you to come along in them. At this point, on behalf of Mike, I must say thank you to all the people who came from far and wide to our Pickering weekend - your attendance was appreciated and we look forward to welcoming you back in 2006. Finally, Rodger Harvey, the person who was waving frantically to you the other Sunday near Newcastle was me. I was on my way back from the Farne Isles when I spotted you and you mum out on a run. All the best until next month ...

Nigel

Nice one Nige ... actually, there might be a slight change of date and venue for the Christmas Dinner!!!!!! We'll sort it out at the next meeting, but it has been suggested that we go to the Indian on the A64 (towards Malton) for a curried Xmas pud and poppadoms at a slightly later date in order that Jude and Diggerdumper Man can join us.

Mike

SOUTH YORKS

www.southyorks-tssc.org.uk

As ever, a big thank you to Mike and Janet for doing the quiz. Although Mike seemed a little anxious, there was no need to be as it was very enjoyable and once again so hotly contested it came down to a tie break, which was eventually won Catherine's team.

Sadly we were informed at the meeting that our Landlord and Landlady are moving on to a new pub. They thanked everyone for their support and said we would be more than welcome to visit them in their new pub in Mansfield. They also told us that the new people were more than happy for us to continue to have our meeting there and we're still alright to have our Christmas buffet.

Whilst talking about Christmas, thanks to Mike Charlton, we have found what we think will be an excellent venue for our Christmas meal. We'll be having our Christmas meal at the cricket club in Doncaster on the **3rd of December**. The consensus is that we will have either a traditional 3 course Christmas meal or similar type of roast with a veggie option if people wish. For this and a disco it'll be approx £15 - £17 which I think is good value and we'll be able to have a room to ourselves so should be an excellent night. Please let us know in advance if you intend to come along and which food option you prefer, we'll ask at **November's** meeting anyway.

We had our carting event at Parkwood Carting in Sheffield, and despite the wet conditions and very slippery surface it made for an exciting if bruising afternoon's entertainment. It also turned out to be a victorious family affair, with Nicky Howcroft in 3rd place, dad Steve in 2nd place and youngest Danny in 1st place, well done to them and many thanks to everyone who supported us. We'll look forward to a rematch next time possibly at Ave a go Carting, in Swinton.

The following day we had a Sunday luncheonette event organising committee meeting. Thirteen adults and three children met at the Crown in Barnburgh for lunch, then we moved on to the Coach and Horses to discuss what events we would like to hold next year.



If these all come off it will be a very busy year for South Yorkshire.

At **November's** meeting Peter Chapman has volunteered to organise a quiz. See you all there.

Victor and Vivien

WEST YORKS

www.tssc.org.uk/westyorks

George and Bob went along to the MOT in Yarmouth as usual and had a good time. There were lots of cars it seems, even though someone said there were just 1/3rd of a mile of Triumphs. Maybe they were driving closer together than normal.

Last month's camping weekend organised by Notts area was an enjoyable affair based at the rear of a village pub (good start) and run along similar lines to the Dates Weekend with a convoy on each day and a barbie on the Saturday night. Attendance was very good for a first event with members from several areas, including a Norwegian no less! No prizes for guessing who won the longest distance travelled! I was a bit surprised to win a rather nice jerry-can for having the lowest mileage displayed on my speedo - the fact that it bears no resemblance to the original Spitfire's mileage did not seem to matter. The runs took us through territory almost entirely new to me and I can now say that I have seen the Major Oak (plus all the ironmongery holding it up). I was pleased that Jill came along and even said she got a good night's kip under canvas. She still isn't very complimentary about the car's comfort though (or lack of) and the experimental wind deflector only moved the draught from our necks to our shoulderblades and elbows I'm afraid. Back to the drawing board.

October's meeting was distinctly thin on attendees for no obvious reason - unless lots of people thought it was the AGM and were keeping their heads down? Despite this Bob took deposits for 21 people for the Xmas dinner on **Weds 7th December** at the Black Bull. Final chance to get on this will be the November meeting. This dinner is additional to the normal club meet the following week.

Total cost per person will be only £8 for a 4 course meal, so this is your chance to get back some of your investment in raffle tickets over the year.

I was a bit surprised to be told at the meeting that the Sunday luncheonette meeting arranged with Lancs Area had been unilaterally moved from October 23rd to the 30th.

By the time you read this of course the event will be in the past so apologies to anyone who went along on the 23rd and noticed a distinct lack of Triumphs.

As I could not recall who had indicated their interest in September I couldn't ring them to say it had been changed. At the time of writing it seems that only myself and Geordie will be going.

Hope to see more people at the **November** meeting.

Bob

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1200 SALOON. 1965. Two-Tone Green. 36,000 miles. MOT until June 2006. Tax Exempt. Good Condition. £1,200 o.n.o. Lorraine (Nr. Wolverhampton) 01902 898010

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MKIV 1971. Royal Blue. Soft top. Tax exempt. MOT June 2006. Recon engine. Unleaded. Garaged. Owned since 1973. Needs respray. £1,950. Frank (Solihull) 0121 7053122 -

1500 1974. White. Valued £2,500. 1 years MOT. Good condition. Runs well. Recon gearbox. O/D. S/S sports exhaust. £2,000 o.n.o. Dave (Surrey) 07714 299530 - 9757157.

MKIV 1972. 81,000 miles. Red. A1 condition Valuation £6,000. Dry use only. MOT. Tax exempt. £4,750. Charles (Bristol) 01275 333142.

MKIII 1967. Red. Tax exempt. Hardtop, soft top. Long MOT. Wire wheels. Stainless steel exhaust. Reconditioned gearbox. New sills, bodywork needs attention. £1,700. Peter (Norfolk) 07833 550555 - 71450.

MKIV 1300cc 1971. Valencia Blue. One lady owner since 1983. Excellent condition. Many extras. Club Valuation £4,000. £3,000 o.n.o. Pete (Kent) 01303 872975 - 86/15834.

1500 1978. BRG. Overdrive. Restored. Excellent condition. New Soft top. Taxed 12 months. MOT. TSSC Value £4000. £2500 O.N.O. Sean (Gloucester) 01594 564651 or 0794 9401191.

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Dolomite 1500HL 1977 with O/D. 6 months Tax, 1 year MOT (sept 2006). Good overall condition, everything works! See website for details. www.osbertonvilla.org.uk/dolly/dolly_1.htm. Offers around £550 Mike (Cambridge) 01223 234908

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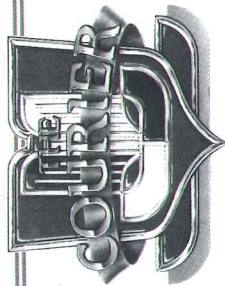
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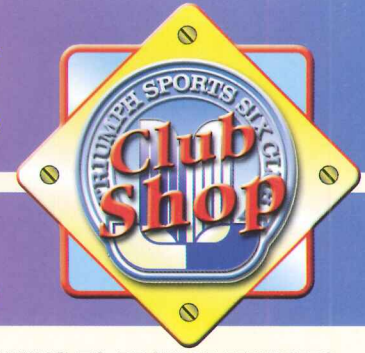
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**THE CLUB SHOP ONLINE WEBSITE IS NOW UP AND RUNNING TO PROVIDE MEMBERS
WITH A 24/7 ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS TO THE
RANGE OF PRODUCTS THAT ARE AVAILABLE FROM THE CLUB**

NEW FEATURES TO THE SITE ARE:

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



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.

ACCESSORIES AND REGALIA

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- ▲ Catalogue Site Map
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- ▲ Your Basket
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- ▲ Stainless Exhausts & Manifolds
- ▲ Unleaded Cylinder Heads
- ▲ Triumph Braking
- ▲ Fuel Additives & Carbs
- ▲ Electrical Upgrades
- ▲ Cooling
- ▲ Suspension & Bushes
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- ▲ Safety & Security
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- ▲ Triumph Videos
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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 rorty Exhaust note without dramatically changing the layout of the system.

The Spitfire System comprises a shortened box with Twin pipes (a la GT6) to provide a more free flowing system with a deeper exhaust note.

The version for the Herald / Vitesse is larger version of the standard box.

Choose From 12 Products -

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

▲ add to



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