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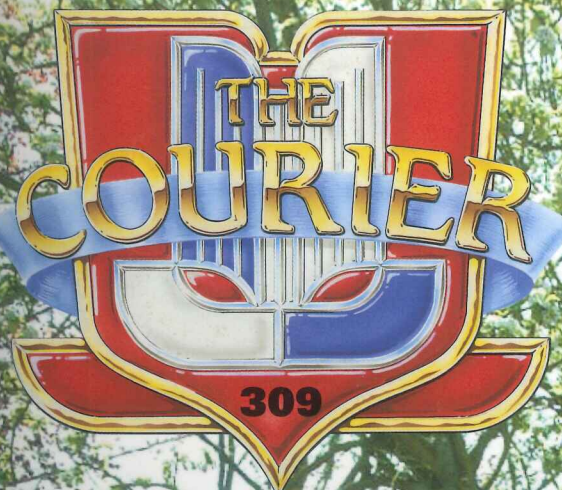
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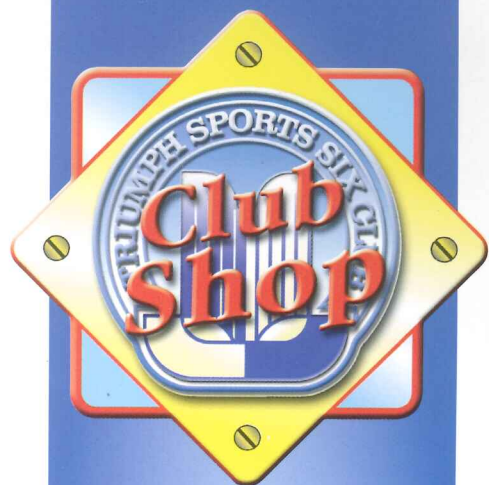
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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CLUB HEADQUARTERS

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

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

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

PRESIDENT

Bill Sunderland

GENERAL SECRETARY

David Aspinall
14 Manor Road, Bungay, Suffolk. NR35 1RT
TEL: 01986 895633 (Between 7pm - 9pm)

OFFICE MANAGER

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

MEMBERSHIP SECRETARY

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

CLUB SHOP MANAGER

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

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Trudi Prettyjohns, Simon Roberts,
Tim Scrivens, Carl Swanson
Victor Thompson,

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:
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THIS YEAR TO CLUB HQ
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FROM NORFOLK

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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

May 2006

SATURDAY/SUNDAY 6/7 MAY 2006
THE SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
LEATHERHEAD SURREY

July 2006

SATURDAY/SUNDAY 8/9 JULY 2006
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

TSSC REGIONAL EVENTS

CONTACT LOCAL AREA FOR INFORMATION

April/May 2006

FRIDAY/MONDAY 28/29/30 APRIL 1 MAY 2006
17TH ISLE OF WIGHT CAMPING
WEEKEND. APPULDURCOMBE
GARDENS. WROXALL
CONTACT ANGELA 01983 281427/07884
006237 OR www.triumph-iw.co.uk

FRIDAY/SUNDAY 12/13/14 MAY 2006
CAMPING WEEKEND AND ESSEX AREA
STAND AT BATTLES BRIDGE SHOW.
PLUS SOUTHEAST SATURDAY RUN
CONTACT RUSSELL 01708 400082

June/July 2006

FRIDAY/SUNDAY 9/10/11 JUNE 2006
WEST YORKS DALES RUN & BARBECUE
EMAIL: dalesrun@yahoo.co.uk

SATURDAY/SUNDAY 24/25 JUNE 2006
DERWENT VALLEY'S PEAK RUN
CONTACT COLIN 01773 531580

FRIDAY/SUNDAY 30 JUNE/1/2 JULY 2006
WEST KENT AREA STAND AT THE HOP
FARM PADDOCK WOOD KENT
CONTACT HARRY 01892 834954

July 2006

SATURDAY/SUNDAY 1/2 JULY 2006
LINGS AREA CLUB STAND AT THE
WADDINGTON AIR SHOW LINCOLN
FREE CAR + 1 PASSENGER IF PRE-
BOOKED BY END OF APRIL
CONTACT GARTH 01529 307302

August 2006

FRIDAY/SUNDAY 4/5/6 AUGUST 2006
2ND ROBIN HOOD RUN
& CAMPING WEEKEND
CONTACT CLAIRE 07976 163006

FRIDAY/SUNDAY 11/12/13 AUGUST 2006
2ND NORTHANTS AREA CAMPING
WEEKEND. BILLING AQUADROME
NORTHAMPTON
CONTACT JONATHAN 01604 820231

FRIDAY/MONDAY 25/28 AUGUST 2006
LINCOLNSHIRE CAMPING WEEKEND
CONTACT GARTH 01529 307302

FRIDAY/MONDAY 25/28 AUGUST 2006
LAKE DISTRICT CAMPING WEEKEND
SOUTH YORKSHIRES 2ND
BIG WEEKEND
CONTACT MIKE 01302 537290
www.southyorks-tssc.org.uk

CLASSIC CAR SHOWS

(CLUB INVITED)

March 2006

SATURDAY/SUNDAY 18/19 MARCH 2006
THE LONDON CLASSIC CAR & BIKE
SHOW. ALEXANDRA PALACE
LONDON

SUNDAY 26 MARCH 2006
THE SPRING RESTORATION SHOW
AND AUTOJUMBLE
STONELEIGH PARK WARKS

April 2006

SUNDAY 23 APRIL 2006
STANDARD TRIUMPH AT BROOKLANDS
TRIUMPH 2000/2500/2.5 REGISTER
25TH ANNIVERSARY
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July 2006

FRIDAY/SUNDAY 28/30 JULY 2006
THE 2006 SILVERSTONE CLASSIC
www.silverstoneclassic.com

October 2006

FRIDAY/SUNDAY 27/29 OCTOBER 2006
THE INTERNATIONAL CLASSIC MOTOR
SHOW NEC BIRMINGHAM

Race Calendar 2006

Round	Date	Circuit	Organisers
1	April 1st April 4th	Silverstone Mallory Park	MGCC
		Triumph only Trackday	
2	May 6th	Donington Park	MGCC
3	May 21st	Snetterton	MGCC
4	June 3rd	Oulton Park	MGCC
5	June 24/25th	Silverstone (International)	MGCC
6	July 1/2nd	Cadwell Park	CSCC
7	July 16th	Brands Hatch	MGCC
8	July 30th	Mallory Park	MGCC
9	August 19/20th	Pembrey	BARC
10	September 16th	Castle Combe	MGCC

Comment

BY DAVID ASPINALL

Boiing, Boiing, Boiing!!!!

Can I hear spring coming around the corner???? Or is it the springs on my GT6 need doing??? Both I think!!! Now is the ideal time to be getting on with all those jobs both little and large before Spring really does come springing at us and all the events start!!

I have been browsing through the Events lists and we really are very lucky that we have loads of different events, runs and social events both here and abroad.

Stoneleigh will have already kicked off this years events and I'm sure you will have picked up all those bits and pieces that you

Last but not least is our very own International Show at Stafford!!! This is one definitely not to miss!!!! This is the 40th Anniversary of the GT6 and to celebrate the occasion we are having a **HUGE** display in the main hall, with as many GT6s as we can possibly get in.

To ensure your free commemorative Polo Shirt for the first forty people to book, so book your GT6 in whether it is concours or just managing to make it there!!! Just ring or email me with your details.

I have just attended our Februarys, Norfolk Area Meeting, and it was really good to see a turnout of over thirty members and a very good number of Triumphs in the car park. It is fantastic to see a good few members taking advantage of their Triumphs being not only tax exempt but along with low insurance and easy to maintain, getting the most out of them and really enjoying doing so.

Talking of Area Meetings, I would just like to say well done to all the AOs out there for all the hard work you put into your club, and also to those members

that attend the meetings who make it all worthwhile.

This month brings us our AGM and AO seminar, so will be good to see everyone there.

Whichever way you can - Get your GT6 to Stafford!



need. You only have to look at the Events list on our website and even in the winter months, there is at least one show each month.

A few of the main events this year not to miss are the SEM at Leatherhead, Isle of Wight Weekend, Le Mans, the Spitfire International Weekend, which is in the South of Belgium this year.



STONELEIGH SHOW FLYING START TO 2006



This years show at Stoneleigh appeared to be successful and very positive with regard to the Triumph movement in general. It was great to see so many members old and new there. We would like to thank everyone who attended the show to support the Club and we look forward to seeing you at future events. A big thank you to Guy Holtom for allowing us to display his French Blue GT6 MKIII and Mike Rowell for his Vitesse MKII Convertible. Finally a second thank you to Mike for all his help on the stand throughout the show. Here's to a great Triumph start to 2006.

Nige and Bern
TSSC HQ.

TSSC NEWS REVIEW

**YOUR MONTHLY ROUND UP
OF ALL NEWS OF A TRIUMPH NATURE**

TRIUMPH FOR LEICESTER TIGERS STARS

A training session turned into a real Triumph for Leicester Tigers rugby stars who are teaming up with the Triumph Sports Six Club and insurance broker Footman James for a glitzy ladies' night out.

The Footman James Insurance Tigers' Ladies Night is being held at Birmingham's Centennial Centre and is one of the major events in star player Will Johnson's testimonial year calendar.

So Will - brother of England's world cup winning captain Martin - was delighted to take time out from practise to pose with the ladies from the TSSC and Footman James Oh yes, and not forgetting the real star of the day, a beautiful 1978 Triumph Stag. Kindly loaned by **E J Ward of Bruntinhorpe Leicestershire.**

Paul Matthews, managing director of Footman James and event sponsors said: "As the Triumph Sports Six Club's official insurance partner we thought that there would be no better guests to attend such a worthy event than Trudi and Charlie, both huge Tigers fans.

"There have been no shortage of ladies trying to get hold of tickets and it's also great that such a fun evening will help out a worthwhile cause, in SPARKS."

The glamorous evening, on March 15, will be a whole new ball game for the players, who will be waiting on tables and serving wine to the guests during a three-course meal. After the meal there will be live music, dancing, a raffle and an auction, with proceeds in aid of the SPARKS charity - sport aiding medical research for kids.

Tickets are still available - but are going fast - from Tony Andrews on 07921 040375 or 01952 641164, or at tonyandrews@whyyes.co.uk.



Around the Stag, from L to R - Daryl Gibson (white shirt), Darren Morris (black shirt), TSSC's Charlie and Trudi, Scott Bemand, Henry Tuilagi, Footman James' Clair Hayward and Emma Bicknell, Alejandro Moreno and Will Johnson.



HQ OPENING TIMES

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 4TH MARCH - 9.00 AM TO 1.00 PM

APRIL - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

CLOSED FOR EASTER ON FRIDAY 14TH APRIL

AND MONDAY 17TH APRIL

SPRING OPEN WEEKEND

SATURDAY 8TH APRIL - 9.00 AM TO 4.00 PM

SUNDAY 9TH APRIL - 10.00 AM TO 3.00 PM

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The Club Shop will be attending the forthcoming show

The South of England Meet

Leatherhead - Sat/Sun 6th/7th May

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IF SO, ARE YOUR DETAILS ALL CORRECT??

ESPECIALLY YOUR E-MAIL ADDRESS.

CLICK THE 'MY MEMBERSHIP' LINK ON THE HOMEPAGE



Mike Crewes

COP SHOP

On the 1st January 2006 a new piece of legislation, Serious Organised Crime and Police Act 2005 (SOCPA), was enacted that completely revised Police powers. Apart from aligning the various powers of arrest into one act, new offences relating the driving were added. Basically you can be arrested for ANY offence now, even if previously you couldn't, but there are strict criteria that must be satisfied before an arrest is made. This will not effect many of us in reality and is nothing to worry about. However, it is useful to know what the new offences are.

Section 150 SOCPA amends Section 43 Vehicle Excise and Registration Act 1994 by adding section 43C. This states:-

(1) A person is guilty of an offence if, on a public road or in a public place, he uses a vehicle to which subsection (2) applies and in respect of which-

(a) the name and address of the keeper are not recorded in the register, or

(b) any of the particulars recorded in the register are incorrect.

(2) Covers vehicles where excise duty is chargeable, or if it is charged nil duty (e.g. Historic Vehicles, etc.)

(3) Deals with defences that there was no reasonable opportunity to furnish the keeper's name and address, or to correct them.

(4) Deals with defences for a person using an incorrectly registered vehicle, where it was reasonable for them to expect that it was correctly registered

Section 151 amends Section 28 Vehicle Excise and Registration Act 1994 giving a Constable the power to demand the production of a Registration Document and adding section 28A. Surprisingly this power has never existed before, but with modern computer and data links it is not envisaged that it will be widely used. Section 28A states:-

(1) A person using a vehicle in respect of which a registration document has been issued must produce the document for inspection on being so required by-

(a) a constable, or

(b) a person authorised by the Secretary of State for

SERIOUS ORGANISED CRIME & POLICE ACT

the purposes of this section (an "authorised person").
(2) This section states that an "authorised person" must show his authority.

(3) Makes it an offence not to comply with the requirement

(4) Makes sub sections (5) (6) and (7) legal defences.

(5) The first condition is that-

(a) the person produces the registration document, in person, at a police station specified by him at the time of the request, and

(b) he does so within 7 days after the date on which the request was made or as soon as is reasonably practicable.

(6) The second condition is that-

(a) the vehicle is subject to a lease or hire agreement,

(b) the vehicle is not registered in the name of the lessee or hirer under that agreement and is not required to be so registered,

(c) the person produces appropriate evidence of the agreement to the constable or authorised person at the time of the request or he produces such evidence in person, at a police station specified by him at the time of the request-

(i) within 7 days after the date of the request, or

(ii) as soon as is reasonably practicable, and

(d) the person has reasonable grounds for believing, or it is reasonable for him to expect, that the person from whom the vehicle has been leased or hired is able to produce, or require the production of, the registration document.

(7) In subsection (6)(c) "appropriate evidence" means-

(a) a copy of the agreement, or

(b) such other documentary evidence of the agreement as is prescribed in regulations under this section.

Sections 152 and 153 amend the powers to seize vehicles that are uninsured and vehicles being driven by persons who do not have a driving licence, or are not driving in compliance with a driving licence.

Section 154 amends the powers and procedure for administering a breath test at places that are not the roadside, e.g. hospitals, etc.

So there you have it! I think that only sections 150 and 151 could give classic car owners new problems, but as long as your car is correctly registered and the details at the DVLA are correct, then you should have no problems. **Remember, this only effects vehicles that are on a road, vehicles in storage are not effected.**

If you have a problem, or query on road traffic legislation why not write to Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF (enclosing an SAE for any reply), or email copshop@tssc.org.uk. Old articles can be found at www.tssc.org.uk/copshop

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VITAL STATISTICS

John Thomason

SPITFIRE Mk IV/1500 Register

**SINCE MY LAST REVIEW OF
THE IVRS FOR THE SPITFIRE
MKIV AND 1500, THE
NUMBER OF CARS ON THE
DATABASE HAS
DOUBLED.**

Having said that, the percentage registered is probably still only about 20% of the cars in the club! From the IVRs I have received, the vast majority have been sent in by members who bought their cars between 2003 - 2004. In addition, only 6 Spitfire MkIVs and 11 Spitfire 1500s have changed hands since the database has been running! A number of conclusions could be drawn from this-

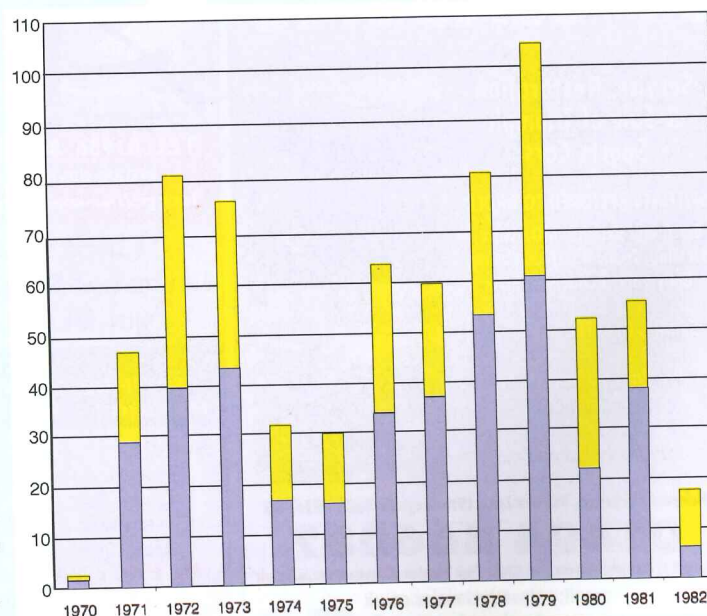
a) Members owning cars pre 2003 didn't register their

cars, have sold them, and the new owners have now registered them. - Indicates a large turnover of cars

b) Long-standing members have not yet registered their cars; newer members (buying cars after 2003) register their cars when they join the club. Indicates cars new to the club are coming onto the database and a low turnover of cars.

Which of these 2 extreme conclusions is dominant I wouldn't like to say - the latter for the benefit of the club! One trend that has been evident is that more and more members are collecting information on their cars (or at least more and more are now sending it on to me!), such as service data, logbooks and Heritage Production Traces. This data has enabled more detailed info to be added to the database for the benefit of future Spitfire owners. On with the facts and figures.

YEAR OF FIRST REGISTRATION



Year of Registration

1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982

Number on Data base

2 (3)
29 (48)
40 (81)
44 (77)
17 (32)
16 (30)
34 (64)
37 (60)
53 (81)
61 (105)
22 (52)
38 (56)
6 (18)

The updated graph and table show how the figures have changed since the last report. Interestingly, despite the very small sample in the first report, the trends identified then are still evident - statisticians may have something to say about this? 1972/1973 and 1979 appear to be dominant years for Spitfire MKIVs and 1500s, respectively. Why should this be? Was the economy better in those years, were there fewer strikes? Usually when a new model is brought out ie 1971/72 and 1975/6 these should be the boom years.

The later 1500s appear to be the

most prominent, but is this may just be a case of the later the car, the more that have survived. Note Spitfire 1500s were still being registered 2 years after production ceased!!

A few changes to the table presented in the last report, that confirms the conclusions from the earlier report, ie that production of new MODEL YEAR cars started up to 2 months before the start of that year. eg Mr Astley's Spitfire, only 18 cars from the end of production of the 1972 MODEL YEAR yet produced in October 1972. Similarly, Mr Dobbie's car. 93 cars into production of the 1973 MODEL YEAR, was actually produced in November 1972.

Key Spitfire MKIV Commission Numbers

Commission Number	Date of Manufacture	Date of Registration	Original Colour	Owner	Comment
FH 3	Nov 1970				Start of MKIV production
FH 84		3 rd May 1971	Valencia	K.Cunningham	Oldest Spitfire IV on data base
FH 19,057	10 th Sept 1971	5 th Nov 1971	Saffron	D.Craig	Latest 1971 Model Year on database.
FH 19,461					End 1971 Model Year
FH 25,001					Start 1972 Model Year
FH 25,510		13/11/72	Pimento Red	K.Haigh	Earliest 1972 Model Year. NB not sold for nearly a year after made.
FH 27,880 - O		7 th Dec 1972	New White	D.Jackson	Earliest 1972 Model Year. NB produced in 1971
FH 45,568		18 th Jan 1973	Red	J.Jewitt	Latest 1972 Model Year
FH 45,722	30 th Oct. 1972	25 th June 1973	Sienna Brown	M.Astley	Latest 1972 Model Year on data base
FH 45,740					End 1972 Model Year
FH 50,001					Start 1973 Model Year
FH 51,094 - O	6 th Nov 1972	15 th Mar 1973	Magenta Red	A.Dobbie	Earliest 1973 Model Year on data base
FH 51,142		11 th April 1973	Carmine Red	J.Vernon	Earliest 1973 Model Year
FH 52,491	Dec 1972	7 th June 1973	Pimento Red	C.Gaffey	Latest 1973 Model Year produced in 1972
FH 59,175		6 th Nov 1973	Pimento Red	A.Kelsey	Latest 1973 Model Year
FH 59,380		11 th Apr 1974	Magenta Red	T.Jacklin	Latest 1973 Model Year on data base
FH 59,869					End 1973 Model Year
FH 60,001					Start 1974 Model Year
FH 60,580 L		10 th May 1974	Carmine Red	M.Duche	Earliest 1974 Model Year on data base
FH 61,314	30/10/73	1 st Jan 1974	Carmine Red	C.Belan	Latest 1974 produced in 1973 on data base
FH 64,844		16 th Oct 1974	Sapphire Blue	R.Hodgson	Youngest Spitfire IV on data base
FH 64,995					Last Spitfire IV produced

The table illustrates the value to the database of Heritage production traces, to enable such conclusions to

be made. For example Mr Haigh's car is the earliest 1972 Model Year on the data base, but was not registered until probably a year after it was produced

BL were therefore building up a 2 month stock of new MODEL YEAR cars before the start of the New Year. But did BL stipulate that they should not be sold before 1st January ? The first owner of Mr Jackson's car managed to get one in December! Was this an exception ? A greater sample of cars registered in December and January (with a production trace) may provide some answers.

Another key point relating to the build of new Model Year stock is that FH 50,001 is stipulated as the start of the 1973 Model Year. It therefore used to be thought that cars with a commission number after this were produced in 1973 and therefore would not qualify for being tax exempt. The table above clearly shows that cars produced in 1973 and therefore would not qualify for being tax exempt. Our thanks to C.Gaffey for getting a production trace showing that cars up to at least FH 52,491 were produced in 1972, Any later?

Key Spitfire 1500 Commission Numbers

Commission Number	Date of Manufacture	Date of Registration	Original Colour	Owner	Comment
FH 75,001	Nov 1974				Start of Spitfire 1500 production
FH 75,052		18 th Feb 1975	Red	K.Jones	Earliest Spitfire 1500 on data base
FH 79,696		1 st Nov 1975	Topaz	C.Mitchell	Latest 1975 Model Year on data base
FH 80,000					Start 1976 Model Year
FH 80,386		20 th Dec 1975	Pimento Red	J.Pritchard	Earliest 1976 Model Year on data base
FH 100,019 'O'	21 st Oct 1976	26 th Oct 1976	Carmine Red	N.Heckington	Latest 1976 Model Year. 1977 Press Car
FH 100,020					Start Mar 1977 Model Year
FH 100,065 'O'		10 th Jan 1977	Inca Yellow	R.Clayton	Earliest 1977 Model year on data base
FH 105,732			Tahiti Blue	B. Jobin	Latest 1977 Model Year on data base
FH 105,734		7 th Nov.1977	Tahiti Blue	E.Edgar	Start 1978 Model Year
FH 110,473	4 th Nov 1977	1 st Jan 1978	Inca Yellow	B.West	Earliest 1978 Model Year on data base
FH 127,344		14 th Nov 1979	Vermillion	I. Preston	Latest 1979 Model Year on database.
FH 130,001					Start 1979 Model Year
FH 130,008 'O'		9 th Jan 1979	Inca Yellow	C.Daby	Earliest 1979 Model Year
FH 134,599 'O'		23 rd Oct 1980	Vermillion	D.Collis	Latest old style Commission Number
TFADWIAT000001					Start of VIN Oct 1979
TFADWSAT001210		19 th Sept 1980	Porcelain White	M.Warner	
TFADWSAT009797		8 th April 1982	Inca Yellow	S.Edmund	Latest Spitfire 1500 on the data base
TFADWSAT009898	5 th Aug 1980		Inca Yellow	BL Heratige	Last Spitfire produced

As with the Spitfire IV, the table for 1500 Spitfires also shows how production of a new Model Year started 1-2 months before the New Year and how the odd one (?) was bought early.

I am not sure why the 1977 Model Year is stated as starting in March. May be to coincide with a major change in legislation.? This was the point at which TR7 style steering columns and the hounds tooth cloth seats were introduced. FH 100,020 is stated as the start of the March 1977 Model Year, and Mr Clayton's car registered in January 1977 (when was it produced ?) could be put down as the first owner obtaining early, one of the stock of new MODEL YEAR cars. However Mr Heckington has sent in a very key entry to the database. His car, FH 100,019, (one before FH 100,020, the official start of the March 1977 MODEL YEAR) was produced in October 1976 ! It was also registered by BL in October 1976 and was the official 1977 Press Car! This really does question if March really was the official start of the 1977 MODEL YEAR, but if so why were BL building cars up to 6 months in advance ?

Another good new entry is that of Mr Edgar, who owns the first official 1978 MODEL YEAR Spitfire. The 1978 Press Car ?

DATE OF MANUFACTURE

As has been mentioned before, and as can be seen in the tables above, there can be quite a variation in time between when a car was actually manufactured and when it was first registered. A true indication of when a car was actually manufactured can only be found by a production trace from BMIHT. With time and with enough production traces sent in it should be possible to interpolate dates. However at present I have far too few BMIHT traces.

However, from those traces that I do have, the following may be of interest.

QUICKEST SELLING SPITFIRES

Mallard Spitfire MKIV sold by Somerset Motors, Taunton
Manufactured :- 10/4/72, Registered 25/4/72 - **15 days**
Porcelain White Spitfire 1500 sold by Mann Edgerton, Ipswich
Manufactured :- 4/10/80, Registered 11/10/80 - **7 days !**

SLOWEST SELLING SPITFIRES !!

Sapphire Blue Spitfire IV sold by Allan Bros, Mitcham, Surrey
Manufactured :- 21/8/72, Registered 19/4/73 - **7 months 28 days**
Vermillion Spitfire 1500 sold by Hillcrest Motors, Clwyd, Wales
Manufactured :- 16/4/80, Registered 2/6/81 - **13 months, 16 days.!**

BODY AND ENGINE NUMBERS

As is well known, the commission number, body number and engine number are never the same. The engine number could be many hundred ahead of the commission number, the body number, several hundred behind, or vice-versa. However with the increased database, it has now been possible to identify a few trends regarding the relationship between Commission, Body and Engine numbers. With those trends, it almost possible to see where a member has misread one of the above numbers throwing it way out of sequence, or more commonly the case where an engine has been replaced in the past. With the increasing numbers of cars being restored, in the odd instance its is possible to see where a car has been rebodied - or the number misread or dare I say a ringer created!

The highlighted numbers on the tables below show the earliest and latest, commission, body and engine numbers for the MKIV and 1500 on the data base - not necessarily on the same car - look at the last 1500s!

SPIT MKIV BODY & ENGINE NUMBERS

Spitfire MkIV Body and Engine Numbers

Commission Number	Body Number	Engine Number	Date of Manufacture
FH 000080	000023 FH	FH 000468 HE	1971
FH 000160	000086 FH	FH 000372 HE	8 th June 1971
FH 018832	008993 FH	FH 009213 HE	September 1971
FH 027880 'O'	010040 FH	FH 025739 HE	
FH 044532	018253 FH	FH 034412 HE	31 st August 1972
FH 044539	017071 FH	FH 034402 HE	4 th September 1972
FH 045722	019207 FH	FH 033205 HE	30 th October 1972
FH 051094 'O'	050633 FH	FH 050489 HE	6 th November 1972
FH 064844	064568 FH	FH064425 HE	1974

The start of 1972 and Commission number FH 25,000 was the production break point at which the MKIV 1300cc engine lost the MK3 Spitfire cylinder head and cam (and other detail changes) for reasons of commonality and emissions. It would appear from the database, quite logically, that a new engine number sequence also started at this time with FH 25,000 HE.

The data base also appears to show that at the 1973 Model Year break point of FH 50,000, there was also a break point in engine and body numbers of FH 50,000 HE and 50,000 FH respectively

SPIT 1500 BODY & ENGINE NUMBERS

The start of the Spitfire 1500 production was marked with commission and body number starting at 75,000, but for some reason not the engines. Was this because the FM prefix was sufficient to identify the introduction of the 1500, and that the first FM engine numbers were used on the later MKIV cars sent to the US fitted with 1500 engines ? [SEE TABLE OVERPAGE](#)

Spitfire 1500 Body and Engine Numbers

Commission Number	Body Number	Engine Number	Date of Manufacture
FH 075052		FM 028962 HE	
FH 075097	075221 FH	FM 029980 HE	
FH 088999 'O'	091991 FH	FM 059867 HE	September 1976
FH 100332		FM 081270 HE	November 1976
FH 103312	097730 FH	FM 080626 HE	May 1977
TFADW5AT004613	125225 FH	FM 119979 HE	March 1980
TFADW5AT004772	125365 FH	FM 132927 HE	March 1980
TFADW5AT009528	128409 FH	FM 137694 HE	August 1980
TFADW2AT009766	127095 FH	FM138016 HE	August 1980
TFADW5AT009797	125542 FH	FM137509 HE	August 1980

At the questionable March 1977 Model Year break point of FH 100,020, from the cars on the data base around this point, it would appear that there was a jump in the engine number from a FM 59,000 HE series to a FM 80,000 HE series there being no FM 60,000 or FM 70,000 series engines on the data base. Engine numbers on the database appear very jumbled up around this period. Note how the lowest FM 80,000 engine listed was actually fitted to a car produced 6 months later than a car with a higher FM 80,000 engine. Unfortunately the data base sample is very small, but there appears to be a definite break point here. The body number sequence did not appear to change.

Similarly in March 1980 there appears to be another engine break point, there being no FM 120,000 series engines on the data base - may be again the sample is too small - but look how close the commission and body numbers are for hole of 10,000 engine numbers !

One number not requested on the IVR (but please add if you can), is the Chassis Number, which can be found, well hidden, on the front RH chassis outrigger. See Photo. From those listed, FC 210,175 on a 1971 MKIV is the earliest, and FC 329,475 is the latest on a 1978 Spitfire 1500. Note that the FC prefix never changed from the original Spitfire MK1. Any break points aside -

if indeed there are any - you could almost use your chassis number to get a indication as to how far into the total production of all Spitfires your car is out of the nearly 1/3 million Spitfires that were produced ?

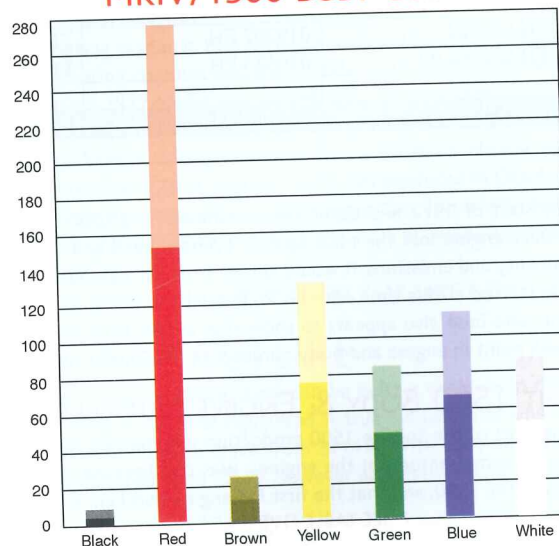
BODY COLOURS

So which was the most common Spitfire IV/1500 colour ? Well again it's only a small sample but the trends appear the same as the last report.

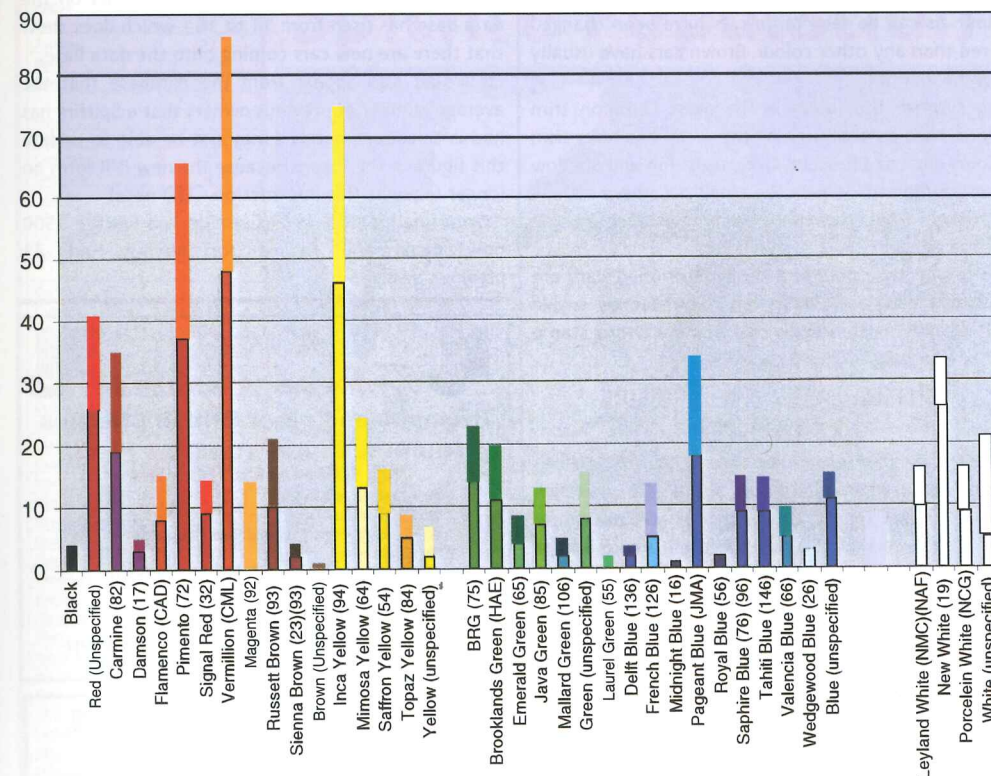
Fairly predictably, red wins the day as the atypical red sports car. However surprisingly, yellow appears to be the 2nd most popular colour, beating both the blues and traditional British Racing Green.

The second colour table opposite shows how the colours breakdown into specific colours, with some interesting points.

MKIV/1500 BODY COLOURS



SPITFIRE MKIV/1500 COLOUR BREAKDOWN



The most popular colour is Vermillion, but only just beating Inca Yellow, two late Spitfire 1500 colours. It is the popularity of Inca Yellow that has pushed up Yellow as the 2nd most popular Spitfire colour.

Evident from the graph are a number of colours that you usually associate with the earlier Spitfires and not the Spitfire IV and 1500, such as Wedgewood Blue, Signal Red, Midnight Blue, Damson and Royal Blue. Laurel Green has been added to this list since the earlier report. Admittedly these "older" colours all appear on early Spitfire IVs, but it had been thought that they finished with the Spitfire MK3. Obviously a few snuck through the factory looking like MK3s !

Nice to see present on the database are fairly rare Spitfire colours such as Emerald Green and also Sapphire Blue

Also present on the database are colours that were not usually associated with the Spitfire, but other BL models. Whilst some of these colours have been mentioned in the Courier before, such as Flamenco, it was thought that these might have been just the odd one or a special order. However the numbers present

on the database suggest that these colours were indeed intended as official Spitfire colours. Of particular note are Flamenco, Tahiti Blue, Delft Blue and Porcelain White. Porcelain (NCG) appears to have replaced Leyland White (NMC)(NAF) around October 1979 when VIN numbers were introduced.

The "unspecified" colours on the graph are where no

Trim Colours

Trim Colour

Chestnut (63)
Grey (78)
Honeysuckle (39)
Light Tan (13)
New Tan (33)
Tan (unspecified)
Beige (74)
Black (11)
Shadow Blue

Number on Database

7
3
1
3
13
5
143
508
12

paint code has been given or more commonly the original colour has been changed to the unspecified colour. As can be seen more cars have been changed to red than any other colour. Brown cars have usually been the victim!

No surprise that black is the most common trim colour. Nice to see some of the nicer, but rarer trim colours such as Chestnut, Grey, Light Tan and Shadow Blue are present despite the small data base sample and given that they were only available on the Spitfire IV.

Surprising that no Matador Red trimmed cars are present. I have seen them out there! Honey suckle (39) on a 1971 car is a new one on me, a wrong stamp on the commission plate maybe?

WHERE DOES THE SPITFIRE LIKE LIVING?

The following table and map shows how the Spitfires on the database are distributed around the country.

As in the last report, the Spitfire is still most predominant in Yorkshire. Is this because it's such a large county? Hampshire has now overtaken Kent to take 2nd place honours.

I am surprised that there are so few cars listed for Warwickshire with Coventry being the birthplace of

the Spitfire. Have they all flown the nest?

The number of "one owner from new" cars on the data base has risen from 11 to 16 - which does show that there are new cars coming onto the data base.

It would also appear from the database that the average number of previous owners that a Spitfire has had is 6 !Unfortunately I may not be able to update this figure in the future because the new IVR form no longer requests this information - HQ note!

On a final point a 1979 Carmine Red Spitfire 1500 now owns the record for having had 21 previous owners!



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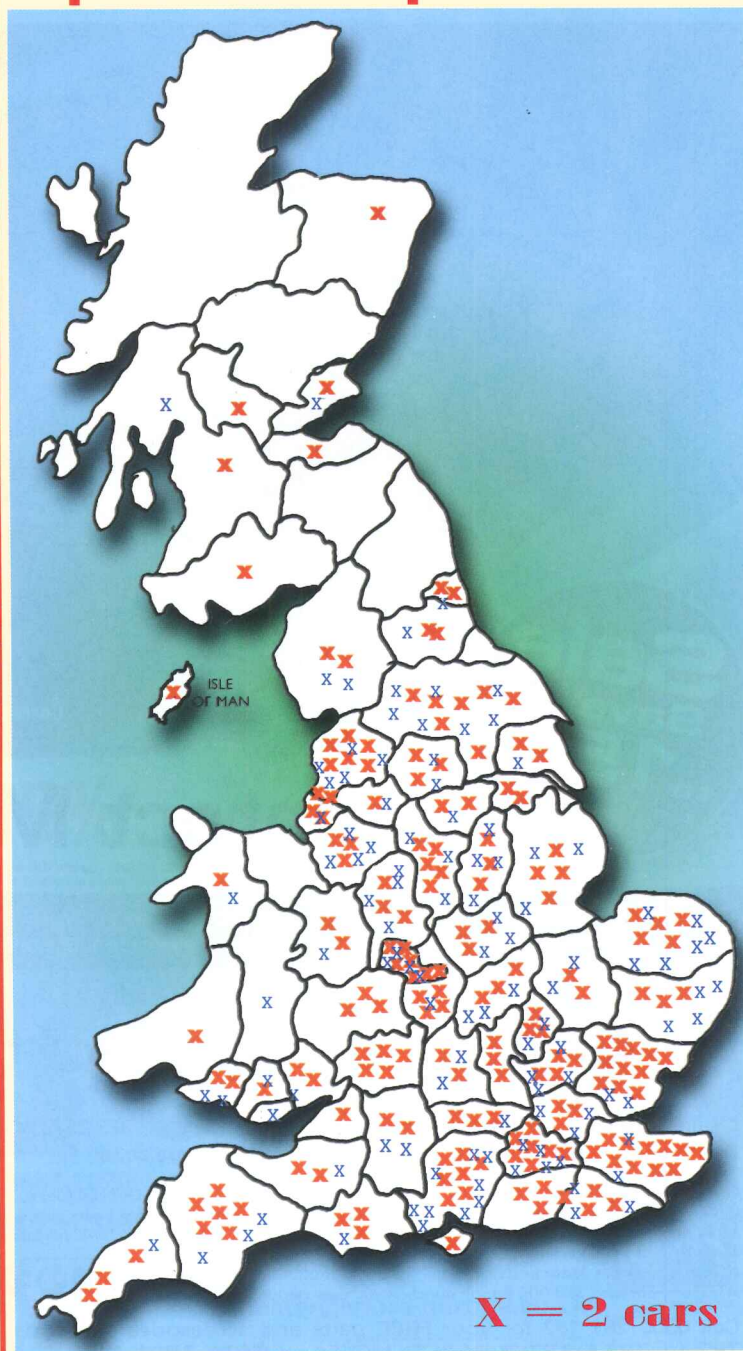
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Wirral	2 (5)
Worcs	4 (7)
Yorks	32 (56)

Spitfire Population



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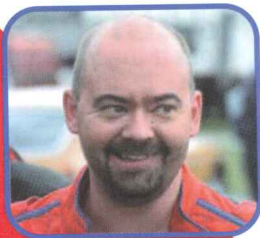
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Nigel Gibbins

RACE NEWS

BY THIS TIME OF YEAR, ALL THE SPANNERING FOR THE COMING SEASON'S RACING TENDS TO BE WELL UNDERWAY.

So the Driver's Dinner and awards presentation is a welcome excuse to do something different. As always, it's an opportunity to drag out the dinner suits and posh frocks and spend at least one night without oil under your fingernails.

Traditionally held at the Sketchely Grange Hotel in Hinckley, it revolves around a dip in the pool, beer in the bar (while watching the six nations), evening dinner, awards presentation and late night disco.

John Thomason was along to collect his TSSC championship trophy and the Class C championship award to put along side his HSCC championship silverware, while Mark Hadfield was celebrating the Class A championship award.

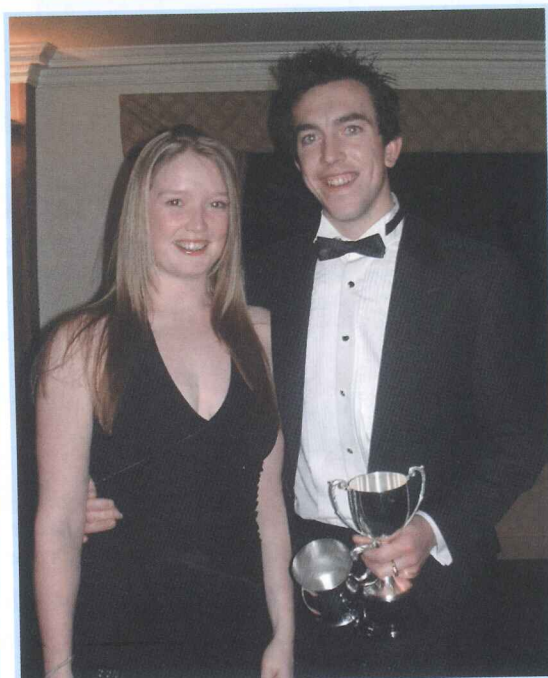
As always, it was an enjoyable evening and I always look forward to it each year. Good food, good company and the chance to catch up with friends we haven't seen since the Birkett race and talk complete rubbish about

PREPARING FOR THE SEASON AHEAD

cars, racing and power figures.



Jon explains the difficulties of using Blackberry with scuba flippers on your hands!



Class A champ Mark Hadfield and Kate



Silverware all round...

On the cards for this year are a few new racers coming out to join us as well as news that there is every possibility of

can happen.

Mark Hadfield will be taking a sabbatical this year as he has plans of buying a house but I'm sure we will still see him in the paddock

both, as John Thomason did last year (TSSC and HSCC) as we are racing at the same time for both championships. Class C looks like it will be missing Andy Vowell for the first few races as he's still repairing his car after a big coming together at Silverstone in a non-championship race.

This gives John T, all the chances to pick up some early points and gives him a excellent chance of retaining the title. However, we cannot discount anything or anyone as we all know, just about anything



You just know they're planning something don't you?

Ex-TSSC Champion Jon Wolfe returning to the TSSC Classes for the odd race in his recently built GT6. Of course, he's also competing in his TR7 too, and with reigning champion Graham Miller planning to sit out this year there could just be a TR register championship beckoning.

Of course, he won't be able to win

from time to time. This leaves everything to play for in class A with rumours of Richy King entering Class C, and Barry not planning to make the first few races.

There are a few interesting invitation races this year at Spa-Francorchamps and Nurburgring (full circuit) which are tempting a number of drivers to compete. These don't clash with any of our own races, but they will make the year awfully busy for some of us.

So all told, this month is full of speculation. Who will be ready? Who will be on the button? As you can see from the calendar, the



A glamorous addition to any evening



It wouldn't be right without a picture of Ang and yours truly.

Triumph Trackday is after the first race so there'll be an element of the unknown for many of us. But I couldn't recommend to you a better place to take your Triumph on circuit for a bit of fun. As always, there's bound to be a few racers in attendance and if you've never been to one of our races, then this is a good opportunity to see some of the cars up close and have a go yourself (in your own Triumph).

I look forward to seeing you all at some point this year.

RACE CALENDAR UPDATE!

The Brands Hatch race date has been changed, it

has now been moved to the 16th July. So please update your diaries if you want to come along to watch. The full calendar here...

Race Calendar 2006

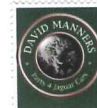
Round	Date	Circuit	Organisers
1	April 1st April 4th	Silverstone Mallory Park	MGCC
		Triumph only Trackday	
2	May 6th	Donington Park	MGCC
3	May 21st	Snetterton	MGCC
4	June 3rd	Oulton Park	MGCC
5	June 24/25th	Silverstone (International)	MGCC
6	July 1/2nd	Cadwell Park	CSCC
7	July 16th	Brands Hatch	MGCC
8	July 30th	Mallory Park	MGCC
9	August 19/20th	Pembrey	BARC
10	September 16th	Castle Combe	MGCC

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Trevor Collett SPECIALS Register

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KNOW THAT DESPITE MY
KEEN INTEREST IN KIT
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INTO SLICES YOU WILL
SEE THE WORDS
"TRIUMPH
HERALD"
WRITTEN RIGHT
THROUGH ME.

I've owned at least one since 1978, most of those years I've had two and for about ten years now I've had three; that's counting my 13/60-based Moss Malvern and my part-dismantled 1200 Estate along with my 13/60 Convertible.

To go with the actual cars I've built up a bit

A NEW TOY.....

of a collection of Herald-related memorabilia and curios; owners' manuals, workshop manuals, brochures and that sort of stuff. If you refer back to the February 2003 Courier you will see some pictures of some of my Herald models and ornaments.

What this thread is leading to is tell you about my latest acquisition. During one of my, all too frequent, bouts of net surfing I stumbled across a picture of a snapshot from the famous Belgian cartoon series Tintin, that featured a red Herald 1200 Convertible. A few more clicks and I discovered that a 1/43 scale model of the Herald, and the caravan that it was pulling in the story, had been made - I just had to get one.

I eventually landed on tintin.com, clicked for the English



version, tapped in my credit card number and then went back about my normal life. My order was placed at 7:30 one Monday evening, to a company in Belgium remember, and

when do think the parcel arrived at my house in Surrey? The following Wednesday! How do they do that? You've just got to be impressed.

I remember watching Herge's Adventures of Tintin on the box years ago, although I can't say I'm a fan now, but this little model Herald is great fun. It's OK; you can think I'm mad, I know it's true.

Just one further little snippet on this - the first place I looked to try and obtain this model was eBay. I found the Herald and caravan combination for sale by a Belgian member and joined in the bidding. I was winning when I found the Tintin web site; it turned out that my highest bid was 50% more than the retail price, I was not a happy bunny! From the bid history I could see that the only other bidder was a German eBay; luckily for me he stayed in it and took the lot from me. I did consider emailing him the link to the Tintin online store, but that would have been childish.

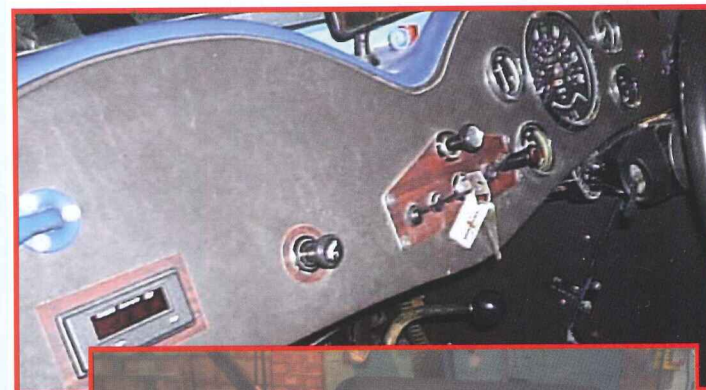
ANOTHER TOY FOR SALE

A few weeks ago I got a call from Adrian Fletcher asking me if I could help him identify a Herald special that has been parked up in a garage for some years, the owner having recently passed away.

As much as I would have loved to drive up to Kenilworth and see the car for myself I just can't fit that sort of self-indulgence into my every day responsibilities so I asked Adrian to send me some photos.

From the pics that arrived on my PC I can fairly confidently identify the car as a Midge. Apart from that we don't know much about the car.

According to its registration document it is a Triumph Herald 13/60 Convertible (with a chassis number that supports this) and was first





MIDGE - FANCY A DIFFERENT STYLE OF TRIUMPH?

registered in December 1967. That needs sorting out, then.

For another clue to the car's history we can see on one of the photos a road fund licence with an expiry date of November 1994. It is likely that this indicates the last time the car was on the road. Adrian has seen the car in the flesh and reports that it is basically sound and could just do with a tidy-up on the outside. Apparently the interior trim and hood are all in excellent condition, and the chassis looks good.

On the strength of that maybe the car would not need a lot of work to get it started and MOTed, but we won't know for certain of course until some one tries this.

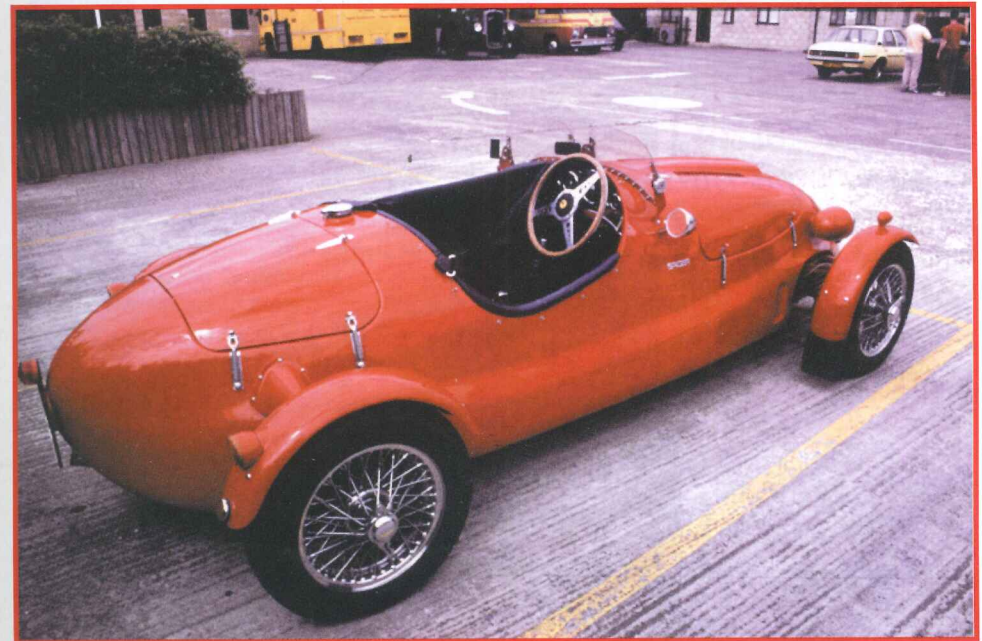
Anyone reading this fancy taking this car on? Seems to me a great opportunity to get into the Herald kit car scene; the car is undoubtedly all there and probably only needs "standard" attention to its Herald mechanical bits. If you are interested in making an offer get in touch with Adrian, who is a friend of the family of the car's owner, for more details; his telephone is 07973 199015, email aftetchers@btinternet.com.



THE TYPE 48 CORSA SPYDER IS BACK!

Basically the story so far; with the demise of Reed Engineering, Alan Hooper, the cars original designer and builder, managed to salvage as much of the body moulds and templates as possible before they were lost. I acquired these moulds and templates along with the intellectual property and design rights

boot floor in aluminium, and mudguards. We also produce the aluminium radiator grill and aero screens; these are available at extra cost. We recommend the use of 15" wire wheels which we can supply. We do plan to build complete cars in



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from Alan Hooper after seeing a car in the 'flesh', and set about producing the kit again for sale under the name of **Fiorano**.

The car looks superb from every angle and credit must be given to the individual builders who have finished their cars to their individual style and ability.

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the future or to any build stage to suit the builder.

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Colin Lindsay

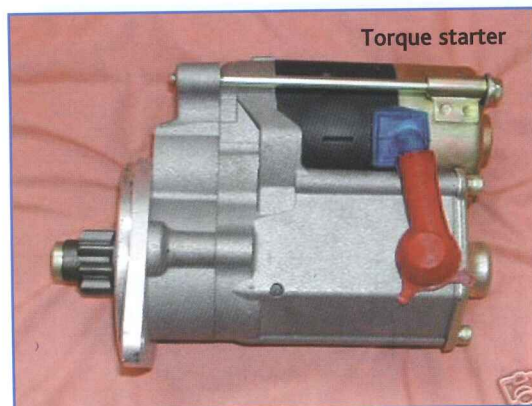
GT6 Mk I - II - III Register

EVERY SO OFTEN I GET
ASKED VARIOUS QUESTIONS
BY THE OTHER HALF,
MOSTLY ALONG THE LINES
OF "ARE YOU GOING TO
STAY IN THAT GARAGE
ALL NIGHT?".

The reply usually varies between a thump and a clang depending on what's closest to hand to throw. Every twelve months it changes to "What would you like for Christmas?" again mostly followed by her additional "I would really like..." So it was a few Christmases ago, having nothing better to ask for, I ended up with a new-fangled, hi-torque starter motor for my GT6 'SAL'.

I've had my share of slow starters in the past and the battery seems to take an age to charge up again, so I fell for the advertising blurb about using one quarter of the battery power for double the cranking. Although

ALL TORQUE No ACTION



there are small differences, these are all Nippon-Denso starters as used on Japanese cars. There are two cylinders, one being the starting motor and the other the operating solenoid, both of which require power. On ignition the solenoid is activated which throws its drive mechanism forward to mesh with the larger starter gears and so crank the engine. These mesh from the front - pre-engaged - as



Standard 'inertia' starter

opposed to the standard 'inertia' starter which, as you can see from the photos, engages from behind the flywheel. The pre-engaging starter is not a new concept, many older cars had a lever instead of a solenoid to manually engage the drive with the flywheel. If you look at the photos, mine has

a metal collar around the drive which means the starter teeth have to move forward to clear this and engage the flywheel; others have no collar at all. They're quite small and compact and clear my sports 6-3-1 manifold a treat, something the original starter never did which made removal quite an operation. One thing you find is that the lower mounting bolt is now obscured by the solenoid casing and necessitates tightening from underneath with one of those amazing curvy spanners. Crowfoot? If a crow has feet like



Torque starter Fitted



We have a problem - needs the spacer

that he needs to get to the chiropodist asap.

The starter had to wait almost a year for fitment by which time I found that firstly you need to link the two terminals together in order for it to work (instructions would help!) and secondly no-one seems to know whether or not I require the aluminium spacer fitted to the original starter motor, despite queries both to the supplier and the message board. I opted for using the spacer anyway - well, you can't be too careful, can you? I had a trial fitting in Summer 2005 and I was well impressed with the speed with which the engine spun, almost like

there was no compression at all. Engine rebuilt and the new wiring loom fitted in January 2006, we had ignition. Actually we didn't, we had one of those "Houston we have a problem" moments. The bulkhead solenoid clicked, but the motor didn't spin. "The answer to your starting problems - fit and forget". How true. By the time I fitted it, it had forgotten how to work it. To quote the club message board: "It's the earth". No it's not, I cleaned or changed

every earth connection to the block with negative result, and to improve the earthing from the starter body I removed the spacer and bolted it straight to the endplate. Still no joy. Refitting the original starter turned the engine so - the problem is the new starter and a bench test confirmed this. I weighed up the options: return it (after 13 months), bin it (very tempting) or dismantle it. Off comes the casing and guess what? Absolutely jammed solid with rust. The only way I can guess that water got in was when I flushed the engine cooling system prior to final filling, and the drain tap being on the side of the block above the starter allowed water to drip onto it and thereby work its way into the motor. This does not bode well for the first usage in rain, or a week lying idle in the garage, if a small quantity of water can do that!! Half a day of cleaning, de-rusting and greasing had the starter spinning again and back on the car it went. We had ignition!! What I wasn't expecting was the horrendous grinding and clattering from the engine on start-up. Such a racket! The engine seemed very tight and reluctant to run. Visions of my recon engine bearings falling into the sump, I started where I thought the noise was coming from. Nothing

caught in the fanbelt, nothing hitting the fan, and on removing the timing cover, nothing obstructing the timing chain. I then suspected the new starter of not fully disengaging, so off it came for a second dismantling, this time with a



Collar damage without spacer fitted

liberal spraying of grease around the internals. Just as I was reassembling it I suddenly noticed that one side of the collar was shaved away. Yes, we require the aluminium spacer on this model otherwise the flywheel eats the collar off on one side, but it's thankfully not wide enough to contact the starter teeth. The photo showing the new starter fitted was using my old saloon block with the longer crankshaft - see how far from the block the wheel is; with the recon GT6 engine fitted the crankshaft being shorter requires the spacer. Simple! With the spacer added the noise went away and the engine fired-up and ran happily enough, albeit

at about 6000 revs with lots of backfiring and huge clouds of white smoke. *Some fine-tuning needed, methinks.*

The MkIII GT6 pictured here belongs to member Pippa Inglis and is christened Penelope Pink Stripes, and is used for an all-girl Classic Rally crew. The idea was to poke fun at the male domination of the Rally world. (Jeremy Clarkson where are you when we need you...) Pippa reckons it will draw more female attention to the sport - probably along the lines of "that shade of pink clashes terribly with my curtains." Sorry, couldn't resist it ... ducks to avoid thrown things ... The roll cage is also shocking pink and was fitted by Jigsaw Racing with the words "fit PINK roll cage to what was previously a very nice GT6". Cue the song: "don't ya wish your roll cage was pink like me?" Looks great and it drives, which is better than MINE - even worse, the girls were first in class last year so even they drive better than me ... I'm off.. quickly!



See you next month.

COLIN

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ISLAND HOPPING

Derek Giles
HERALD
13/60
Register

'YES' I KNOW THIS IS SOMETHING MORE AKIN TO STUDENT GAP YEARS AND EITHER THE MED OR THE INDIAN OCEAN, BUT WHAT OF THE ISLANDS WHERE OUR CARS RESIDE?

We live in a land called the 'British Isles', so obviously there must be some islands nearby! Spreading from Scotland to the English Channel there are hundreds of them and probably half of them are inhabited. The ones that have roads have cars, one assumes, so why not some of ours cars?

The IVR database stores a lot of information including postcodes,

but NOT easily accessible home addresses. The postcode system identifies all parts of the country, BUT unless you are very familiar with its workings the islands are not easy to pick out!

The old number plate system does to a certain, extent help and most people know J and G equate to Jersey/Guernsey and Isle of Man cars have MN but what about the Scottish islands, the Isle of Wight or even Canvey Island??

One thing is for sure, I can only genuinely recognise 1/2 dozen cars as being offshore based as at the end of 2005! If you know different please let me know and perhaps even send me words and pictures on what it is like to drive a Triumph where you live!

Just to start the ball rolling here are a couple of the cars I know of! The sorry looking white car belongs to P. T. Roussel from Guernsey and is to be the focus of a re-build sometime in the future!



David Boswell's Saffron Isle of Man car looks to be very tidy indeed from this 2002 snap. David though, tells me the car was sound mechanically but did need some chassis and bodywork welding, plus a new set of carpets. He was hoping to get this sorted by 2003. Perhaps if you are reading this David, you could give us an update on your 3-legged tail-less car!!

NEW YEAR NEW MOMENTUM?

It is often said that as one door closes another one opens! The same, I guess, can be said about seasons, so before long it will be time to get the car out, dust it off and USE it!

Here in the 'Sunny West Country' things are slightly different, as we



have already had our first show. The Bristol Classic Car Show was held at Shepton Mallet on the 28th/29th Jan and as usual the 'Avon' area were there in force! I helped out for a few hours on Sunday and I must say there were a lot of interested punters seeking advice and information. Colin, June and Les did a great job as usual, and both the GT6 Mk1 and Vitesse 2lt Mk1 emphasised the 1966

theme of the stand! This was of course, the year these two cars were launched, so happy 40th both of them!

The number of visitors to the show certainly seemed to be up on last year, so hopefully this will continue at all the shows throughout 2006. From the number of fliers circulating there would seem to be an upsurge in shows being staged in the West Country this year, so again lets hope this trend is echoed all over GB!

'ADVANCED WARNING' !!

Although 2006 has only just begun I would like to sow the seed in all 13/60 owners minds that 2007 will be **OUR cars 40th BIRTHDAY** and will be worth shouting about!! So with this in mind look out for some celebrations in 2007!! Cheers for now,

DEREK



JIGSAW & ADU 1B return to Le Mans for the 2006 Classic 7-9 July. *Many apologies* to all Club members expecting to see us at TSSC International, Stafford.

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STOP PRESS March 2006 - The last production run of our Le Mans style alloy wheels (5 1/2Jx13") have now been received from our manufacturer, and the remaining wheels are selling fast. Don't miss out on these unique Wheels!



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Hoods vinyl inc zip window . . .	£115.00
Accelerator pedal bracket 147655 . . .	£9.50
Set of 8 front suspension bushes 119451 . . .	£10.00 set
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Caliper repair kit inc pistons type 12 . . .	£22.50
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Caliper repair kit inc pistons type 16P/16PB . . .	£27.50
Recon exchange caliper type 12 . . .	£45.00
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Recon exchange caliper type 16P/PB . . .	£55.00
Brake pads type 12 . . .	£12.00 set
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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 RKC362/3 . . .	£40.00
Chassis front gusset 218526/7 . . .	£17.00
Bonnet hinge tube L/H-R/H 911107/8 . . .	£48.50
Rear wing non O.E. . .	£87.50
Rear wing front repair panel . . .	£15.50
Rear wing rear repair panel . . .	£19.50
Rear lamp panel 716182 . . .	£125.00
Boot valance 908970 . . .	£42.50
Boot floor . . .	£92.50
Boot lid 911327 . . .	£285.00
Rear inner wheel arch 725563/4 . . .	£87.50
Rear outer wheel arch 909661/2 . . .	£55.00
Windscreen aperture drip channels . . .	£12.00 pair
Stainless steel oversill kit . . .	£75.00 kit
Hard top rear screen seal 911040 . . .	£36.50
H/ top seal roof/ door glass 716183/4 . . .	£8.00
Front windscreen chrome insert kit . . .	£32.00
Door hinges 607824 . . .	£16.00
Exterior door handle (black) YKC2837/8 . . .	£47.50
Window regulator 911271/2 . . .	£45.00
Window regulator glazing channel . . .	£55.00
Front outriggers 209398/9 . . .	£25.00
S/steel tread plate finishers . . .	£22.50 pair
Oil pump TKC 1974 (exchange) . . .	£29.50
Water pump 216939/GWP128 (exchange) . . .	£29.50
Late type water pump (viscous) UKC774 . . .	£40.00
Oil filter GFE119/150 . . .	£4.50
Heater valve 724021 . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£14.00
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA364 . . .	£20.00
Front suspension vertical link/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 . . .	£9.50
Steering joint 142140/FAM1718 . . .	£22.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox exchange . . .	£150.00
Rear wheel bearing kit GHK1029 . . .	£14.50
Early/late rear drive shaft . . .	£65.00
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 . . .	£16.50
Caliper repair kit inc pistons type 14 . . .	£20.00
Girling brake master cylinder . . .	£70.00
Handbrake front cable 121766 . . .	£4.00
Handbrake cable end fork 104749 . . .	£1.95
Interior brake handle 2KC 701/711 . . .	£12.50
Rear brake lever 123135 . . .	£5.50
Clutch slave cylinder GSY103 . . .	£35.00

Clutch kit GCK180 (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 . . .	£160.00
Hoods vinyl inc zip window . . .	£115.00
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

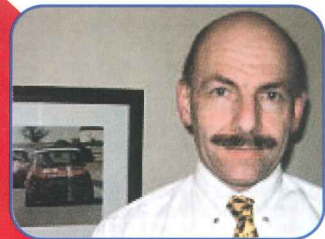
Bonnet assembly Mk II . . .	£650.00
Bonnet assembly Mk III 913766 . . .	£685.00
Front wings Mk II 908113/4 . . .	£92.50
Front wings Mk I 907154/5 . . .	£69.50
R/H front overrider Mk I 710717 . . .	£35.00
Petrol tank cover board Mk I/II 710703 . . .	£22.50
Boot floor carpet Mk I/II 810841 . . .	£32.50
Main carpet early Mk III new tan 819813 . . .	£29.50
Main carpet late Mk III new tan 822633 . . .	£23.50
Main carpet Mk III black 822631 . . .	£29.50
Dash veneer set Mk III 820073 . . .	£120.00
Steering lock 216449/UKC2719 . . .	£40.00
Seat belts . . .	£50.00 pair
New crankshaft 308034 (exchange) . . .	£115.00
Recon (exchange) water pump GWP201 . . .	£29.50
Gearbox (exchange) . . .	£170.00
Clutch kit Q/H . . .	£75.00
Front suspension vertical link . . .	£67.50
Track rod ends . . .	£9.50
Rotoflex coupling 152273 . . .	£22.50
Rotoflex bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotoflex GBS750 . . .	£17.00
Brake shoe non rotoflex GBS746 . . .	£14.00
Front side/flasher lamp assembly 155416 . . .	£20.50
Delco distributor cap . . .	£9.00
HT lead set . . .	£10.00
Manifold Banjo Bolt 145155 . . .	£9.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6 . . .	£125.00
Mk I front panel (nose cone) 903258 . . .	£65.00
Mk I bonnet 903477 . . .	£115.00
Mk II headlamp panel 575894/ZKC1972 . . .	£75.00
Mk II bonnet 910507 . . .	£125.00
Mk II boot lid 910506 . . .	£111.50
Mk II rear lamp panel 910509 . . .	£95.00
Mk II boot reinforcement panel 910505 . . .	£60.00
Bonnet seal 613894 . . .	£12.00
Rear centre bumper (estate) plain 576530 . . .	£85.00
Rear centre bumper (estate) for insert 917813 . . .	£85.00
Rear quarter bumper (saloon) plain 910158/9 . . .	£60.00
Rear quarter bumper (estate) 923444/5 . . .	£60.00
Rear bumper moulding (saloon) 824479 . . .	£20.00
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Dash veneer set 2000TC/2500TC - 730397 . . .	£57.50
Interior brake handle 2KC 701/711 . . .	£17.50
Boot carpet 728551 . . .	£18.00
Late Mk I 2000 steering wheel 307493 . . .	£20.00

Recon power steering rack (exchange) . . .	£125.00
Recon manual steering rack (exchange) . . .	£42.00
Gearbox (exchange) . . .	£175.00
Mk II front side/flasher lamp 216149/216150 . . .	£42.00
HT lead set . . .	£10.00
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 shoes Mk I (axle set) . . .	£22.50
Brake shoes Mk II (axle set) GBS803 . . .	£16.50
Rear wheel cylinder GWC1205 . . .	£17.50

DOLOMITE RANGE



Tony Lindsey-Dean

**TR
TECHNICAL
Secretary**

GREETINGS ALL

I am sorry to have missed the last copy dead lines but it was unavoidable in the first instance and late for the second. My new year has already started with a bang resulting with heavy work load of tuned engines to design and produce.

This article is going to deal with a side issue relating to engineered components namely heat treatments. For many engine builders and producers of classic car related components heat treating of finished and semi-finished metal parts is a necessary requirement. For many people, and in the past I would include myself, this has been a mystical area, rife with ill formed opinions and assumptions based on inaccurate information. Further more there are now, with modern technology, even more processes that are available with which hardening and wear reducing treatments can be conducted.

In the past the main processes available were Tuftriding, Nitriding and Case Hardening. I mention these only as they were the processes that were the main ones associated with engine tuning and the production of improved parts for club cars. Tuftriding was the process that many people considered essential for treating a stock crank for a good tuned/race engine.

Having tried it I always avoided it for most Triumph cranks for several reasons. Tuftriding is basically a

HEAT TREATMENTS ON TRIUMPH WORKING PARTS

treatment by which the crank is heated to 1300 degrees centigrade and cooled quickly. It is normally reheated and cooled more slowly to temper it. The most usual way of achieving this was to submerge the crank in a bath of molten salt. This is used to ensure an even distribution of heat to avoid distortion. The cooling or quench can be in the form of water through to various oils depending on the type of steel to be hardened. Low grade material requires a more aggressive quench often resulting in distortion where as high grade steels would use an oil quench greatly reducing the distortion factor. The main disadvantage of using such high temperatures is that some cranks will bend out of true (Stag & TR2-4 especially). Also the salt gets ingrained in the structure of the metal resulting in a coarse abrasive surface finish which needs to be polished thoroughly. Failure to adequately remove this would result in rapid degradation of the bearing shells invalidating the whole process. The salt bath process also increases the likelihood of corrosion if stored in open air conditions.

This I learn to my cost when using toughrid rocker shafts and rollers in my roller rocker assemblies. After assembly we found that when left in storage for some weeks, even in sealed snappy bags, the rollers would seize to the pin due to the salt bath finish being hygroscopic, attracting air borne moisture resulting in the dreaded rust. Also tiny amounts of salt particles remaining inside the toughrid rocker shafts would grow into white grainy deposits often blocking the oil holes. As soon as I became aware of this potential problem I enquired about alternative methods of hardening treatment.

My heat treatment specialists THT Ltd. Offered a great alternative called Plasma Nitriding. This is a thermochemical low temperature process to enhance surface properties of ferrous metals. Metal parts are placed in a sealed chamber and subjected to a chemical process where an electric current is passed through a mixture of gasses.

This produces charged particles which are conductive and help produce the chemical reaction which results in the alteration of the surface structure of the exposed metal parts.

The results are amazing. Cranks, rocker shafts etc are altered to have a high surface hardness, with greater resistance to wear, scuffing, galling and seizure, with much greater resistance to corrosion.

All this is achieved at the relatively low temperature of 500 degrees centigrade.

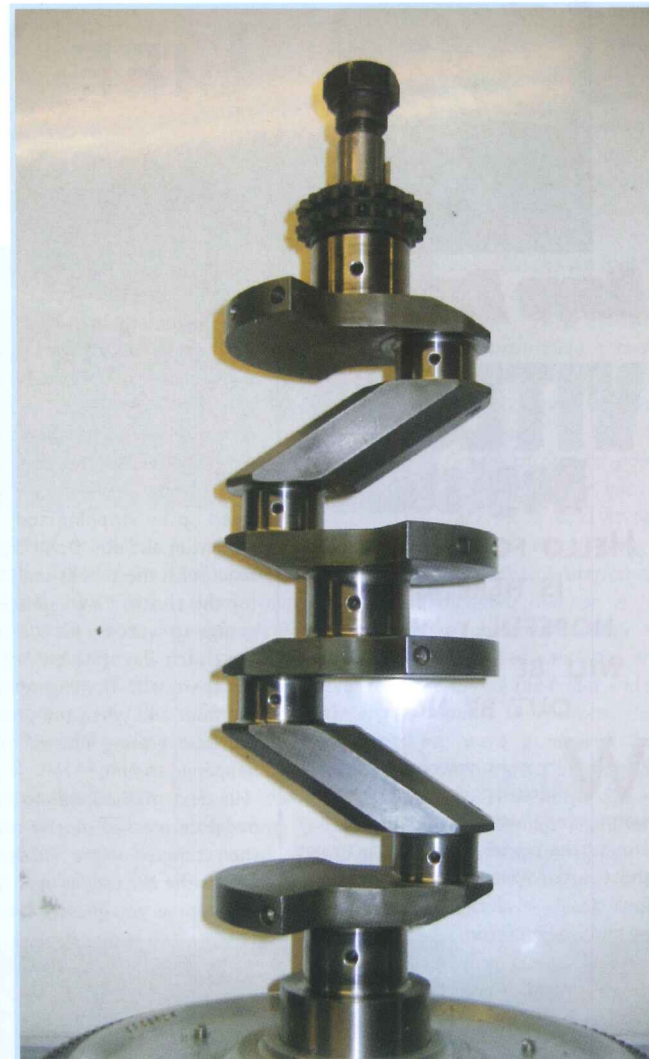
The benefits of this are the lack of distortion and a far superior surface finish, requiring minimal post hardening preparation.

Another benefit has been experienced with the rollers for the rocker arms. Previous runs have required a very high quality steel using an oil quench to minimise distortion.

The new heat treating process allows the use of more readily available steels which when treated have a slightly lower Rockwell hardness so more gentle to the valve stem tip but with an improved wear capacity. So effectively the rollers are now softer but with a greater wear resistance.

With these new processes Heat treating cranks is a far more viable option, especially if using the more abrasive tin alloy bearings over the gentler lead copper types.

One last area of treated parts I feel needs clarifying is camshafts and followers/tappets. Original cams and quality replacements are made from chill cast iron forgings as are the followers. These typically have a Rockwell hardness of 56-58 Rc. When in operation these parts work against each other and work harden further. I am often asked whether I harden my cams. I never do, the reason is that Chill cast iron does not harden the same as steel parts. Several heat treatment specialists have advised me that at the very best a hardness improvement would be so thin typically 0.0005-0.0008 so not even 1 thousandths. I even tried this to check with a similar process called Nitrocarburising. This has a



hotter process than Plasma Nitriding and sure enough the cam came back with little improvement to the hardness but running 0.009 thou bent!

Nitriding is still used effectively of high grades of steel, usually associated with new steel billet cranks. Usually the crank is Nitrided prior to the finish grind as the hardening is more of a through hardening that just a surface treatment as with the normal cast steel manganese forgings of the standard production EN16U cranks. Pictured is a Steel billet 1147/1300 cc crank after Nitriding, grinding and balancing.

Note the dull grey finish left by the Nitriding process on the webs of the crank in contrast to the fresh ground bearing journals.



Dave Rumens

VITESSE Register

**HELLO FOLKS, MARCH
IS HERE AND
HOPEFULLY WINTER
WILL BE ON ITS WAY
OUT BY NOW**

Which means spring and that warm sunny weather should be just around the corner. So it's time to get those dust covers off your Vitesse and look closely at all the bits that make it go and we hope stop, without involving us in too much drama after the winter lay-up. Generally keeping a classic car off the road in the winter is a good idea as it will protect it from the extremes of the winter conditions. To most of us this means the dreaded road salt which is so destructive to the bodywork of our cars. So it's time to take a look at the Vitesse that's been

LIFE WITH A VITESSE

sleeping quietly in the garage over the winter and just waiting for the next season to start. Well as I have said it is a good idea to take your car off the road, but if you remember I did use the word generally. Yes there is a but, as like most of us if it's not used it can seize up and this true about cars.

The most likely areas to be affected after a winter lay-up in the average garage are the brakes and the clutch. The brakes can be freed up by stripping and cleaning. Then carefully moving the pistons in and out. Don't try using any oil or WD40 as this could react with the rubber seals and contaminate the brake fluid. As for the clutch, I well remember the chap who went out to his garage to wake up his Vitesse after its winter sleep only to find the clutch was stuck on. You probably know the feeling, you get out there with the engine started, the clutch pedal is pushed to the floor and when the gear lever is pushed towards first there are loud grating noises. You got the picture as that's what happened to him.

His next method was to start the car in gear with the clutch pedal de-pressed on the road, once the engine had started he then stamped on the brakes. The car by then was moving forward and as the clutch was well stuck he needed a long uninterrupted road. But as you guessed it he didn't make it and had to stop. This



Picture 1.



Picture 2.

method is ok if you have access to a private track but it is not advisable to use it on the public highway. So what should he have done before using the drive and hope method, that is hope you don't have to stop.

The first thing to do is to ensure the hydraulics are all working correctly. e.g. if you push down the clutch pedal then the clutch arm should move to its full extent. If yes then chock down the clutch pedal to the floor with a piece of wood, leave it that way for around a week or so and then try to ease the car into gear. **Picture 1** shows the principle on our GTfire which as can be seen is having a good rest ready for the next season. Hopefully this method will free your clutch without the risks of using the public road.

Moving on from getting the car on the road after the winter its great to hear from club members of their experiences with a Vitesse. One such Vitesse diehard is Mark Steinson from the Southern Area and below is his life, to date, with his Vitesse.

*Hi Dave back in 2004 Steve in his Mk3 GT6 and myself in RFC (**Picture 2**) took ourselves down to Padstow for the Cornwall areas camping weekend and as per usual a great weekend, thanks guys. Unfortunately just past Oakhampton the Vitesse started to make nasty tapping noises mid engine, combined with a loss of power as if the engine was firing on*

5 cylinders. We arrived at the campsite pitched tents and had a great weekend. On the return journey the weather was not great and the car decided it had had enough about 10 miles from Honiton.

I called the AA and the culprit this time was the rotor arm. Unfortunately I had a clearout before we left for Cornwall and had forgotten to put the spare rotor arm, points and condenser back in the glove box. At 5pm

on Sunday not even your friendly AA man is going to find one, so the car was towed back to Waterlooville, Hants in a somewhat undignified manner. A few weeks later RFC was sporting an untried 2.5 lump and performed well until April last year and the ends started to rumble. I decided to bite the bullet and get the original 2ltr engine rebuilt. The pistons, rings, timing chain, gaskets etc were purchased from Canley Classics (thanks to Dave and his crew for their help and advice) and the bores were bored out +20 and crank ground to +10 by Boarhunt Garages in Portsmouth, who again were extremely helpful.

*Steve and I (**Picture 3**) had a few hiccups on the reassembly, but the biggest concern was not having*



Picture 3.



Picture 4.

any oil pressure when the car was restarted. This turned out to be that the distributor was engaged with the drive gear on the camshaft but not lined up with the shaft of the oil pump and pushed the shaft into the propeller. The answer to this was to raise the engine, drop the sump and replace the oil pump. Job done I still had to line up the drive gear for the distributor, not an easy job if you have



Picture 6



Picture 5

have also fitted a thermatically controlled oil cooler to help on the runs to Cornwall and hope to see Sally-Ann and Anthony and the crew next year for another great weekend. The car now pulls and sounds great so I can now get on with the next list of jobs that need doing.

Many thanks Steve for giving us the low down on your life with your Vitesse and the very useful tip of using a Rawbolt to remove the oil pump/distributor drive gear. It's good to share these tips as it saves us all reinventing the wheel.

That's my lot, see you all next month and **Keep Running On All Six**

DAVID.

fat fingers, a nifty little tool for this job is a Rawbolt (Picture 4) which you insert into the hole on top and expand the bolt until it grips (Picture 5) and unscrew the bolt when the pump shaft is engaged. When we put the head back on we then found the cause of the mid engine knocking, the number one inlet valve guide had dropped out and shattered on the valve (Picture 6), hence the lack of power. RFC has now covered it's first 500 miles running-in and is due for an oil change and retightening. I



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MoTs RULE CHANGES & CLARIFICATION 1.

Suzie Singleton

SPITFIRE Mk I - II - III Register

**I HOPE YOU'RE ALL SITTING DOWN
AS THIS IS AN UNUSUAL
OCCURRENCE, A TECHNICAL
ARTICLE FROM SUZIE!**

This is the time of year that many of our cars are due for their MoTs, often as a hang-over from the days before we had Historic tax when a car would be stored away over the winter and only brought out, tested and taxed for the summer season. Many of you will only need to deal with this once or twice a year but with the number of vehicles we have here in Cadley it's almost a monthly experience. It's also a common topic at Area meets so I thought it about time to try to find out some of the fact and fiction regarding our classic cars and the MoT test.

I duly popped round to Cadley Garage (no, not our back garden, rather the village garage next door) and



asked the proprietor, Jon Horsley, (<http://www.theclassic-carshop.co.uk/>) very nicely (ie, begged and pleaded) to be able to look though the MoT 'bible', the VOSA MoT

Inspection Manual. I had strict instructions not to remove the book from the premises but he did allow me to read through it taking notes on the more important items.

The MoT rules have changed over time and therefore there are several items where the date of your car is critical as to whether a specific item is tested or even required so this is the aspect I'm mostly aiming to cover. It goes without saying that before putting your car in for its test it is essential to check the most obvious items, ie is there oil, fuel and water in it and air in the tyres? is there anything glaringly wrong?

Prior to the new computerised system some individual garages and testers may have allowed a little more flexibility in allowing you to make any repairs or adjustments and pop the car back a few days later for a free retest, with the new system it is more important to try to get things right first time around, but more of that next month.

I am by no means going to go through every single specific of the Testing procedure but hope to highlight a few useful items that it is worth knowing.

To begin with, there are a couple of definitions to be aware of:

CLASS

In the main our vehicles are all Class IV vehicles, this class being: Cars including 3 wheelers greater than 450kg unladen, taxis, minibuses and ambulances up to 12 passengers seats, goods vehicles not exceeding 3000kg design gross weight, motor caravans and dual purpose vehicles.

DATES

In many cases the applicable rules refer to the date the vehicle was first used. This refers to:

- Date of manufacture, if the vehicle was originally used without being registered in the UK (eg imported or ex HM forces).
- Q plate to be treated as follows:
- For emission purposes only they are to be con-

sidered as first used before 1st August 1975. - For all other testing purposes they are to be considered as being first used on 1st January 1971.

c) In any other case, the earlier of either: - The date of first registration or

- The date 6 months after manufacture.

Examples:

1) Requirements for rear seat belts apply to vehicles first used after 31st March 1987 but vehicles manufactured at least 6 months previously do not require rear seat belts.

2) Exhaust emissions test for vehicles first used before 1st August 1975 is a visual check only. Vehicles first used on or after 1st August 1975 are also subject to only a visual check if they were manufactured before February 1975 (ie. 6 months or more before August 1975).

[Suzie Note: In some cases it may be beneficial to be able to confirm the age of your car, so that the testing station can apply the standards of a date earlier than the Registration date so this is where it becomes even more important to be able to confirm its date of manufacture. Of course, with the majority of our Triumphs we're very lucky that this date can be discovered relatively easily through the BMiHT and for Bonds the serial number will provide the month of manufacture. This of course does lead to the usual reminder - to send in your IVRs. If you are having difficulties in ascertaining the actual date of manufacture and would like assistance with this then do send in your IVR with as much information as you currently have and ask your Register Secretary for advice on how to proceed, this applying to all models, not just the early Spitfires.]

REFUSAL TO TEST

Before taking your vehicle to be tested you should be aware that there are certain circumstances when the garage can refuse to test it. These are mainly self-evident so be sure that you don't fail at the first hurdle.

The Registration document or other evidence of the date of first use is not produced if the information is necessary for the test to be carried out.

Normally this evidence is only necessary if the vehicle has a 'cherished' registration mark or if the registration mark's year letter does not make clear the standard that should be applied.

[Suzie Translation: the registration document does NOT have to be produced as a matter of course, it may however be necessary if there is a question over its age in reference to some of the specific

dated regulations, eg emissions.]

The vehicle, or any part of the equipment on the vehicle, is so dirty that examination is unnecessarily difficult.

The vehicle is not fit to be driven when necessary to complete the test because of a lack of fuel, or oil, or for any other reason.

The Tester considers insecurity of a load or other items would prevent a proper test being carried out, unless the load is secured or removed.

[Suzie note: not usually applicable to our vehicles unless you take it in overloaded in preparation for an imminent long trip or, like us, you have the back full being used as a shed!]

The vehicle emits substantial quantities of avoidable smoke.

A proper examination cannot be carried out because any door, tailgate, boot, engine cover, fuel cap or other device designed to be readily opened cannot be readily opened.

So, to clarify, just make sure the door locks work, that it has fuel, oil and water, and that it's not very dirty.

I'll go further into the specific standards next month but wanted to include one aspect of it this time, but in the meantime if you have any questions about MoT specifics please contact VOSA on 0870 6060440,

VOSA

Vehicle & Operator Services Agency

Enquiries@vosa.gov.uk, or check out their website at www.vosa.gov.uk as they are very helpful.

AUDIBLE WARNING (HORN)

A vehicle will fail the test if:

A two or more tone horn is fitted (a two tone horn is allowed to be fitted only as part of an anti-theft device).

On vehicles first used on or after 1st August 1973, a sound emitted by the horn is: - not a constant note

- not continuous or uniform

- harsh or grating

[Suzie note: Although it doesn't apply to our Triumphs, I was very amused to read the following line:]

Vehicles certified by the London Science Museum as being designed before 1st January 1905 and constructed before 31st December 1905 can have a gong, bell or siren audible warning.

[Suzie note: On this basis alone I would love to have a



1905 vehicle, if only to be able to have a gong instead of a horn! I've already found a gong - just need the vehicle to go with it!!

[Guy note: As if it isn't enough keeping all the other toys on the road!!]

And now, just to bring this article back around to Spitfires, Further to

my cryptic comment last month regarding Gina Campbell's Spitfire I've now had an update from Jeff Baker. He originally wrote to me at the New Year to say

that he'd been reading my January article, regarding the Donald Campbell book in which it mentioned that his daughter, Gina, had bought a Spitfire Mk3 in 1967.

Jeff told me "My aunt (through marriage) is a

very close friend of Gina's and spoke to her on the phone today and Gina says that the Spitfire was registered on a private plate 7GC. She still has the plate but not the car. She's away at the moment but said she will try and find some pictures and other details when she gets back."

Unfortunately the update on that was not as good as we had hoped as Jeff recently heard back from Gina that unfortunately she can't remember anything about the two Spitfires that she owned as they were part of "her misspent youth". So, if any of you have traced your Spitfire's

history and have found her in the list of previous owners, perhaps we can pass the information back to her?

However, in the meantime Jeff has sent me a photo of another 'famous Spitfire'. He writes: "I thought you may be interested in the enclosed photo which I have reproduced from a slide. Indeed this event may well have been the one that set me off on a course of Triumph ownership without me even knowing although I remember walking to secondary school in the 60s and passing a Vitesse convertible every morning and thinking how wonderful those slanted headlights looked.

I have owned many examples of the Triumph mark and still do although I don't think that I am as bad as you and Guy as I don't have the space - at the moment!!

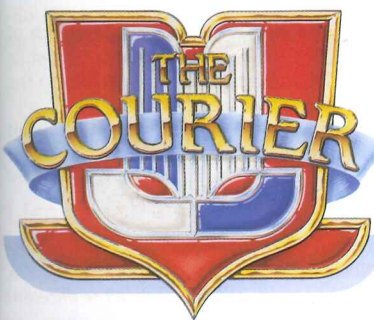
[Suzie note: what do you mean, bad? I thought we were being very good giving so many of these poor cars a home !!]

The picture is of me and my elder brother at Southern Airport which was the 'Gateway to the Continent' waiting for our first ever flight to Belgium in one of those airplanes which carried half a dozen cars loaded through an opening front.

The chap signing the autograph and who I seem to remember has just come off the plane that we are about to go on is Jon Pertwee.

He is leaning on his brand new Spitfire. This picture was taken in the summer of 1963.

Interestingly there are two more Triumphs in the picture. Between the sign is a red Herald saloon and between Jon Pertwee and me is a green Herald convertible just leaving the car park".



HAVING TO ANSWER MEMBERS TECHNICAL QUESTIONS SENT BY EMAIL - HERE AT HQ UTILISING THE COURIER TECHNICAL ARCHIVE I THOUGHT WHY NOT SHARE THIS WITH ALL. SEND YOUR QUESTIONS TO

courier@tssc.org.uk

AND IF YOU HAVE A BETTER ANSWER TO THESE QUESTIONS THEN I'D LOVE TO HEAR THEM TOO!

ORIGINAL VITESSE?

Hello

My membership number = 73817. I am very keen to buy a Vitesse MK2 convertible. I understand that there are some non factory conversions available.

I have seen a car on eBay - Reg: WKX 875J, and was interested to learn if there is any way I can make sure it is a genuine convertible. Can you please help/advise.

Regards

FILIP

Hi Filip.

Depends on how the Conversion was done really, if a complete Convertible Rear body tub was used then it will be very hard to spot and

Ask the Editor . . .

done properly It's no different to the real thing at all, any way. I personally like to check the B posts for the Anti-Burst Locks fitted additionally to the door locks under the Lock Striker Plate on all convertibles. If not present then it may show that a rear Convertible Deck only was used on top of the Saloon Tub but this was a very hard conversion as you also had to install the Convertible rear seat and Hood well arrangement so I don't think that many were done this way.

If it is what is Known as a 'Tristan' Convertible This was a Convertible Hood Kit designed to replace The steel Saloon one. It is immediately obvious due to the fact it utilises a 'T' Bar support over the top just like the Triumph Stag. The hood is a different shape to Standard and it does not fold down into the body tub but sits on top of the rear deck.

The Main place to check is obviously the Log book and Body 'Number Plate which is situated under the Commission Plate. Convertibles Should show a body number 1..... HBC for a MK 1 Convertible and 50,001 HCC and on for a MK 2 Convertible.

And of Course you can always send these Details to the Vitesse IVR sec Dick Plumridge who would check for you. email dick.plumridge@btinternet.com or indeed using the same Registration and commission plate numbers from the car you can send for a British Motor Industry Heritage Trust Trace certificate for a fee of £33 the web address is:

www.heritage-motorcentre.co.uk/archive/heritagecertificate.html

Cheers

Bernard

NEW COMMISSION PLATES

Hi

The commission plate on my GT6 MK1 is practically eaten away. I have all the details from the plate. Is it possible to have a new one made up?

Regards

Mike

Hi Mike

Yes commission plates and decals etc are available From Classic Reproductions for most of the Triumph range of cars. Tel: 02476 694019 or try www.classicrepro.co.uk and they also offer a Stamping service with the provisos shown below:

In order to prevent the fraudulent use of plates commission plates will only be stamped following receipt of a copy of your LOG BOOK/REGISTRATION DOCUMENT with your name and address proving you are the legal owner. The plate will then be sent to you to supply to the Stamper. It will be necessary for you to phone him to establish the documentation he requires.

Cheers

Bernard

ALTERNATOR CONVERSION

Help, I'm in the process of producing a Heinz 57 13/60 (1500TC Dolomite engine) 1200 wiring loomed etc, etc estate. So far the process has taken around 15 years so not quite a rush job. My problem is some time ago I had a stab at removing the regulator box whilst fitting an alternator. Stab being a euphemism for messed up. In trying to sort out the mess I of course referred back to the trusty TSSC index of back issues only to find that the last article to detail the associated wiring changes was back in 1985. Strangely enough, I appear to have insanely cleared out that year.

So my quest is to get a detailed account of which wires need to be joined to what when removing the redundant regulator box following the fitting of an alternator. From my little understanding, it seems all Heralds use similar wiring for that particular bit of kit so one size should fit all!

If I can resolve the above 'little' snag then I'm on the look out for a set of modern front seats from a scrapper preferably in a colour not dissimilar to the original tan interior.

I hope you can help this persistent if not quick Herald nutter.

Roger

Hi Roger

Given Below is Bill Davies (Early Herald Register Sec) advice for doing this job. I think it will answers all your Questions Nicely.

Herald 1200 Alternator Conversion

The dynamo has 2 electrical connections while the alternator has 3.

Connect the thin Yellow/Green wire to the small terminal on the alternator - this is the charging indicator. The thicker Yellow wire is the charging cable which goes to either of the larger terminals, which are connected together inside the alternator. The third terminal does not need to be connected for our purposes.

The regulator box, which was an important part of the dynamo charging system is now redundant and can be removed from the left hand side of the bulkhead. Pull the spring clip upwards away from the cover to reveal the regulator mechanism and the 2 crosshead fixing screws. Undo the screws and remove the regulator unit after disconnecting all of its electrical connections.

a. The Black ground wire is no longer needed and should be wrapped with insulating tape or heat shrink tubing and tucked safely out of the way.

b. The Yellow/Green wire must be connected to the thin Yellow wire - this takes care of the charging indicator light.

c. The remaining Brown, Brown/Blue and Thick Yellow cables should be connected together.

To connect these wires together I have dismantled an old regulator box and soldered together some of the internal connections. This gives a neat appearance, though a functional solution can be achieved by simply stripping back the wires and soldering together - be sure to insulate all the cables well.

Fuses

Heralds destined for the home market were not normally fitted with a fusebox, though they were a requirement for the USA. I have never been happy with this lack of protection and felt that I would take the opportunity to fit the correct American spec unit. Early 1200s like mine already have a mounting hole for the fusebox blanked off by a rubber plug - this is immediately behind the battery. I used the correct Lucas 4FJ 2-fuse unit, this being easily available as it is common to several Triumphs and other

popular classics.

Wiring is simply a matter of taking each of the 2 brown live feeds to a separate fuse while connecting the other side of each fuse to the battery/alternator feed terminal.

This will give you a fuse to the ignition circuit and another to the lighting circuit.

Bernard

Thanks Bernard Now for round 2.

Part of the rebuild has involved swapping the 1200 engine with 1500 unit from a Dolomite. In doing so I need to accommodate the different Starter arrangement. Do you know of anyone who has carried out such a dastardly deed, who might be able to give me a bit advice re the wiring?

Thanks again

Roger

OK Gang!

Let's see if you can help Roger out here - anyone willing to speak to Roger on this? as I haven't done this myself! Contact him on Home email : roger.dilley@blueyonder.co.uk or Mobile: 0774 8761076.

CYLINDER HEAD STAMPING

I was wondering if someone could help with a number stamped on the head of my Mk IV Spitfire?

Engine no. FH604239

Cylinder Head no. 218141

The car is 1972, the engine has been changed at some time for a later unit, going by engine number. The head number has been stamped between the head studs, if it matters the 2nd and 4th. numbers are not as sharp as the others.

I was wondering if it pointed the way to whoever may have reconditioned the engine which seems in good order, doesn't use much oil and has good pressure.

Had it checked on rolling road, running far too rich, even on freezing morning as soon as fired push choke fully in.

Only modifications, stainless 4 branch manifold and twin system and K & N filters, understand this may be good for 10 bhp. When jetted correctly gave 66 bhp against 63 as standard, showing loss of c 7 bhp, report carbs need reconditioning as does distributor, worn base plate and bearings.

Thank you,

Charles Smith.

Hi Charles

The number stamped on your Cylinder head was in fact stamped at the Factory and Indicates that the head is a MKIV High Compression Unit Fitted from Engine number FH 25000 on and therefore tallies with your engine number.

So this is not a reconditioners stamp but a factory one. It looks likely that the engine as a whole was reconditioned at some time possibly by what you describe.

Cheers

Bernard

USE SUPER UNLEADED?

I have a Mk3 Spitfire and in my area Sussex I am now unable to get the lead replacement petrol locally.

My garage says that as the car only does about 300 miles a year it would be OK to use Super Lead Free. Do you agree?

Thank you.

Nicholas Smith

Hi Nicholas.

Without wishing to re-open the whole Leaded/Unleaded fuel debate. Practice Has shown that the use of Unleaded fuel in a leaded Engine that the engine will cover a huge mileage before valve seat recession occurs as long as the Valves & Seats in your head already have a 'Lead Coating' on them from prolonged use with Leaded Petrol.

That said I do use a Fuel additive (Castrol Valvemaster) in my 1200 Herald to help protect the valves from regression and it has the added bonus of an Octane Booster which brings the Unleaded Fuel octane rating up to close to the old '4 Star' leaded petrol rating and helps with 'Pinking/Running on problems'.

So yes I would agree with your garage in this instance (low mileage) as if Valve seat regression does in fact happen then that would be the time to have an unleaded head fitted. Fitting an Unleaded head though does give long term peace of mind and negates all this Faffing about with additives/ timing etc.

Cheers

Bernard

BRAKE PEDAL DROPS

Hi Mr Editor,

I have a very annoying problem with the brakes on my Triumph spitfire 1V 1972, I would be very grateful if you or any fellow readers can help.

After driving about 3-4 miles without using the brakes the brake pedal seems to drop to the floor and needs pumping to get any braking back, this problem seems to go away under regular braking.

I have had the brake system bled and new brake nipples fitted also new flexible and even

a new master cylinder but nothing seems to make any difference! I have done nearly all except fit a completely new system! is this my fate? Please help.

Yours hopefully

Nick Wheeldon.

member - 01/65473

Hi Nick

You seem to to have done all the obvious replacement jobs but can I suggest that you check the following.

Rear Slave cylinders (these can leak the same as the Master cylinder)

Front brake Pads and Rear Shoes Wear levels

(bit obvious I Know)

Rear Brakes are properly adjusted.

The only other areas to check are to make sure the Calipers themselves aren't leaking or that you have not got a Break pipe fracture or loose unions somewhere as I think your symptoms are indicative of a fluid leak somewhere.

The only other time I have come across this is when the system although bled still had an air lock in the line and took several attempts at bleeding to cure it.

Even if after a few attempts at bleeding the system your symptoms prevail, there is an outside chance the 'new' master cylinder may be faulty. Good luck tracing this.

Cheers

Bernard

MW RESTORATIONS Tel. 01799 584994 Mobile. 07802 898321 TECHNICAL TIP

FRONT TRUNNIONS

When you're fitting new Front Trunnions to your suspension, it's important to check the Vertical Link thread really carefully at the same time.

These are often the original Links and can be badly pitted and corroded, and this can lead to them snapping when you're under way. It can also allow water past the top seal, which makes the corrosion worse.

If your Vertical Links look at all suspect, its well worth replacing them when you do the trunnions, as even though they're expensive, its cheaper than a major suspension rebuild or towing home from the motorway!

All the best,

Mike

SALE OF BANKRUPT STOCK

P&P £9.95 UK Mainland. For overseas please enquire.



The following items have been purchased by The Club from a trimming company which went out of business. **This is a one off bulk purchase** at low prices. We can therefore pass on these savings exclusively to all TSSC members and offer huge discounts on retail prices by up to a **whopping 50%** on certain items. The only down side is we obviously only have a limited amount of this stock and is available on a first come first served basis.

So when it's gone it's really gone and for good!

As you can see these are fine quality and a straight replacement for the originals.

So pick up the telephone and get your orders in quick!!!!

All rear 1/4 panels have the aperture for seat belts.

Vitesse 2.0 MKI & II convertible rear 1/4 panels.

- 010SB Shadow Blue**
2 pairs available £42.50 pair.
- 010R Matador Red**
1 pair available £42.50 pair.
- 010T Tan**
1 pair available £42.50 pair.
- 010B Black**
1 pair available £42.50 pair.



Herald 13/60 convertible rear 1/4 panels.

- 011R Matador Red**
2 pairs available £49.50 pair.
- 011B Black**
1 pair available £49.50 pair.
- 011T Tan**
1 pair available £49.50 pair.



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

All door cards supplied will require you to pierce a small hole in the outer vinyl to allow the window winder and lock handle rods to pass through.

Vitesse 2.0 MKI & MKII door cards.

- 020SB Shadow Blue**
6 pairs available £36.00 pair.
- 020SB Shadow Blue**
1 passenger side £18.00.
- 020R Matador Red**
2 pairs available £36.00 pair.
- 020T Tan**
1 pair available £36.00 pair.



Herald 13/60 door cards.

- 021SB Shadow Blue**
5 pairs available £38.00 pair.
- 021B Black**
1 pair available £38.00 pair.
- 021T Tan** 1 pair available £38.00 pair.
- 021R Matador Red**
1 passenger side £19.00.



Herald 1200-12/50-Vit 6 door cards

- 022T Tan** 1 pair available £38.00 pair.
- 022B Black**
2 pairs available £38.00 pair.
- 022SB Shadow Blue**
1 passenger side £19.00.
- 022R Matador Red**
1 passenger side £19.00.





FAMILY HISTORY

Bill Davies
HERALD
948 - 1200 - 1250
Register

IT'S FUNNY HOW DIFFERENT
PEOPLE GET DRAWN TOWARDS
OLD CARS.

There were no Heralds in my family when I was growing up, I can't even remember Heralds existing in my world until my last year at school. Amongst the parental cast-offs driven to school, were several Austin and Vanden Plas 1300s, while another lad had a Herald 1200. My parents owned



Almost a new car, less than a year old

a Dolomite 1850 followed by a Sprint, but there was no real Triumph blood running through my veins – cars were simply a means of transport to my parents.

A young Brian Haddock with the first Herald Estate



My wife Karen on the other hand was exposed to Heralds from a very early age. Karen's father Brian Haddock ran a small building firm with his brother until their recent retirement. When the Herald 1200 Estate was introduced in 1961, it made an ideal company car, so Brian and his brother Derek ran

a succession of these through the 1960s. As well as being an enthusiast for cars in general, Brian has been a keen amateur photographer, so his Heralds have been recorded for posterity.

The first of Brian's Heralds was a Pale Yellow Estate, bought in 1961 and registered 338DP. It had the

Estate registered in Berkshire, bought from the large Julians of Reading Triumph dealership.



CRD303C Wouldn't that make a great Christmas card?

This was an early 1200 on the Mk1 chassis, though not early enough to have the large sidelights and bonnet handle. Both of these features deleted shortly after the beginning of 1200 production, the large sidelights being reinstated around 1965.

338DP remained the family transport until 1965 when it was replaced by CRD303C. This was another 1200 Estate, this time in Wedgewood Blue. At this time Derek was running an identical Herald Estate, so Brian had the white stripe applied to avoid confusion when both cars were parked on the drive!

CRD303C would have been built on the Mk2 chassis, though as Triumph never advertised the new chassis' introduction in 1962, I wonder how many drivers were aware of the difference?

The 1965 replacement



It's also unusual to see that CRD303C has the same single bulb white sidelights as 338DP. Orange indicators became a legal requirement in September 1965, so there was a move from late 1964 to modify all unsold cars at dealerships, to comply with the new requirements. I've seen a number of other apparently



Some other Vehicles owned by G&D Haddock Ltd, sadly all gone

original 1965 Heralds with the small sidelights, but contemporary photographs are quite rare.

Being the family's daily transport when Karen was born in 1968, this was the first car in which she travelled on her journey home from the hospital. How I would like to be able to claim that

Mark Hall's 12/50 Airfix conversion



my own first journey had been in a Triumph Herald!

CRD303C was replaced in 1970 with a 13/60 Estate registered TRD116H. Brian has not been able to find any photographs of this one, maybe something to do with it's less photogenic Brown colour. This stayed until 1973 when it was replaced by the first of several Datsun (Nissan) Bluebird Estates. I wonder what would have

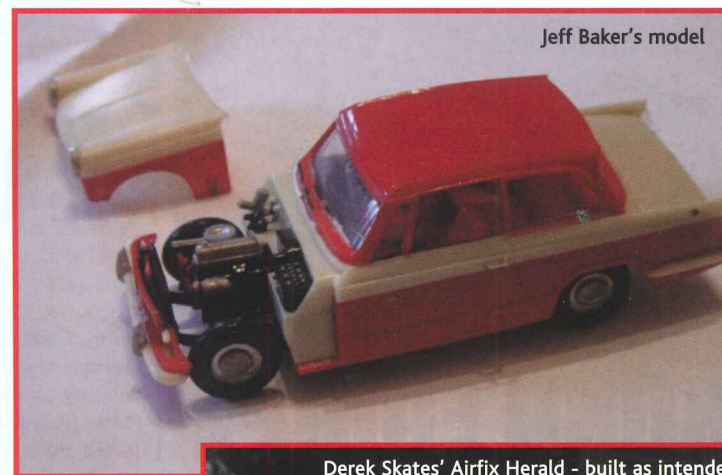
happened if the Herald's successor, The Toledo, had been produced in Estate form?

I can't resist including a picture of the Triumph 2000 which Brian and Derek's father owned from new in 1964. My own first 2000 was also a 1964 example, and Karen has owned a 1968 example as her regular transport since October 2000.

MORE AIRFIX HERALDS

In January I commented on the difficulty of finding a built-up example of the Airfix Triumph Herald. Maybe not surprising then that since the article was published, I've been sent images of assembled kits by four club members. I've included a few pictures

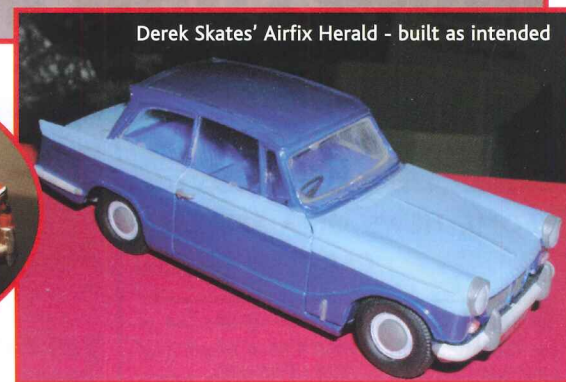
of the models so you can see what can be done with a little effort and patience. The re-release of the kit as a special edition has been confirmed for March 2006, so it may even be in the shops by the time you read this. The set includes a Ford Escort Mk1 and Vauxhall Viva HB and should be a good seller. Just so you know what you're looking for, I've included a picture of the new box.



Jeff Baker's model



Janne Andersson's modified plastic Herald



Derek Skates' Airfix Herald - built as intended

The latest Airfix special edition – go out and buy one!





PARTS SOURCE UPDATE

Guy Singleton

BOND EQUIPE Register

I MENTIONED LAST MONTH
THAT I HOPED TO HAVE
SOME NEWS OF A SPECIAL
CAR

I am still awaiting a further update but in the meantime this is what I have heard. TCK 888, one of the 2+2s used by Bond for advertising, was recently sold by its original owner. Unfortunately it has been through the hands of a number plate vandal and is now for sale without the plate! I have heard from someone who is interested in buying the car and hopefully will have some recent photos soon. In the meantime here is a copy of the advert from the Classic Car Weekly sent to me by Jeff Baker.

It seems to me that the price being asked is *very* optimistic as it is being sold without the number which is the item which makes it such a notable car. The photo is poor so I cannot judge much about the current

state of the car. Looking through some old magazines I found the car used in publicity photos for Road Tests in both Motor (dated Nov 13 1963) and Autocar (dated 3 Jan 1964)

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BMW

BMW 2002 1975, semi bare shell restoration 1996, rears new brakes, all round stainless exhaust system, sunroof, Kenmore 100, interior, excellent. (Lytic restored), overall very good condition. Mot Nov 06, tax June 06 £1350. Tel: 07506 400406, Derby. (Private).

BOND

BMW 320i, 1991 E36, price low, three condition, genuine reg number, every Mot from new, cost over £24,000 when new, stored for years, now taxed and Mot, ABS, EGR, EM, E/W etc. FSH, first to see will buy at only £2,750. Tel/Fax 01284 521105

BOND EQUIPE 1963, 2+2
Coupe, the actual Earts Court Motor Show and Press Publicity car, one owner from new, until 2005, extensive history file, tax and Mot £2,250. am. Tel: 01803 88992, South Devon.

BORGWARD

I have had some queries from new Bond owners regarding the sources for the various parts used in Equipes. Although



As the bumper strips contact the glass fibre body, minor accidents could do major damage; but they extend sufficiently to protect the lamps at front and rear. Amber turn indicators are on the outside, combined brake and tail lamp in the centre of each group, and the inner ones are reflector

much of this information will already be familiar to those of you who have seen this list before, there are a couple of updates to it and it will also save you digging out your September 2002 Copy of the Courier which is when I believe it was last published (unless someone can tell me differently!)

As a sidebar, the next photo shows why it's easier to carry £200 in cash in your wallet than on a Radio Flyer trolley around the Stoneleigh sheds! Quite a successful trawl this year including a few Bond bits, though still outnumbered by purchases to go towards Suzie's Spitfire which is now slowly progressing.

A reminder again to put **6th and 7th May 2006** in your diaries and I look forward to seeing you all at SEM. (Apologies for our mix-up of dates with it being advertised for the following



weekend in the last couple of Couriers but it is now definitely confirmed for the **first weekend of May**, the weekend after the May Day bank holiday).

Bond Equipe Parts Sources

Model	2+2	4s	2 litre
Bonnet air intake trim	N/A	Triumph 2000 Mk1(1)	
Headlamp trim	MGB/Spitfire (2)	Triumph 2000 Mk1	
Door	Herald without chrome trim		Bond skins on modified Vitesse inner, from Canley Classics 01676 541360
Door handles	Herald	Herald	Spit MkIII, MGB
Door trim panel, interior	Herald	Herald/Vitesse (3)	Vitesse/Bond (3)
Windscreen glass	Herald	Herald	Bond
Windscreen rubber	Herald	Herald	Triumph Dolomite (4)
Front Quarterlights	Herald/Vitesse	As 2+2	Bond
Other glass	(5)	(5)	(5)
Rear screen rubber	(6)	(6)	(7)
Boot lock	N/A	Herald	Triumph 1300
Rear lights	(Lucas) Viva SL90 or Imp (L692 + L691)		Vauxhall Cresta PB (Lucas L734)
Number plate light	Herald (L467)	As 2+2	Triumph 2000 (Lucas L743)
Side lights	Herald (L584)	As 2+2	As 2+2
Fuel tank	Bond	Bond	Herald Estate
Filler cap	Early Spit/GT6	As 2+2	Triumph 2000 Estate, Stag, GT6
Carbs	Twin SU HS2	As 2+2	Twin Stromberg 150 CD
Distributor	Delco D204	Delco D204	Lucas 25D6
Regulator	Lucas RB106/2	Lucas RB340	Lucas RB340
Dynamo	Lucas C40L	Lucas C40L	Lucas C40L
Boot Hinges	N/A	Herald	Riley RME (8)
Trim Fixing Clip	N/A	N/A	Volvo or Maestro (in metal only - use Volvo ones in fibreglass)
Bumper	Bond	Bond	Front - modified Triumph 1300 (reduced by 2") Rear - Triumph 1300
Hood frame	N/A	N/A	Modified Herald/Vitesse
Conv. Hood	N/A	N/A	Bond from Don Trimming 0121 373 1313
Dashboard	(9)	(9)	(10)
Seats	Made by Microcell	1200-Microcell 1300-Bond (11)	Bond (11)

N.B. SEE NOTES OVERPAGE

- (1) I can now supply the bonnet scoops trim at a cost of £45 + £2.50 p&p as I have now had them remanufactured for us.
- (2) Clips for 2+2 headlamp rims: Contact Dick Weller on 01522 526167
- (3) The interior door trim panel used in the 2+2 and early GT4S was the same as the Herald. In late GT4S the Vitesse trim was used. The rear quarter panels are Bond parts, not the same as on the Vitesse.
- (4) Strictly speaking not the right screen rubber, it's a little too short but it will stretch enough (be gentle with it) to fit round the screen. I am still looking into alternatives for this. Another possibility I'm told is the rubber from a MkII Metro. This will fit the screen vertically but will need cutting at the top and bottom as the Bond windscreen is narrower.

- (9) Unique to the four-cylinder Equipes, NOT the same instrument layout as the Vitesse, believed to be a special market export Herald item.
- (10) All MkI 2-Litre Equipes except very late ones, have the same instrument panel as the (then) current Vitesse. Late MkIs used the same panel covered in Ambla. All MkIIs left factory with Ambla covered Vitesse MkII panels.
- Door cappings always matched the instrument panel i.e. wood with wood, Ambla with Ambla. Some owners of MkII cars have fitted wood finish instrument panels and door cappings.
- (11) I can now supply the Bond seat diaphragms at a cost of £20 each plus p&p.

BADGES:

BADGING								
	Bonnet		Side		Rear			
	Bond Lozenge	Equipe GT	1300	2L	Equipe Script	Bond Letters	4s	6
2+2	Y				Y			
4s		Y			Y		Y	
1300		Y	Y		Y(1)		Y	
2L MkI		Y		Y(2)	Y			Y
2L MkII		Y		Y(3)	Y(4)	Y(4)		Y(4)
2L Conv		Y		Y(3)	Y(4)	Y(4)		Y(4)

(5) All the flat glass with the exception of 2+2 and GT4S quarter-lights are unique to the Equipes. I have some second-hand spare glass.

(6) Available off the roll from Woolies, Whitley Way, Northfields Industrial Estate, Market Deeping, Peterborough PE6 8AR. Part numbers: Rubber – R399, Insert – 358. 3 metres required.

(7) Available off the roll from Edgware Motor Accessories, Unit 5, Ballards Mews, High Street, Edgware Middlesex HA8 7BN (0208 952 4789) – 4 metres are needed, cost around £50. Reference codes for 2L: 2000 GM + infil trim, (this is not identical to the original but is an acceptable replacement).

(8) Available from Ashwater Forge and Foundry Ltd., 34 Fore Street Devon EX12 2AD Tel: 01297 20787. Their ref 810112/1 and 8/0112/2. Also available from David Brown Restorations, 3 New Mill Lane, Mansfield Woodhouse, Nottinghamshire, NG19 9BL, Tel: 01623 460511, email: enquiries@davidbrownrestorations.co.uk. Not cheap though, about £120 a pair.

(1) On 1300 models script is centrally mounted on rear valance below bumper.

(2) One 2L badge on each rear wing above bumper leading edge.

(3) On some later cars a Mk II badge is fitted on boot lid above boot lock.

(4) BOND letters also fitted to bonnet on some MkII cars. During January 1970 modification introduced the fitting of bond letters and 2L badge in place of equipe script on boot lid.

(5) I have had all the badges (except for side badges) remanufactured so please contact me for prices and availability.

General Notes:

Export cars intended for certain countries were required to have BOND maker's name displayed (all models).

If an overdrive was specified an 'Overdrive' badge was fitted on bootlid, RHS below existing badges (factory fitted badge is ex Spitfire item).

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, Lutterham, Leicestershire, LE16 9TF, United Kingdom.

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- ▲ Car Interiors
- ▲ Exterior Trim & Care
- ▲ Specialised Tools

Semi Sport System

YOU ARE HERE 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 -

Have You Got Yours?

Latest Catalogue should have been with the March 06 Courier if yours did not arrive - Please Tel. 01858 434424 to order - FREE

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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

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MORE PASSION NEEDED!

I have just read Bill Sunderland's Accounts Review For Club Year 2004/2005.

Whilst Bill has quite rightly been honest and up-front in what he says, never the less I found his report somewhat depressing. I also feel sorry for all the staff at HQ (including Nigel in the shop) who must at times find it hard to motivate themselves if as Bill predicts the trend will be for things to get worse not better. 'Cutting your cloth' is totally commendable but increasing income with profit is the greater challenge.

Chris Mills and his team have soldiered on with the International Weekend but I believe even they have in recent years felt at times a bit despondent.

We hear that the AO meetings are attended

Readers Write . . .

It's appreciated we can't all be at everything.

Several of the Triumph specialists many of us rely on are also reporting sales of spares are falling back. Oh dear, is there no joy to report.

Yes. Thank goodness The Courier with its splendid cover picture comes each month to brighten our fading Triumph spirits.

So, who is to blame for all the doom and gloom and can anything be done about it, or is it all too late?

The future of the TSSC and many other registers (yes, maybe there are too many of them) lies in the hands of its members. The writer himself now finds himself as a member of two Triumph registers. Why? Because he feels his present drive is looked down on by many other Triumph owners in the TSSC register, crazy?

What do we mean about needing more passion? Last year as was filling up my lovely Inca yellow 1500 Spitfire - now replaced with a TR 7 - when a TR 6 owner came over for a chat. He was trying to tell me he was the proud and loving owner of a 'beautiful red soft top I have owned from almost new'. He went on to tell me his average annual mileage was only 500 miles and he lovingly kept it hidden (my word!) under two covers in his garage. That's not love that's total abuse!!



by a relatively small percentage of AO's. Maybe they also get despondent because of a lack of support at club level for support of both the monthly meetings and the events that are arranged.

He was somewhat taken aback when I accused him of not loving his car at all but saw it purely as some kind of financial investment. I then told him in my eyes the car would suffer through lack of use 'if the car could speak it would shout get me out of here'. At that point he mumbled something about cost of petrol and

walked away.

I have already mentioned I now drive a TR 7. The main reason being my 6ft 2, 18+ stone frame now needed more cabin space for frequent long journeys.

During 1998 the TR 7 had a complete engine rebuild plus gear box and front suspension rebuild. By the time I bought it last summer



it had only covered 6000 miles since all that rebuilding work. It now averages 600 miles a month and has just completed 641 miles in 3 days and never missed a beat. Thanks to help and some fine tuning by Martin at Robsport (we have also upgraded headlights, changed to Lumenition, added K&N's etc) the rev needle now frequently spends time in previously unexplored areas on the dial. The little right pedal has even started to make indentations in the carpet but, the car loves it (as did the Spitfire) and it is all the better for it. These are sports cars not shopping trolleys.

Why do many classic owners pussyfoot along at speeds that allow my wife in her electric wheelchair to overtake them? Where's the fun and enjoyment in owning a classic car that sits for most of its life covered up unseen, unused, unloved.

Are we so called proud Triumph owners guilty of giving lip service only to the manqué if we show no trust in our cars to get us from A to B. We often read about owners getting very excited because their car reached some event and got back home with no problem. I do not claim to be a mechanical expert, but what I do know (by experience) is this.

If more owners would drive their cars more often and more enthusiastically yes there may be some gremlins to sort out and one or two may be a bit costly but after a while the car will be sorted and can be relied on to go any where and back.

At the time of writing (which happens to be 2am!!) I have just come back from a trouble free 3 day round trip of 641 miles in my 1981 TR 7 - admittedly with the hood up. I also admit that on my return due to road and weather conditions I had to give it a thorough clean but I enjoy doing that anyway. Plus we all have to take precautions some time in our lives!!

OK so my Euro box estate (which is more of a work horse for packages and wheelchair) has the so called advantages of e/w, c/l, p/s, ABS, a/c, ESA (or is it P) but what the heck, to drive, its just dead boring. When driving it nobody waves or smiles at me, no one rushes up to me in the car park to look at it and tell you they used to have one. Give me the classic any day.

So, come on fellow TSSC member's love your cars enough to use

them more and they will serve you well. Don't get hooked on owning one of those one or two owner low mileage Triumph cars. That can indicate they/you were afraid to use the car so now its all choked up. If you do buy one of those, for the cars sake let it loose and

let it fulfil the purpose for which it was designed and made. We all know we won't be 'taking our money with us' well; we won't be taking our cars with us either. So, we should enjoying them while we can.

Let's also support our A O's and as many club events as we can. Let's visit HQ and see what a great resource it has become. Let's fill the Halls at Stafford and the car parks. It's not Chris's fault if we don't turn up. Let's support our Triumph specialists, by keeping them in business it helps keeps us on the road. Let's give the staff at HQ every reason to be motivated and optimistic. Lets

make it easier for Bill Sunderland to write a more exciting report than this last one.

Most of all ignore what the trends predict. **LET'S GET REALLY PASSIONATE ABOUT DRIVING OUR CARS.**

David Turner
Gloucestershire

LAMINATED DEMISTER SCREENS

Are you jealous of the defrosting/demisting capabilities of modern cars? As a Vitesse Saloon owner who hopes to make his car an everyday driver, I've made a few enquiries. Midlands-based company Uroglass are able to make laminated FRONT and REAR screens with fine wire demisting elements, like the 'quickclear' windscreens that are an option on Ford cars. Uroglass require a minimum order of 10 off each screen to make a run and have given a rough guide of £200 + VAT + delivery for a rear screen and tell me a front screen would be a similar price. The more orders we have then the cheaper they will be. So if your Triumph has Herald/Vitesse glass and you fancy seeing where you're going or even where you've been, then phone Herk on 01952 279850. I don't see why this cannot be attempted for other club cars.

Do any of our parts suppliers want to take up the challenge?

H Uppal
Shropshire



THE NEW YEAR RUN 2006

by Colin Wright

THIS YEAR IT WAS AGREED TO MAKE THE NEW YEAR RUN A JOINT EVENT BETWEEN DERWENT VALLEY AND THE NOTTS AREA.

It was decided that Nigel and I would plan the route (big mistake, knowing both our penchants for 90+ mile runs) and Claire requested that we take the opportunity to raise money for a charity. Breast Cancer Research was chosen.

It all began on New Years Eve when Nigel and myself planned the run for the 8th of January. Boy! did we get it wrong...we drove for hours and clocked up far too many miles. So I got out a map, re-planned the route, salvaged what I could and begged Angie to go for a drive on New Years Day to do it all again. There are so many fantastic driver's roads in Derbyshire, Leicestershire and Nottinghamshire that we started to fall

into the same trap and had to re-plan yet again. By 5pm and in the dark we finished the run and drove home to put pen to paper...

Sunday 8th January was soon upon us. An early start for Angie who helped me decorate Victoria in pink ribbons before we headed off to the starting point. We had asked people attending to decorate their vehicles/persons in pink to support the charity. After a few objections from the more macho amongst us we were impressed with the effort that people had put in when we met at Ripley Market place on a freezing and misty

January morning.

Ian wore a pink ring on his 'pinkie' and pink balloons hung from the

Ripley Market place we saw a fantastic line up of Triumphs. It was clear to see that most had spent Saturday cleaning and polishing their cars ready for the run (Big Mistake as they were to discover).

Brian Watkins is a true enthusiast. His Vitesse had a structural failure when a bracket that holds on the wheels broke on Saturday afternoon. After being towed home he was almost resigned to completing the run in a modern car. Not to be defeated he managed to locate a replacement part from Gary and repair the car just before midnight ready for the run. Brian you're a star.

Thirteen Triumphs and three modern cars lined up in Ripley. It was great to discover the distances people had travelled to support us. We had visitors from Northants, Grimsby and even the depths of

South Yorkshire! In the classics were:- Ian and Emily in a Herald 13/60. Roger, Julie and Christina in their Dolly. Nigel, Claire, Matt, Charlotte and Victoria in the brown 2000 with pink interior. Tony, Cindy, Sam and Lewis all the way from Grimsby in a lovely Dolly Sprint. Bill and Pat in the TR4. Stuart and Glynnis in 'Thirsty' the Spitfire. Andy in his Spitfire. Ron and Josie in their shiny Bond. Steve and Julie in a Spitfire.

cars. Steve flew a pink bra from his aerial and there was an assortment of pink scarves, pink hats and pink T-shirts.

"Millie" Nigel and Claire's brown 2000 had benefited from the help of their daughters and their friends and was definitely PINK - baubles, tinsel, tassels, balloons, pink seat covers, and pink soft toys etc. Nigel took one look at it and refused to get in. Eventually, after Claire told him that she would drive home from the pub so that he could have a drink, he finally agreed and even wore the pink Stetson the girls had picked up for him. (Aren't women so manipulative, especially his girls, and aren't men so gullible)

As Angie, Mark and I arrived at



Ed and Bri in their Vitesse MkI. Mike Mayfield in his Vitesse MKII. Angie and Mark in 'Victoria' the Vitesse MKII ably driven by me. And not forgetting Brian in his just repaired black Vitesse 'wotsit'. Oh yes! There

were also three jelly moulds on wheels.

Our presence attracted the attention of a passing Triumph 2000 and a Borough Council operative who was taking down the Christmas lights. He



apparently had been factory trained on Triumphs, particularly gearboxes and worked at a local Triumph Dealer in nearby Heanor.

Whilst Claire was busy taking orders for the pub lunch Nigel was socialising in his pink cowboy hat - all he needed was a pair of pink leather boots and spurs to complete the look. Ian and Emily were first to head off on the run (with the top DOWN) crazy! He's crazy! He drove over 30 miles before the cold was just too much and the top went back up.

After we'd watched everyone leave Angie and I decided that as we had done the run only the weekend before in beautiful winter sunshine we'd take a different and quicker route which missed out all of the narrow country lanes which were coated in Derbyshire finest 'cow muck'.

We were some 20 minutes behind the leaders and were almost twenty miles into the run before we saw Mike Mayfield some 200 yards ahead. After following him for two miles or so we hit a series of bends. Upon taking the last bend we were greeted with a very long straight road stretching waaaaay into the distance I was all set for gently accelerating (flooring it) when Angie said, "where's Mike gone surely we should be able to see him?" The penny dropped. The man who had planned the run (me) had missed the turning "It's OK dear I know a short cut" I said. This mistake and the enforced alternative route turned out to be beneficial as it meant we missed the dirtiest roads on the run. I was relieved to hear that my co-route planner Nigel had also gone wrong so I didn't feel too bad.

Meanwhile down these country lanes the rest of them were enjoying

potholes, cow muck, water splashes and horses which "when they saw the line

of Triumphs with pink balloons started 'popping' stated Kim.

We managed to complete the rest of the first section without any further mistake and arrived at Castle Donnington services to find Ian and Emily still shivering from their insanity - a hot cup of coffee was the tonic needed. I returned to the car at 11:45 to find that they had all safely arrived and had made good time. The Triumphs were all parked together, looking very impressive and Roger was busy taking photographs.

The route was the usual test of both vehicles and driver and if anyone had washed their car prior to the event at



this point we couldn't tell. Those who had lost balloons and banners on the way took this opportunity

I discovered what they were like last week - did you?"

Whilst resisting requests to clean everyone's cars the deadline to leave came and went. Eventually, I got them back on the run for the

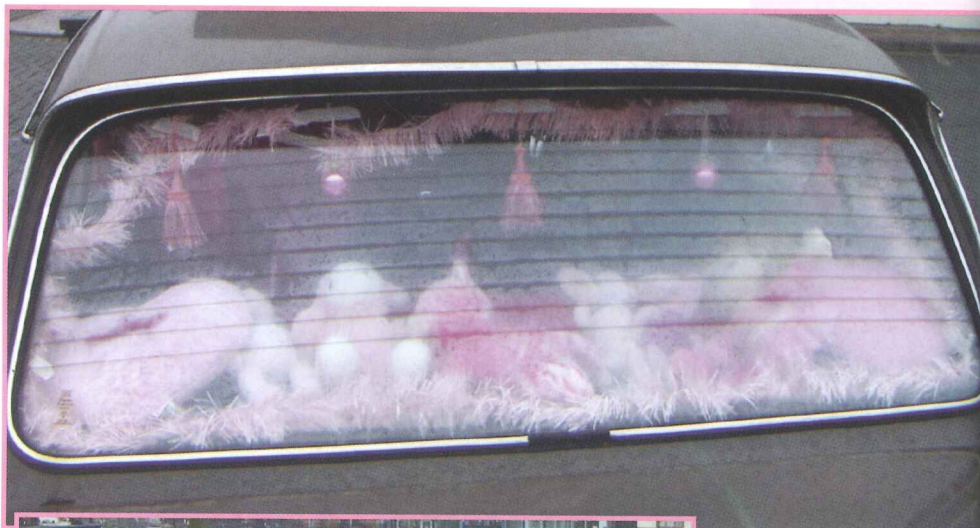
to redress their vehicles and I very kindly lightened the weight of people's wallets by selling 'pink' raffle tickets. Charlotte and Victoria also sold pink ribbons to raise more funds for our chosen charity.

Whilst selling tickets I noticed a white Spitfire which did not start at Ripley but was parked in the middle of the pack. It was Dave and his young lady from Wellingborough. Apparently they had arrived late at Ripley and were spotted by the man taking down the Christmas lights, who had been given some run sheets by Nigel just in case.

Well it paid off and it's this sort of community spirit that gives you faith in this world or is it just Triumphs that bring out the best in people?

It was at this point that I was being quizzed as to why Angie's car was so clean and the others were a light shade of yucky brown (and no Pat it's not mud!). My reply "well you didn't expect me to drive down those dirty lanes after





second stage, but only after doing two laps in convoy around the car park in desperate effort to find the exit. They finally got underway some 20

minutes behind schedule. Because of this Angie and I drove straight to the next stopping point to await the arrival to enable us to decide which of the two routes we would select for the last leg to the pub.

Nigel and Claire felt very lucky, as they had managed to dispose of two of the children as navigators for solo drivers. They reported that the second stage was a nice peaceful part of the run - As for Charlotte, well, she only managed to get her Maths

teacher lost once, by accident she assured us or was she getting her own back for the Christmas homework! At the second stop off point it was decided that as time was really pressing we would complete the last



stage in tight convoy (easier said than done) and go direct to the pub for lunch.

On arrival at the pub the car park was full so we all lined up in the camping field. A quick count and we were one short - Stuart and Glynnis - what a surprise! The selection of excuses were - take your pick:-

1. I had to stop for petrol and there was a big queue.
2. When I arrived at the stopping point everyone had gone and I continued on the long run.
3. Glynnis was navigating and I was getting frustrated so I did not listen to her.
4. I went back to do the bits I had missed.
5. I am a taxi driver and I go the long way around to bump up the fare.

Once we got into the pub and after a few shuffles about we managed to get 40 people sat down and enjoying the marvellous food that Ye Olde Bridge Inn had provided. Apart from a near riot over the

shortage of Chocolate Fudge Cake we were all very mellow from good food and drink in no time at all.

Seventeen prizes had been kindly donated for the raffle, which was drawn and contributed to the grand total raised for Breast Cancer Research of **£103.10**. Not bad for a first effort at charity fund raising - and who said that I had promised to wear a **PINK BIKINI** next year - who ever it was - I will if you will.

Thanks to everyone who joined us and made it a great day out. We can't wait to do it all again next year! Just one more thing - seriously, I will wear that **PINK BIKINI** if you sponsor me big time for our chosen charity - *but it will come at a price!*



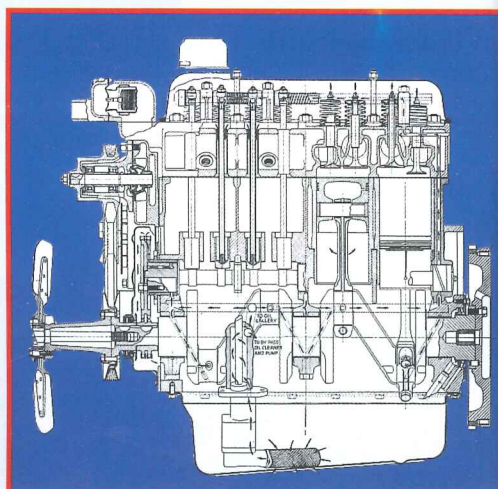
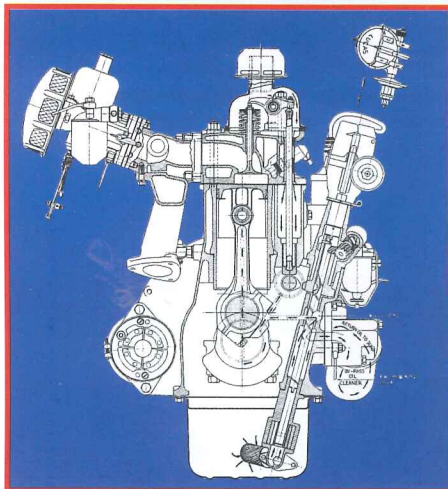
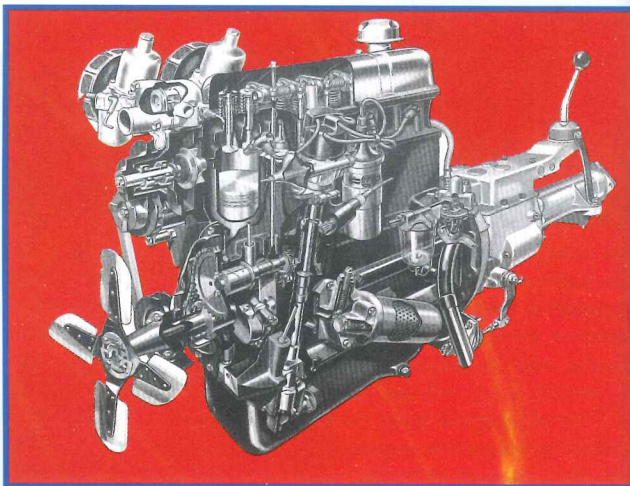


THE BIRTH AND DEVELOPMENT OF THE WET LINER ENGINE PART 1.

by **Paul Richardson** ©

The design of the Vanguard and its new engine started in

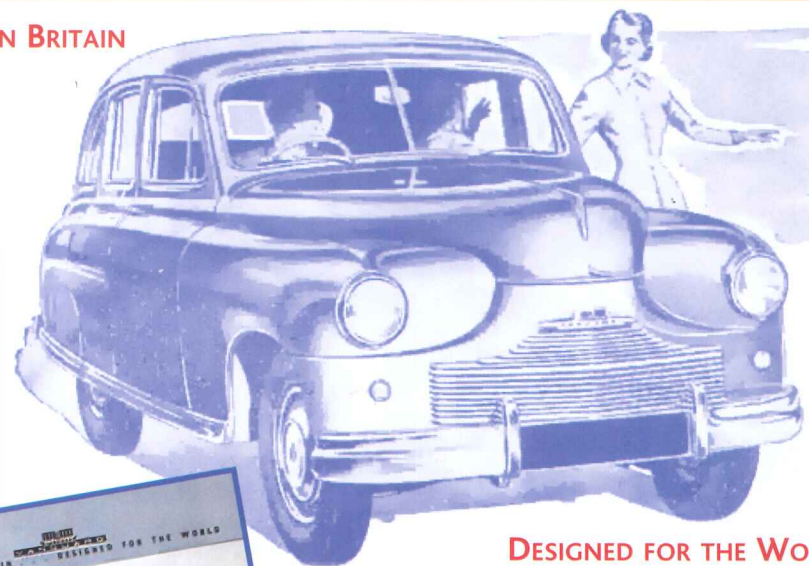
The full story of the Standard wet liner engine designed for the Vanguard immediately after world war two is an intriguing story of the entrepreneurial foresight of Sir John Black head of the Standard Motor Company. Black's main aim for the post war future of his company was to adopt an 'export or die' policy, and he had to produce a car that would sell in all four corners of the globe to achieve it. Thus the Vanguard 'world car' had to be of sturdy general design to meet the challenging road conditions presented



by continents like India, Africa and Australia. A new engine was also needed to power the Vanguard, and it also had to be robust with plenty of mid range torque for the new 'world' market.

1945 and production of the new car began in 1948. The new engine was designed by

MADE IN BRITAIN



DESIGNED FOR THE WORLD



Ted Grinham chief engineer of the company and he decided on a wet liner 4 cylinder unit of 2088cc. Little did he know at the time that this engine was destined to break a speed record in 1953!

Whilst the design of the Vanguard and the new engine were underway, another application was found for the new engine. Just after the war, Harry Ferguson needed a production facility in England to produce his totally revolutionary Ferguson Tractor - having fallen out with the Ford Company (over patent rights)



SIR JOHN BLACK
SITTING ON THE NEW VANGUARD

BRITAIN'S MOST MODERN AUTOMOBILE PLANT
Gives you Britain's Most Modern Car



Check these outstanding features

- Seats 5 in comfort, front seat 37" wide
- Standard track - 3" clearance - full floor
- Independent front wheel suspension and springs
- Gear shift in steering column, 3 speeds forward
- Standard American thread nuts and bolts
- Parts always in stock and immediately available
- Lightened Hydraulic Brakes
- Raising 14 in. R.R. boots
- Built-in air conditioning system
- Wide choice range in dash or optional leather upholstery

*The Standard VANGUARD is manufactured by the Standard Motor Company Ltd., one of England's oldest and largest automotive manufacturers. Three plants at Bolton, Leeds, Birmingham and Cardiff employ over 200,000 workers. Standard Cars are sold and serviced in 79 countries throughout the world.

The Standard VANGUARD and TRIMARK cars are made in England by the STANDARD MOTOR COMPANY LIMITED COVENTRY ENGLAND

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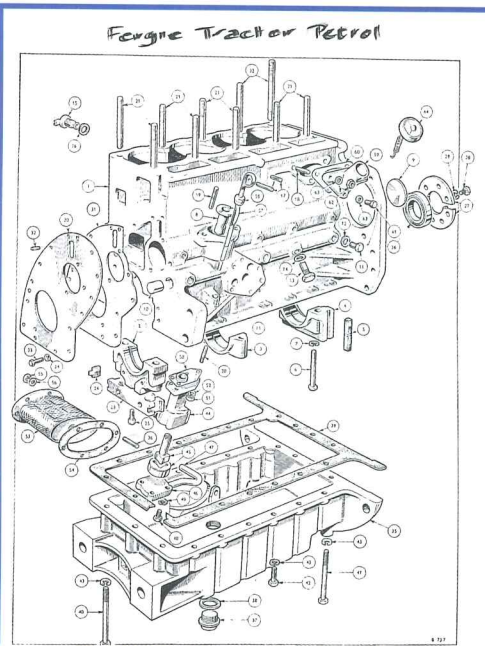
Top of Great Street, Bolton
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SALES AND SERVICE COAST TO COAST



Harry Ferguson & Sir John Black Posing for a publicity Photograph in the Late 40's

who were producing Fergusons in America. Little interest was shown in producing the latest Ferguson tractor by British industry - until Sir John Black got to hear of it.



The Modified 'Fergie' Wet Liner Unit

huge Banner Lane plant, which had been built to produce Bristol Hercules

aero engine throughout the war, was now vacant. Ferguson also expressed his need for an engine for his tractor and the brilliant Black suggested his new wet liner engine. A deal was struck and from 1946 the Ferguson Tractor was produced at the Banner Lane plant, initially powered by Continental engine until the new Standard wet liner 'tractor engine' was in production.

It was Black's brilliance in securing the Ferguson deal that secured the post war financial future of the Standard Motor Company. To qualify this, between 1948 and 1956 almost 518,000 Ferguson tractors had been built and exported to all corners of the globe (over 300 per day at height of production) and the vast majority were powered by a developed version of the Standard wet liner engine either in petrol or diesel form.

As for Vanguard production from 1948, in the first year 15,000 Vanguards had been exported to 76 different countries, and in February 1949 a production record was set when 292 Vanguards were shipped to overseas markets. Final production of phase 1 and 2 Vanguards alone reached 185,000 and throughout the fifties the wet liner engine powered all the company's

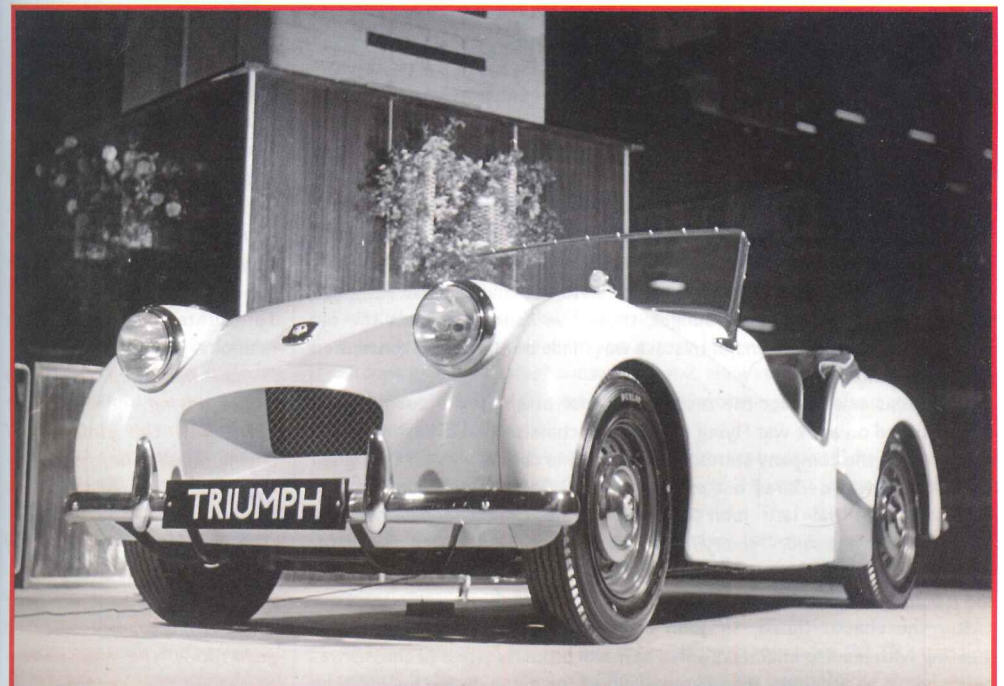
large saloon range.

In 1953, the stealth of the wet liner engine was to take on a whole new meaning when it began its history powering the Triumph TR2. This was yet another example of how the brilliant Black reacted to market opportunities. Sir John realised the potential of the post war interest in British sports cars like M.G.'s and the Jaguar XK120 of 1949. More importantly, he also recognised the commercial value of the huge and ever growing demand for British sports cars in America. It was with this particular market in mind that he ordered his company to design a new sports car.



A 'World' car indeed
in the first year 15,000 Vanguards had been exported to 76 different countries,

Codenamed the 20TS, the design brief for the new sports car was to produce a competitively priced car on as low a budget as possible built round the well proved wet liner engine reduced from 2088 to 1991cc. To keep costs down parts already manufactured by the company were utilised wherever possible.



20TS Prototype - 3/4 frontal view on Stand at 1953 Motorshow.

Thus, a 4-speed version of the Vanguard 3 speed gearbox was used and the rear axle was a modified Triumph Mayflower unit. Modified Mayflower inde-

It was also decided to modify the body styling of the 20TS

pouring over the engine blue-prints and taking a detailed look at all the engine compo-

of 10 mph short of the hundred."

Ken discussed his suggestions with the highly respected Lewis Dawtrey, who was manager of the Technical office and deputy to Ted Grinham.

Lady & Sir John Black beside 20TS at London Motorshow 1953.



pendent front suspension was employed with leaf springs on the rear - and the new sports car made its first appearance at the 1953 Motor Show at Earls Court.

It was at this time that the author's father Ken Richardson, was brought into the company by Sir John Black to develop the new sports car. After first testing the 20TS prototype during a press day at the Coventry factory after the Earls Court Motor show he condemned the car as unsafe. After his road test he said to Sir John, *"This is the most bloody awful car I've ever driven, it's not even safe and should be scrapped before it kills someone."*

The main problem with the car as detailed in Ken's report, was an extremely weak chassis which showed no signs of being properly stressed. This rendered the suspension virtually useless due to the chassis twist. Although the car was built on a tight budget, those I've spoken to from the old company advocate that a major mistake was made on the design conception of the 20TS chassis.

This chassis was in fact the result of several attempts to 'cobble up' a chassis based on a pre war Flying Nine saloon chassis - one of several found redundant in the company stores. The Flying Nine chassis was first designed in 1936 and was declared out of date in 1939. In fact reviewing a taped interview with the late John Turnbull of the chassis department he confirmed this. He said, *"Modifying an outdated, pre war, saloon chassis for the new sports car was certainly not my idea. This chassis was just not up to the job and we should have designed a new chassis right from the start."*

After the chassis fiasco, Sir John Black and Ted Grinham convened a meeting with leading engineers and a new and properly stressed chassis was designed. To all accounts, John Turnbull did all the detail design for which he received little credit. He decided to join the Ford company in the mid fifties.

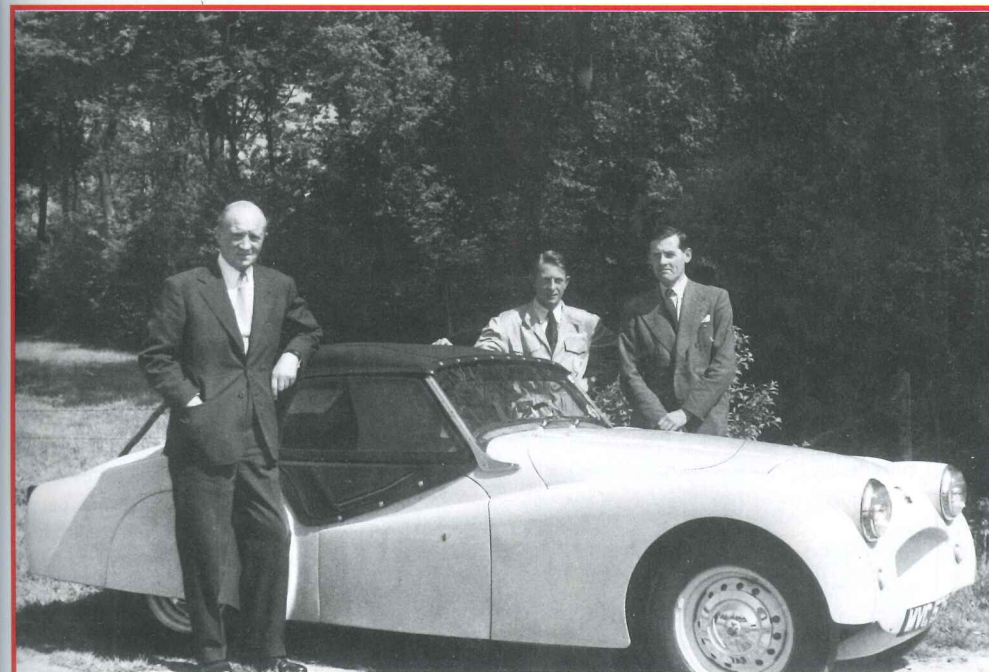
which was designed by Chief Stylist Walter Belgrove. In essence, this involved restyling the stumpy rounded tail upon which the spare wheel was mounted.

The result was a much more attractive, cleaner lined sports car with the spare wheel housed neatly in a separate wheel compartment beneath the boot.

To quote Ken from his memoirs.

"I had made up my mind whilst driving the 20TS that even with the simplest of engine modifications probably another 10 bhp could be achieved."

The fact that the gear box and final drive ratios were completely wrong also indicated that with properly selected gear ratios, the road performance of the car could be improved enormously. After



Sir John Black, Ken Richardson and Alick Dick (Sir John's P.A. at the Time) Photographed alongside TR2 Prototype MVC 575.

nents, I began to believe that the company had no idea of the true potential of the TR engine. This was further given force by the fact that the original conception was to produce a sports car that could do a target speed of 90mph, and 90mph was on everyone's tongue at the time including Ted Grinham's."

I began to wonder how the company's sights could be lifted to 100mph, because I was convinced that the first TR2 could be developed into a sports car capable of well over 100mph. Bearing this in mind, I considered a 90mph sports car short sighted, and after all 90mph as a target speed only projected the negative image

After this and a subsequent meeting with Ted Grinham and Sir John Black, it was decided to go ahead with a '100mph' development programme.

In January 1953 the first TR2 was born and Ken used prototype 'MVC 575' as his personal development car. Over the next few months an extensive development programme began to convert the new sports car into a thoroughbred. The trusty wet liner engine was developed, and modifications became the subject of exhaustive testing to prove mechanical integrity. Ken instituted '100 hour' endurance dynamometer tests. This was derived from his work as a test superintendent on experimental aircraft engines throughout world war 2. He was in charge of 8 test brakes and the official 'A.I.D. type test' for airworthiness involved running test engines for 100 hours.

It was in early spring whilst the TR2 prototype was still being developed when Sir John Black called Ken to his office. *"Have you seen this?"* Sir John said whilst pointing to a newspaper article. The article documented a recent speed record achieved by a Sunbeam Talbot Alpine on the Jabbeke highway in Belgium. This led to the first major event for a TR2 - a speed record over the measured mile.

In the next issue: The full development programme for the TR2 wet liner engine, including engine modifications, and the beginning of the Standard Triumph Competition Department.

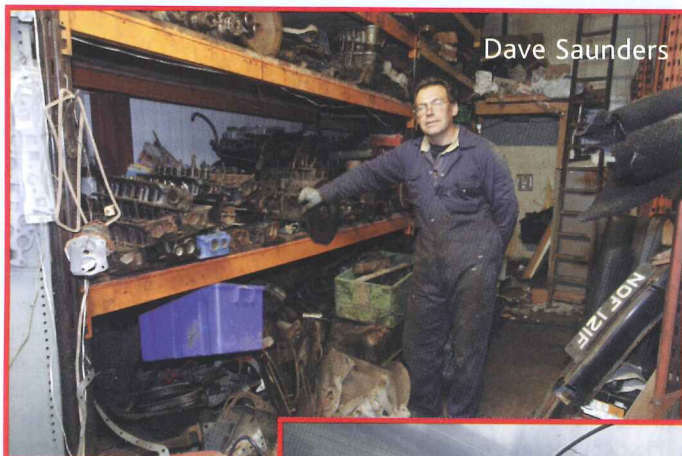


TRIUMPH SPARES & RESTORATION

PICS & WORDS BY **RICHARD DREDGE**

**IF YOU'RE A TRIUMPH OWNER YOU'LL
KNOW THERE'S NO SHORTAGE OF
PARTS SUPPLIERS TO HELP YOU KEEP YOUR
CAR ON THE ROAD.**

If you're lucky, you'll also have a Triumph workshop nearby where there are knowledgeable people whose brains you can pick when you need to. But considering the low value of vehicles such as the Herald, Vitesse,



Dave Saunders

Spitfire and GT6, it's amazing how much some workshops charge for parts and restoration services. That's a point that hasn't been lost on Dave Saunders, who set up Triumph Spares and Restoration ten years ago, with the express aim of keeping prices to an absolute minimum. He said: 'We don't send out glossy catalogues or spend

a fortune on plush premises, which helps us to keep new and used parts prices - as well as our workshop rates - to a minimum.' It's an approach that has been very successful, with a steady expansion of the business being the result!

As is often the case, Dave started dabbling with selling parts on a part-time basis, but it wasn't long before people started asking him to fit them as well. Soon after that the requests started coming in for mechanical and restoration work, so Dave decided to set up a full-time business. Starting up in Worcester in 1996, he soon outgrew his premises and had to move to a bigger site. Although Dave doubled his working area to 4000 square feet in the process, by 2001 it was time

to expand once more, so he moved to his current premises - which are once more bursting at the seams!

While Dave doesn't sell complete cars, he does sell projects and is always on the lookout for abandoned restorations and MoT failures. Not only is there a steady stream of people wanting such vehicles, but they invariably need plenty of parts to get the car roadworthy again - which they can buy from Dave.

But it's not just about selling parts; as the company's name suggests, Triumph Spares & Restoration can help with any aspect of owning or rebuilding a Triumph Herald, Vitesse, Spitfire or GT6. This has always been the case, and it's because of the wide range of services available that Dave ended up getting himself into a



Dave sorts some new parts

corner. He was so booked up with the workshop side that there was virtually no promotion of the parts availability.

That, combined with the rise in the popularity of eBay, meant that 90 per cent of Dave's parts turnover was lost. The only way of redressing the balance was to take on a full-time member of staff; hence the arrival of Tony Dudley during last summer.

Tony worked for MG-Rover until its demise, repairing damaged press cars and

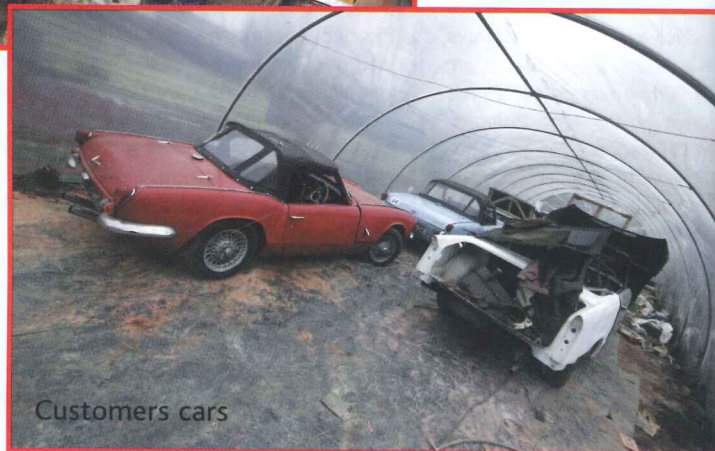
preparing show cars. There isn't much he can't do with a MiG welder so it came as no surprise when Dave suggested that the business should be split into two, and they could each look after their own halves. Consequently, there are now two halves to Triumph Spares

The Workshop



& Restoration, with Dave managing the parts supply (new and used) while Tony looks after the workshop.

Tony is very much looking forward to the future, especially as he's bringing in one of Triumph's last apprentices to work alongside him. David Chappell started with Triumph in 1973, joining the press



Customers cars



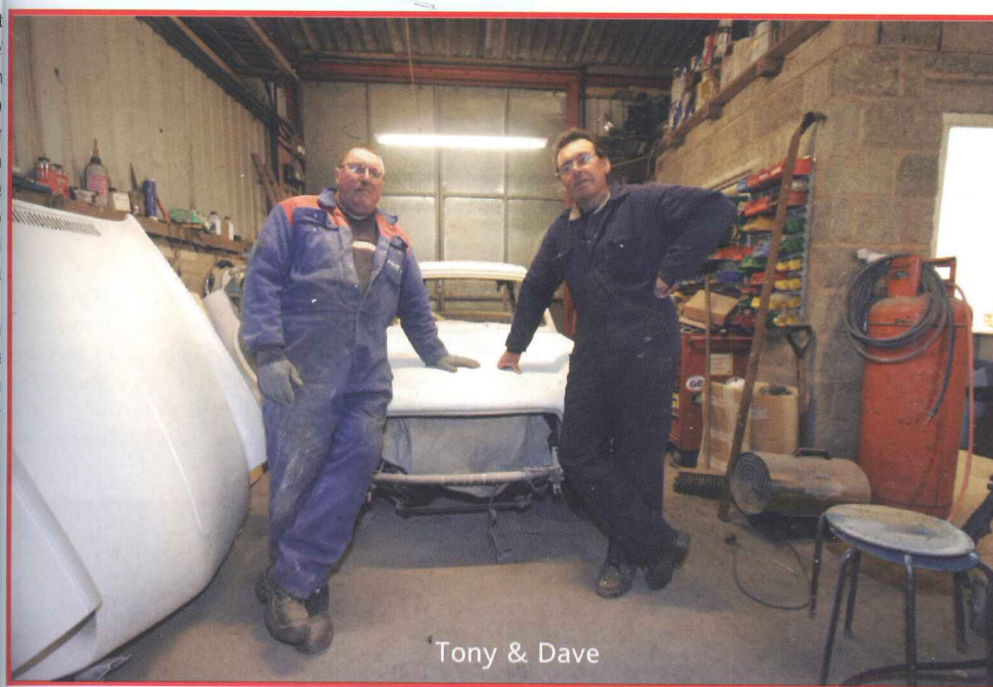
Tony Dudley

garage three years later. He went on to prepare the Metro 6R4 rally cars, but he is unlikely to see anything quite so exciting in the Triumph Spares & Restoration workshops! But that's not to say there aren't any fascinating projects on the go. There are currently two GT6 convertibles being created, one of which is powered by a 2.5-litre straight-six, mounted back in the chassis to help with weight distribution and hence handling.

But even this is put in the shade by the 3.5-litre Rover V8-engined monster that should see the light of day later this year.

It's not all about creating monster cars, though, as Tony reminded me: 'Our bread and butter work is MoTs, servicing and restoration.'

We can do welding, mechanical rebuilding or panelwork, and our charges are rather less than most rivals, at just £20 per hour. Also, we have access to several experienced Triumph trimmers who can revive any Triumph's interior - whether it's using Newton Commercial repro items or starting from scratch with something unique. It's much the same for the mechanical side; we're not averse to experimenting with different braking



Tony & Dave

systems or engines, as we have a great relationship with some of the senior engineers who used to work at Triumph. If they don't know what's what, nobody will!!

One of the projects that Tony and David will no doubt be getting stuck into is a very special GT6 that Dave has just acquired. It's the very first GT6 ever built, a pre-production prototype which was used as one of the original press cars. It made its press debut 40 years ago this July, at Blenheim Palace - if everything goes to plan, it's hoped that the occasion may be recreated on the anniversary.

made contacts worldwide through a business he had the foresight and determination to build from scratch. He has sponsored WAC for many years and has offered along with Tony to continue. Over the years he has become a friend to many in the Worcester Area and we wish him continued success in the future.

Tony Dudley and his wife Kay began to attend the Worcester Area meetings in their Spitfire 1500 during 2004, taking part in many events during this time.

Both Tony and Dave Chappel have a wealth of experience to draw from with many contacts within the Triumph community both having worked with the late Peter Cox they also have his brother Martin to call on for technical support.

The future is looking for bright for two enterprising victims of the Rover downfall.

On sat **22nd April** the Worcester Area will be holding **The Annual Blossom Run** which will begin at the Berkeley Arms and finish at the Triumph Spares Worcester Open Day where refreshments will be on hand in the marquee. (times tba) Please join us.

For details contact Mike on **07970 207123** or **01386 751058**



GT6 Convertible project

TRIUMPH SPARES & RESTORATION
SPETCHLEY FRUIT FARM
WORCESTER WR7 4QL
01905 345 222
07968 479 259

WWW.TRIUMPHCARSPARES.CO.UK
WWW.TRIUMPHRESTORATION.CO.UK
TRIUMPHSPARES@BTCONNECT.COM

FOOTNOTE BY MIKE CARTER - WORCESTER AO

Dave Saunders has been a vital source of information always on hand with advice at the end of the phone and during our local meetings. It is no exaggeration to say he has



NEW PRODUCTS FROM THE TRADE

With the increasing use of tuned engines for Circuit racing, Hillclimbs and road rallying, standard clutches are often found wanting. Apart from fitting heavy competition set ups, there has been a lack of a middle ground product. Owners of Vitesse and GT6's often fit tuned 2500cc engines again adding excess strain to the regular clutch set ups.

road user with a high tuned conversion. These plates offer superb grip using the standard clutch cover but due to the solid steel plate fixing of the ceramatalic pads they will not break.



To fill this gap Kingston Sports Cars has found the ideal solution with a range of virtually unbreakable clutch plates that are designed to cope with the rigours of competition use and to be equally accommodating for the

The pads avoid the heat build up of conventional friction linings when driven to the

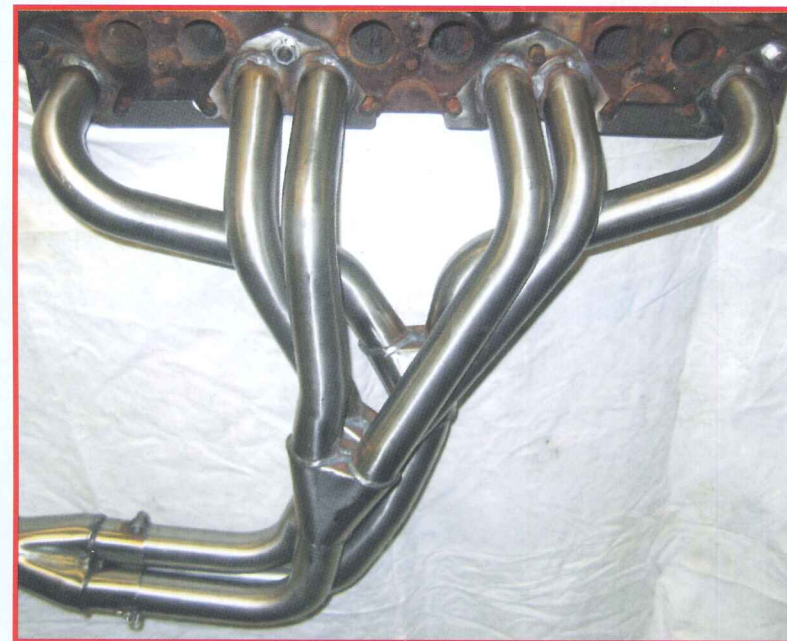


limit and last 5 times as long. Not only that the pads can be replaced when they eventually wear down. Also using the sprung centre, the shock loading to the transmission of a solid plate is avoided.

All models will be catered for. Pictured is the standard 6 1/2" Spitfire/Herald with 10 spline and close ratio 21 spine drive plate.

Also pictured is the 8 1/2" GT6 / Vitesse plate with 23 spline input. These will be available for the standard 10 spline. 1500 spitfire plates for use with the standard cover are also available. Plate prices start from £95.00 + vat with complete kits from £148.00 + vat.

Finally after further development Kingston Sports cars are pleased to announce the availability of a new design of extractor exhaust manifold which has



probably the best ever design for use with the Vitesse MkII and GT6 MkII and MkIII cars. It features the proven 6-3-1 design for enhanced torque characteristics. It has also, unlike other designs, uniform and equal length primary pipes giving a superior balance of flow. This manifold fits with the standard Stromberg manifold as well as all other types of tuning manifold including Triple Su, Webber and Lucas injection. The lay out is aesthetically more pleasing and its efficiency makes it not only very good for fast road applications but for the top specification of tuned competition engine. To compliment this Manifold we have developed fast road 2" and competition 2 1/2" single pipe systems for both models. The manifold is also compatible with many other after market systems and adaptors can be supplied where necessary. Competitively

priced at £280.00 + vat & full systems from £130.00 + vat.

The New Vitesse 6 and Vitesse Mkl 2litre and GT6 Mkl 2litre Equal length primary, extractor exhausts should be in production by this publication date. Again designed to fit with all available inlet manifolds with the same pleasing aesthetics. Target price of £270.00 + vat

Telephone Tony at Kingston Sportcars for details and ordering : 01539 269777 e-mail tony@kingstonsportcars.co.uk



TSSC LEICESTER & RUTLAND AREA PROFILE

(Dave Smith) area organiser for the Leicester and Rutland area took on this mantle five years ago when previous area organiser Chris Gunby and wife Hazel moved out of the area and into Lincolnshire. I suppose like most A O's in the early days it was a job I neither wanted nor relished.



Leicester Area Picnic

Having only been a member of the TSSC for approximately five years prior to my appointment, taking over one of the oldest areas in the TSSC from two established members was to say the least a very daunting task in deed. Looking back I need not have worried, as I believe I have inherited the best bunch of Triumph nuts an Area Organiser could have wished for. Over the Five years I have held the A O's post we have swelled in numbers and grown from strength to strength with a turn out regularly of twenty plus people at our monthly area meetings even through the winter.

Our January meeting saw Twenty Nine members turn out for a pint, chat and a car quiz put together by one of our members. Even our AGM had a turn out of Twenty Eight (they knew it was safe as I had already said I was going to do the job for yet another year).

We meet on the first Tuesday of every month at the Brant Inn, Groby, Leicester at 8.00 pm, for an 8.30 pm start to the meeting. There is a very large car park and we always have an impressive turn out of club cars during the summer months, but that's not to say we can't fit in more and new members or visitors from other areas would always be made most welcome.



Treasure Hunt winners -2005

Our regular members are a happy crowd with an age range of 17 to 70

Last year I believe to be our best year to date, with every outing and camping weekend having a party atmosphere the general feeling amongst the members at our last meeting was that we can't wait for this year's season to start.

So if there are any new members in Leicestershire and Rutland or if any other areas wish to join us on any of our outings then do not hesitate give me a call (Dave Smith) on 01664 850253 or 0777 427 6564 everyone welcome.

Tea Time -Stafford



with many and varied hobbies, but with one common interest, a love of all things TRIUMPH.

In planning our activities for the forth coming year we have kept some of our old favourites but included some new and hopefully exiting outings for both young and old, and for those that are advancing in years but still young at heart. In door winter activities include quiz nights, slot car racing and ten pin bowling, while outdoor activities include our annual treasure hunt, the Leicester

Area picnic run, several camping weekends and local classic car shows, along with a Steam rally weekend, The TSSC International weekend still at Stafford and of course in August our very own not to be missed Leicester Area Sunshine Rally, run by our very own area members, this year at a brand new venue (look out for further information in The Courier).



It all came out, so it must all go back in!



The Famous "Sunshine Rally"

STANDARD TRIUMPH AT BROOKLANDS

Sunday 23rd April 2006

Open to All Standard and Triumph Clubs

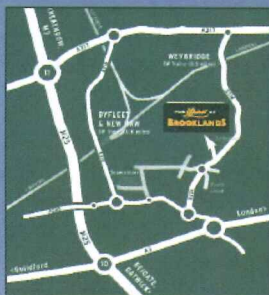
Come to the annual marque gathering of Standard and Triumph Clubs 2006 to be held this year at Brooklands

Visit the world's first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum see, Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft, Wellington, Varsity, Viscount, Vanguard, VC10 and now Concorde. Follow the Brooklands History Trail.

There will be Standard Triumph clubs stands (no autojumble) a photo shoot on the banking (invited cars only), a limited opportunity to drive Test Hill (fees will apply).

A special display in paddock of Pre-War Standard and Triumph cars.

**Make a note
in your diary
NOW!**



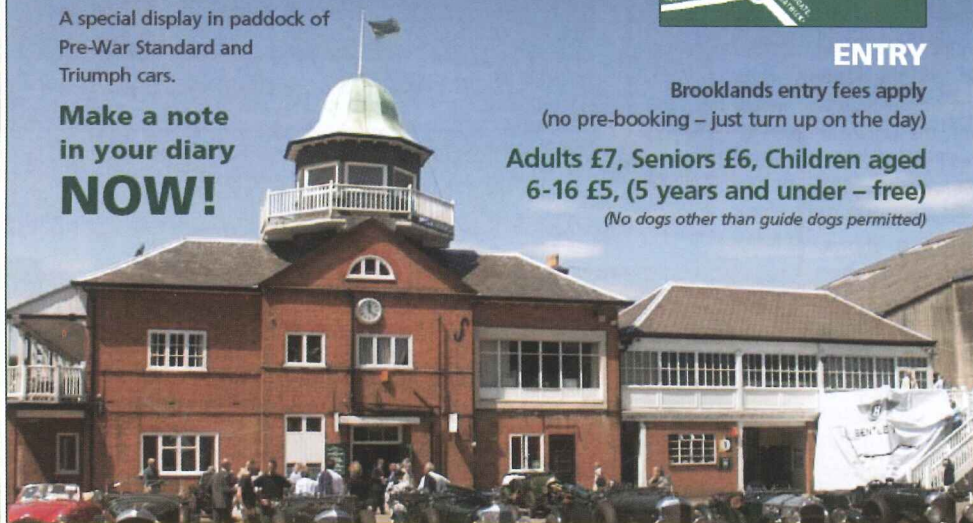
ENTRY

Brooklands entry fees apply

(no pre-booking – just turn up on the day)

**Adults £7, Seniors £6, Children aged
6-16 £5, (5 years and under – free)**

(No dogs other than guide dogs permitted)



A Standard Triumph Forum event
courtesy of Brooklands

Lead club for the event

Triumph 2000/2500/2.5 Register

in celebration of their 25th anniversary year



The home of motor sport and aviation

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 VSC; 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: Vitesse	Dec: Spit I/II/III

Herald 948/1200/1250 INTERNATIONAL VEHICLE REGISTER

Compared to other club cars, Heralds were originally built in many different combinations of model and body type. The modular design means that many Heralds have been substantially modified through the years, their original specification can often be determined from the numbers recorded on the vehicle.

The most important information will be found on the vehicle's Commission plate, what would be referred to as the VIN (Vehicle Identification Number) plate on more modern vehicles. This will be found riveted to the left hand side of the front bulkhead, ahead of the door hinges and visible with the bonnet open. This plate often suffers from non-original overpainting as can be seen in the photograph here. The amount of information recorded on this plate will vary according to the year in which the car was produced. The early cars have only the commission number recorded. From early 1960, the body type was added to the plate, though this was deleted in 1964 when paint and trim codes were added to the plate.

Prefix Suffix Model Body Type (when on plate)

Y	948 Coupé	COUPE
YCV	948 Convertible	CONVERTIBLE
G	948 Saloon	SALOON
GY	948 Saloon	TCSALOON
GSP	948 Saloon	SSALOON
GACP	1200 Coupé	COUPE
GACV	1200 Convertible	CONVERTIBLE
GADL	1200 Saloon	SALOON
GARS	1200 Saloon (sunroof)	SALOON
GASC	1200 Estate	ESTATE CAR
GAV	1200 Courier Van	COURIER
GDRS	12/50 Saloon (sunroof)	SALOON



In roughly the same position on the opposite side of the bulkhead you should find a small brass plate, which is retained by 2 screws and overpainted in the main body colour. This records the body number.

This is not recorded on any of DVLA's documentation, but it will be shown on a British Motor Heritage production trace certificate.

As far as the Herald 948, 1200 & 12/50 register is concerned we have a number of landmark cars recorded. The absolute oldest recorded Herald is a Coupé with commission number Y128, the next oldest is a saloon with commission number G11. We know that both first and second production examples of the TR2 have survived, surely there must be an earlier herald out there somewhere, waiting to be found?

As far as later cars go, we have the third from last 1200 on the register, GA249869DL. would like to see better records of early 1200s and late 948s, we have comparatively few of these on the register – for instance the earliest 1200 shown is a convertible with the number GA661CV. There are also few cars recorded around the change point between Mk1 and Mk2 chassis, which happened at GA80001 in June 1962.

I am always grateful to receive more than the bare minimum with your IVR, particularly if you submit notes and photographs for a future article. Please make sure that images are suitable for reproduction. I sometimes receive wonderful histories which I can't use because the pictures are on standard printer paper. If you have digital images, I am happy to receive them in PC format on disk, or by arrangement in an email.

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

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

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DEFINITION OF DEADLINE - Last date by which
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and work well in advance of the deadline.
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Tel: 01858 434424 Fax: 01858 468228
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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.

TECHNICAL SECRETARIES

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

HERALD 948/1200

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

HERALD 1360

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

SPIRITFIRE Mk I/II/III

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

SPIRITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/ II

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

GT6 MkI/ II/ III

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

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

BOND

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

SPECIALS

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

2000/2500/2.5PI

John Macartney, 32 Avon Street, Evesham
Worcestershire. WR11 4LQ

Tel: 01386 424401 e-mail: bigsixtriumphs@tssc.org.uk

STAG

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

TOLEDO/DOLOMITE 1300/1500

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

TR 2 to 8

Tony Lindsey-Dean

Tel: 01359 269777 e-mail: tr@tssc.org.uk

TRIUMPH ACCLAIM

Michael Hancock, Beech Croft Cottage, School Lane, Baslow,
Bakewell. DE45 1RZ. Tel: 01246 583261 (6pm to 8pm)
e-mail: hank@ukonline.co.uk

AMPHICAR

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

TSSC MODIFIED

David Royle, The Knoll, Draycot Serne, Nr Chippenham, Wilts.
SN15 5LH. Tel: 012949 720793 e-mail: modified@tssc.org.uk

INTERNATIONAL LIAISON SECRETARY

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

EQUIPMENT STORE

TSSC, Main Street, Lubenham, Leics. LE16 9TF.
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TRIUMPH ARCHIVE

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

INTERNATIONAL WEEKEND EVENT MANAGER

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

INTERNATIONAL CONCOURS ORGANISER

Angela McGowan, 4 Oak Vale, Grampound, Truro, Cornwall. TR2 4QY.
Tel: 01726 883884 e-mail: amcgowan@beeb.net

PUBLIC RELATIONS OFFICER

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

AREA LIAISON OFFICERS

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

COMPETITION SECRETARY

Nigel Gibbins 10 Dean Road, Hampton,
Middlesex. TW12 3JL. Tel: 0208 2551842
e-mail: racing@tssc.org.uk



MARCH 2006

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

Isle of Wight Area 17th Camping Weekend



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East Cowes, Isle of Wight, PO32 6HG or
Tel: (01983) 281427 for more info



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 AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY!!! AS WE & HQ WILL NOT KNOW WHO TO CONTACT PHONE OR EMAIL VIVIEN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIEN & VICTOR THOMPSON TEL: 01302 850740 E-MAIL: vthompson@ivycoltgate17.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 Various see report in Area news Pub Run See area News for details TBA	1st Wed. Eves. Last Thurs. Eves. 2nd Thursday 1st Wed Eves.
LOTHIAN	Paul Udall 07967 021395		

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 Astley: 0771 840 8159 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. Eves. 8.30pm.
LANCASHIRE	Graeme Lewis: 01484 649008	The Myerscough - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Michael Charlton: 01302 537290	The Coach & Horses, Barnbrough - DONCASTER	1st Tues. Eves.
WEST YORKS	Bob Yeomans: 01924 441955	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180 Nigel Clark: 01788 891 153	The Bull & Butcher - CORLEY MOOR The Old Smithy - CHURCH LAWFORD	1st Tues. Eves. 3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580 Stuart Charles: 01623 845961	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 07971 017012	Ye Olde Bridge Inn - OXTON	Last Mon. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	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 - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	Roger Haywood: 0121 357 6384	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, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULAI 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	Julie Sewell: 01986 894805	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - STONHAM PAVA	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 90529300	Nortel Social & Athletic 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	White Hart - ARDINGLY/TURNERS HILL	1st Wed. 8pm.
		Roving meet - phone for details	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Three Moorhens - ITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 01892 834954	The White Hart - SEVENOAKS	1st Tues. Eves.
S.E. LONDON	John Macrow: 01689 829231	Contact only. No meeting Venue	
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The Thomas Lord - WEST MEON	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - KINGSWOOD. A217	4th Wed. Eves.
SUSSEX	Neil Thatcher: 01323 842870	The Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
THAMES	Mickey Hazell: 0777 362 3807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

ANDOVER	Guy Singleton: 01672 514241	Clatford Arms - GOODWORTH CLATFORD	2nd Thurs. 8pm
AVON	Colin Murrell: 01179 691322	The Cross Hands - Nr OLD SODBURY	1st Mon.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Jasper Bacon: 01747 871379	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
GLOUCESTER	J. Rowley/I. Lee: 01452 790126	The Kings Head - NORTON (A38)	3rd Mon. Eves.
SALISBURY	Neil Cooper: 01722 742970	The Greyhound Inn - WILTON SALISBURY	3rd Tues. Eves.
SWINDON	Karen Davies: 01249 815342	The Black Horse - WANBOROUGH	1st Thurs. Eves.
WESSEX	Trevor Carlyle: 01425 475376	Bournemouth Flying Club	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 07810 135279	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		Greyhound Inn - LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS Contacts

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	Luikersteenweg166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Conrad: 0075 86 82 31 51	Parkvaeng 6 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@fiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubepines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	president@tssc-norway.org www.tssc-norway.org
SWEDEN	Odd Hedberg: 00 46 173 17131	Urb. Portela Lote180-52-DI2268 5- SACAVEM.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Pomonagatan 4S - 742 36 OSTHAMMAR.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Mount Road - RIDGLEY 7321.
		Revere CourtLacey, Olympia - WASHINGTON 98503.



AREA LIAISON OFFICERS REPORT

Hope you all received the latest Pen Torque. If anyone has anything of interest to others that we could include, please let us know.

Keep the registration forms coming in, we still have a number of areas that have not been registered yet. This is important as meetings and events are not covered by the Club's indemnity insurance if the area is not registered, therefore if there is a claim for damages or injury the person organising the meeting or event is liable, not the Club.

Can we take this last opportunity to remind you of the Area Organisers' seminar prior to the AGM on 12th March at the Sun Inn, Marston Trussell. Let us know as soon as possible if you have any items for the agenda. Look forward to seeing you all there.

The lucky winner of February's area draw is **Gatwick** area, if you contact HQ they will send your vouchers.

Victor and Vivien

ANDOVER

e-mail: guy.singleton@virgin.net

Those of you who came to January's meet will have noticed the glaring error in last month's Area News. Due to the slight hitch of half of us forgetting that it was due to be Naff Raffle night, that delight was postponed until February. Apologies to Ed who did remember to bring his in January but was then unable to join us for the rescheduled event.

We had a good meeting in February and this time Suzie and I remembered our Naff Raffle items - so we are lighter by two prezzies - and gained 2 bottles of Spitfire Ale - a result! Thanks Graham. He slipped up a little as, to be a really naff present the bottles should probably have been empty but they were much appreciated.

Graham's MkIII Spitfire is now looking very good in the photos, just awaiting carpets and the seats being fitted and then off for an MOT. We are all looking forward to seeing it in the flesh after following the trials and tribulations of its rebuild which we've all been avidly following.

Anthony and Rachel do seem to be looking after Ejit, the Acclaim they bought from us a few weeks ago. At least, Rachel is rather more impressed with its heater than the non-functioning one in Anthony's TR6. So impressed are they by its heater that Ejit has been given not only a wash and brush up but has even made the acquaintance of car polish, not something that was likely to happen in Cadley!

The next meeting at Goodworth Clatford

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

will be on **9th March**. Don't forget that this month is our annual joint Sunday Lunch with Southern Area.

Due to the lack of Bob fearlessly making the rounds of all the pubs in the area to find a suitable venue we've decided to go back to one which has worked well previously, the White Hart at Stockbridge. So, the table's booked and we've put in a request for good weather so all it needs now is for you all to put it in your diaries then come out to join us. Please aim to be there for 12 noon when the pub opens then we can get nicely settled in and get our orders in before they get too busy.

Guy

AVON

GREAT NEWS! Mark and Jo at Jigsaw have had ADU1B accepted by the Classic Le Mans organisers! The Spitty races there again! Even more reason to go!

Feb's meet - who knows? Deadline too early but sorry for leaving early, I had to make Derby by 12 (and I don't mean noon!) - I bet it was good though.

Bristol Classic car show - COLD! None of us in tents this year! We celebrated 40th anniversaries of GT6 (thanks John) and 2-litre Vitesse (thanks Mark) and thanks also to Les and June for the 60's display! Eek, other highlights: Pasties; a monkey was seen at the wheel of Mark's Vitesse and nearly forgot, Mark's Dalek (as seen in 1965) should have seen him blow it up! Did I say it was cold??? Yep, another one really enjoyed! George, having now retired and time on your hands - OIL THAT BIKE! Good to see Derek (13/60 Reg), Andy (GT6 Exeter) and the Cornish and Glos mobs! Events coming up - a few suggestions for you!

2006 is shaping up into a good 'un already:-

18th March - Happy birthday Sean!

23rd April TSSC Avon run to the Cotswold Motor Museum tbc.

23rd April Standard Triumph Day at Brooklands. A great venue.

The MG boys 'n gals have used this great place for years.

6/7th May SEM Costa del Leatherhead.

21st May - invite to the SAAB Lazy Day.

Neon start at Sally Pusseys Inn, Wootton Bassett then onto Attwell Wilson Car Museum.

25th - 28th May CSMA Classic Race Weekend at Brands Hatch.

3rd June - Happy Birthday Dr Paul!

Mid June - Our 9th Brean Beach Party!!! TBC

17th June - Club stand at Classic & Sportscar Action day - Castle Combe.

25th/26th June - Dunlop Great and British Motorsport Festival at Castle Combe.

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

28/30th July - Silverstone Classic Weekend.

30th July - Brooklands British Sportscar day - sounds like a good excuse for an Area Triumph/TVR/MG convoy there to me!

10th - 14th 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!

12 - 14th August - Northants Camping Weekend - that's a hard one - what a clash!

What would really top 2006 off would be a STER like weekend like we had in Holland back in '99 or is that asking too much?

Party on People.

P.S. Soon be time to change those clocks to proper time!!

Col

EAST BERKS

Dear All, Sorry about the late change of day for February's meeting, but with the meeting falling on Valentines Day I had a lot of apologies, so decided to move it to the Wednesday.

Our March meeting will be the usual **2nd Tuesday** of the month - **14th March** at the Shire Horse from 8.00 pm.

Duncan and I went to the parts day at Stoneleigh last weekend. It looked to be very well attended and there certainly were some bargain cars for sale! Having sold our TR7 v8 on the Saturday, we were then buying spares for our Warwick. It was also a great opportunity to meet with a fellow Peerless owner and see their car at the show. Unfortunately, George's carbs are causing concern at the mo, so we were in the eurobox!

With the days getting longer the opportunity will soon arise for a trip up to the Ace Cafe and road runs. If you have a particular event to attend or place to visit, please let me know and I will include it on the events listings.

Looking forward to seeing you at a meet soon, Kind regards

Helen

SOUTH BUCKS

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

January's meeting was a little quiet due to many members being busy, so we postponed the AGM 'til February, hopefully more on forthcoming events and other items discussed in next month's report. However I have signed up to be the Area Organiser for another year (the registration forms in the post - as soon as I finish this).

Carl has sold the Acclaim to a long-time fan, it was replacing another Acclaim so I think we can assume it has gone to a good home.

A new monthly event at Goodwood is being organised which may be of interest. Called the breakfast club, owners of special cars are being invited to drive down the historic circuit for breakfast (£10, 9.00 am - noon). This takes place the **first Sunday** of every month, starting the **5th March**. I know it's a bit far to go for some bacon and eggs but the roads around Goodwood are wonderful, and because I can't get to the Ace Café nights anymore I'm going to go to at least one.

As I write this the sun is shining and I am looking forward to the start of the summer classic car driving season. That first day of

CANTERBURY . . . CHESHIRE . . . COVENTRY DERWENT VALLEY

warm weather which encourages everyone to get whichever gem is hidden in their garage out and every other car on the road seems to be a classic. I have actually been driving my Stag every day for the last six weeks.

Sometimes wonderful, sometimes a complete pain but always very special. The only problem was poor headlights (especially on the motorway in heavy rain) and a 25mpg thirst. I think a tune-up and some better bulbs are in order.

The **March** meeting is on the **15th**, from 8.00 pm at The Squirrel pub in Penn. If you have never been before, or perhaps have just brought a Triumph and are thinking of joining the TSSC come along, I'll even buy you a drink!

Daniel

CANTERBURY

tim@canterbury-triumphs.com

I think the Christmas cum Annual meal was a success, thanks to Charles for doing all the legwork and providing the entertainment at half time by getting us to guess the objects that had been doubling up as doorstops and paperweights in his garage. A good turnout which made the seating very cosy for the meal, but nevertheless the hotel was quite well appointed and it was nice just to crash out in one of the lounges after the meal.

Now the year is well and truly under way the events calendar is starting to fill up, a new event brought to my attention is an auto jumble at Great Mongeham on the **11th March**.

This is being organised by a couple of enthusiasts who are trying to get an auto jumble re established in the area. Something that has been lacking for quite a few years. Might be worth a look. There is somewhere for classic cars to park and apparently if you turn up in one you get free entry, so if yours is on the road it could be a good time to blow off the cobwebs. It was nice to see a couple of old faces at the last meet that have been missing for a while, namely Steve and Ray. Steve had just sold his Dolly Automatic so had been Triumph less (I don't count the Midget), missed it, went on E-bay and promptly bought another.

Can't keep a good man down. Ray, who has just returned from Wales, sold his Stag to Mark, who has wanted one for a while. Now Mark has been talking about selling his tasty V8 Dolly all year, so Ray bought it. Call it what you like I call it a swap.

It was nice to see a new face at the meet, namely Anthony who has a Vitesse and GT6 and lives just round the corner from myself and has had his Vitesse for as long as I have had my Herald. I must go round with my eyes closed. I only found out by the fact that his nephew plays football with my kids. Small world.

While at the meet Tony passed round an ad for a Triumph day at Brooklands on the **23rd April**, looks like it could be an interesting day, there's no need to book, so it might be worth getting a group together for a visit. We will talk about it next meet.

Two new events for your diary, Fulston Manor School & Battle Classic, both on the **17th July**. I now have copies of entry

forms for most of the shows, if you need any please contact me. Until next month

Dell

CHESHIRE

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

It's certainly been one of the cooler periods of the winter (not as cool as some threatened though) but we had a reasonable showing in The Cock and thing car park, with two Vitesse and a Spitfire huddling together for warmth. They seem to have been joined by a Transit Ambulance, which is transporting bits of Dave's stuff round the countryside.

There was also talk of jump leads and things with this vehicle, but it seemed to leave under its own steam.

Richard appeared with a reverse gear from a Herald gearbox, whose worn state required great strength to hold the lever in reverse. I think he was hoping that someone would say they had a spare on of them lurking at the back of the garage, but we all seemed to draw a blank.

There is a recollection of a suggestion of a large bugee holding the lever in the appropriate direction, which for some strange reason was declined.

I got all efficient and produced an event list for the year, and the day after the forms arrived from Mr Holmes for the Tatton shows which are on the predicted dates, so anyone wanting tickets should get in touch. The first show is on the **3rd and 4th of June**, which is some way away, and the second is on the **19th and 20th of August**.

I had proposed three runs out this year, in **June, July and August**. Mike has suggested that we have the first run in **May**. Looking at a sunset calculator has just made my head spin. According to that, in **May** sunset is about 19:45 GMT, and in **June** it's about 20:25 GMT. Add an hour for BST. Maybe we'll have a chance to test the headlights again. Mike has also hinted that his V8 Triumph (sorry, Rover) is a little larger than some of the country lanes he is so fond of, so we may be led round by another vehicle.

Also suggested is a quiz in **April**, questions by both question setters, so it will either be fiendishly hard or very simple. Usual prize choice of chocolate or wine.

I'm not aware of any great progress on either rebuild, but I live in hope of a GT6 in the car park before too long. And John's Spitfire is going to Triumph Nuts to have its clutch and leaky bits fettled.

Next month is just a normal meeting, on the **2nd of March**, so I expect to see lots of Triumphs in the car park. See you there.

Henry

COVENTRY

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

CORLEY MOOR GROUP

Did you find what you wanted at Stoneleigh last month? Now that many of us have got the Triumph back on the road



we should try and use it more. There were a dozen folks at the February meeting at Corley Moor, with new faces in the group. Welcome to Richard Peacock, who is searching for a GT6, and Mick Foster and wife from Ashby de-la Zouch, who turned up in a red GT6, the only Triumph on the night. Tim Wykes would swap his Spitfire for a Vulcan Bomber if he could get it parked on the drive, insured, and match the fuel economy of a Triumph! A Spitfire is a bit more nimble and easier to maintain than a Vulcan!

We have agreed to travel over to meet-up with our West Midlands group, possibly in **April**; I will contact John Taylor to arrange a get-together in the spring. I would like to attend more events this year, especially the Derwent Valley Run in the Peak District. Let's see if we can muster a group to travel and take part in this well-established event, set in beautiful surroundings in June.

When I see so many Japanese and German sports cars on our roads, it saddens me to realise how the British car industry has missed out - when marques such as Triumph, MG, Austin, Rover, Riley to name but a few, could now be enjoying the success of this niche market we embrace with nostalgia. I still believe Michelotti styling of Triumph models have maintained their classical good looks, after 35 years or more.

As we greet the brighter evenings and warmer weather, we will soon be able to make use of the field at the rear of the overflow car-park at the Bull and Butcher. This proved useful towards the end of last season, as we were able to get all the cars together. I hope you will be able to get along to our next meeting, on **Tuesday 7th March** at the Bull and Butcher, Corley Moor. Perhaps if we will be blessed with fine weather a few Triumphs may be tempted out of hibernation!

Regards,

Kevin

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

After the new year run January was relatively a quiet month with a few of use actively planning this years Peak Run which is on the **24th and 25th June**. Details as they are confirmed are being published on the website. You can also download a booking form from the website. As at the 7th February we had received 24 bookings which is fantastic at this point in time.

At our February meet we were treated to a quiz prepared by Roger and Julie. It seemed to have the right balance - not too difficult and not too hard - with subjects ranging from Harry Potter to George W Bush. I even managed to get 16/20, but



● DERWENT VALLEY cont

was beaten to the top honours by John and Tony with 18/20. They claim they got 19 as they argued that one question had two answers. Tough the quizmasters decision is final. The wooden spoon was shared between Richard and Mike. I should start eating the brain food Richard your slipping.

A great selection of raffle prizes were donated including a tin of biscuits brought under extreme protest by Bill because he liked them and his wife insisted he took them. Well he got his own back as he drew a winning ticket and took them back! I always like to add a totally unwanted prize to cause amusement at the end of the raffle. This time it was manure set which was won by Keith. well serves him right for not keeping up the tradition of winning the wooden spoon. Any way you can put the emery board and nail brush to good use on your Vitesse.

Stuart gave details of events which were being attended during the year compiled a list of attendees. The first main one being the Newark and Notts Show on **14th May**. If you want to go then you will have to be quick and contact Stuart as entries have to be in by **10th March**.

A few dates for your diary:

7th March - monthly meet at the Smalley Common Ex-Serviceman's Club at 8.00 pm
21st March Peak Run Committee
4th April - monthly meet at the Smalley Common Ex-Serviceman's Club at 8.00 pm and Eater Egg Raffle.
 See you soon

Colin

● DEVON

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

Sorry to say we were not at the January Sunday lunch - still sunning ourselves - so we were sorry to hear that it took place in pouring rain! Thanks to Iain for organising this one at Coombe Cellars Inn, a lovely venue with good food, but it would have been better in the sunshine. Considering the weather Iain reported a good turnout and an enjoyable day. He wanted to thank Allan and Mark for helping to get Edith back on the road. Thanks too to Jim for his contribution to last month's Courier - can't understand why he declined the 'job' of regular contributor!

Al has had a busy time, adding to his collection (bits of) a 1969 13/60 Convertible rescued from a garage clearance and, on his birthday, sent Gail to bid successfully at auction for a whole 13/60 Estate. This one is in Jacky's name, so maybe we will see them both out soon. All this came out

DERWENT VALLEY . . . DEVON . . . ESSEX GATWICK

at the regular Star meeting when we were pleased to see Richard's GT6 back on the road, with an overhauled gearbox and sounding sweeter. Ten Pin Bowling at Haven Banks in Exeter on Feb 5th was very well supported, with 23 playing - we thought new face Peter from Okehampton (Marlin) was going to have to organise the next one with a score of 135, but to everyone's surprise(!) Jim got two strikes with his final throws to end on a massive 162 - where are we playing next Jim?

Lunch at On The Waterfront at Exeter Quay followed by a leisurely stroll along the river in the winter sun. If you did not come you missed a good day out. Sunday 5th March lunch is at the Plume of Feathers, Princetown, organised by Rob and Helen Northcott - please ring them on 01822 890635 beforehand so that we can confirm numbers. We will be meeting at Pear Tree Cross, Ashburton at 11am for a drive over the moor to Princetown.

March Club Night is Wednesday 15th at the Star Liverton - Mark's chef has gone to pastures new but the food in January was up to scratch - come and meet us there. Looking forward to **April 2nd**, we will be venturing into North Devon and hopefully meeting up with some of the many members there. Organised by John and Joan Whitehead, we will be visiting the Cobbaton Combat Collection at Chittlehampton before lunch at the Northgate Inn at Aller Cross Roundabout. Fuller details next month but please telephone Joan on 01271 865078 if you are coming. We will need to have an idea of numbers beforehand both for the visit to Cobbaton and for the lunch. We will travel from Exeter Services, leaving at 9.30 am - no late nights beforehand!

Finally, we are preparing our 'invasion' of the Isle of Wight - contact Gail a.s.a.p. on 01626 852736 and check the Isle of Wight website for details. Who said we want to take more cars than our Cornish neighbours this year? Full details of Devon's planned activities for the year are on the website - www.tssc.org.uk/devon.

Sue and John

● ESSEX

Hello all, as the days get longer and warmer. There is that air of a new show season and let's hope it is a good one. But I have found out that the SEM is on the same day as we had arranged for our camping weekend. I don't know if that will skupper us or not. Mike has put a lot of hard work in to this event and I don't think he is too pleased. It seems you think you know that an event is on the same weekend every year except when we arrange something round it. So if there is any interested people who still want to come to Battles bridge let us know by next month **17th April** or we might have to leave it out. I'm not happy about this, but I don't think we can compete with the SEM.

I know Mike will still go ahead as he has invited the classic camper club along. Any way it was a good turn out to the Jan meeting I took the Vit along for the first time in about 3 months. We all stayed indoors this time and kept out of the cold. We even had

a quiz about a picture in one of my other club mags. It was a pic of an NSU? A bit before my time I think.

On the cover of this other club mag (Southeast Classic Car Club) was one of our members cars, you know who you are with your two bumps on your GT6 bonnet. Would be nice to see you at our meetings. But well done for getting on the front of a mag. If not the Courier.

I was contacted by the TR group who has sent us an invite to attend a show, Picnic as they put it on at Ingatstone Hall on the 2nd of July. I think they would like us to put on a club stand, any one interested, contact me and I will see what we can do. Anyway hope to see more of you at meetings this year and keep those cars on the road and have lots of fun in them. See you all at the **March** meeting. TTFN.

Russell

● GATWICK

Hello folks! We have had our last meeting at The Wise Old Owl now (and as it turns out at The Gardeners Arms but more of that later). As previously stated, the third Wednesday meet will be a roving one. We are starting out at The Greets Inn, where we had our Xmas meal. At this meeting we will decide where to go in **March**. All suggestions welcome! We may take a trip down towards Arundel as we have a few members down that way.

Several of us will have been up to Stoneleigh by the time you read this. Poor Glen and David spent a whole weekend travelling to see a very disappointing Hurricane. If only people would describe their cars more accurately.

David has brought a very nice GT6 which, unfortunately, needs some mechanical work, or as he put it, "it is running like a bag of marbles."

James' GT6 is apparently almost ready for its MOT, so we are looking forward to seeing it very soon.

Nick is being kept very busy doing spray and bodywork for a few of us, to a very high standard. We will be attending the do at Brooklands in April. Also we have application forms for Ardingly in **July**.

We arrived at The Gardeners Arms on Feb 1st to discover it closed for building works. We had arranged to meet Nick and Pauline, Glen and Kay for a pre-meeting meal, so we made a hasty withdrawal north towards Turners Hill and a very warm welcome at The White Hart - now under new management. We all had a veritable feast! The ale was passed as most suitable and we were joined by Tony and Frances, David B and Jamaica John (looking very healthy). It was decided to hold future **first Wednesday** meetings here from now on. **March's** meetings are **Wednesday 1st** at The White Hart and **Wednesday 15th** - roving, so hope to see you all soon.

David and Lynn

IMPORTANT NOTE

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

GLOUCESTER . . . HANTS & BERKS . . . HERTS & BEDS . . . ISLE OF WIGHT . . . WEST KENT

● GLOUCESTER

www.tssc.org.uk/glooucester

Here I am sitting typing this having just returned from the Triumph show at Stoneleigh. As I sat waiting for Paul to pick me up this morning I realised the date and once again the copy deadline was not only upon me but past by. I was however able to grovel to Bernard at the show and he didn't promise but if you're reading this then he's a very nice man. The show was good and I picked up more than I intended to. Isn't that always the way.

So what's happened this month? The Area meeting was awash with people it was nice to see Ian Manderson and David Turner, Paco as is becoming the usual sent his apologies but we all had a good evening anyway. Come on Paco where's your commitment? Come and see us once in a while. Barry was busy taking bookings for the Area Dinner and it looks like we will have a good number there. The Bristol Classic Car Show was a nice surprise. I've not been for a while and went for a look around. There was plenty to see and as usual the shopping list was well looked after. Paul took me there and in return I kept a close eye on him just to learn the art of bulk buying (sorry Paul I hope Clair doesn't read this). It was nice to say hello to Colin, Derek and the other Avon area attendees.

Mike and the Worcester area took another hit this month too as Barry, Paul and I paid them a visit along with Ian and Wendy. Dave Saunders filled us all in on the details that will enhance Triumph spares and the evening was very enjoyable. Thanks to Mike and all for their hospitality. Sunday 5th Feb had us donning our boots to marshal a hill for the Cotswold clouds. Gareth came along to watch and help and hopefully enjoyed his first view of grass roots motor sport. Thanks to everyone that took part. That's it for now as I'm, already late I had better not push my luck. See you soon

Andy.

Events.

Monday 20th March - Area meeting at The Kings head, Norton.

Sunday 26th March - The spring restoration show at Stoneleigh park.

● HANTS & BERKS

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

What a bumper turnout for the Feb meeting! Good to see so many people venturing out, not many in their Triumphs (me included) but nevertheless. Nice to see Mark Bland again and welcome to new boy Russell 'Two Buckets' - see you again next time for a proper chat.

Congratulations to Keith and Olesea who are expecting their first child in September - better get the baby carrying Herald sorted Keith. Also another new edition arrived at the meeting - Mark Witts reborn GT6, complete with 1985 tax disc, being the last time it was on the road. Moonface Classics have done a great job in recommissioning

the car - all new hydraulics, unleaded head, all new ignition generally fettled and spruced up - ready for Mark to get re-acquainted with it after 20 years of slumber in the garage (the car that is). Its bodywork is in remarkably good condition for such a long time off the road and is now a very useable car - see you out and about in Mark.

Talk of driving adventures, Round Britain Reliability Run and 10 Countries Run with Carlos thinking about doing both these events in his 2000. I could see the cogs whirling in Paul Bodium's head - how can he convince the wife its a good idea - answers on a postcard please.

Much chat also about the Isle of Wight camping weekend - hopefully we'll get a few of us going over this year - it is a good weekend. I'm already being nagged by my youngest daughter so I she and I will be there. Mark Bland and his daughter will also be there, as will Carl and Becky - anyone else?

Anyway, enough of such things, I'm off to Norwich in the morning for the second time this week and then it's Stoneleigh on the weekend. If I didn't see you there, I'll see you at the next meeting!

Jason

● HERTS & BEDS

Hi All in January we had our first meeting at the Three Moorhens, every body seemed to think it was a lot better than at The Bull, and if you went to the bar you actually got served. There were a lot of people at the meeting at least 16 there were a few club cars.

We decided that we would visit Stondon car museum, we will be going there on the **19th March**, we will meet at the services just off the A1 at Baldock at 9.30 am.

At **Easter** we will be going to the Club HQ next sure what day yet we will discuss it at the **March** meeting. If you are not there give me a ring for any details.

We have had a meeting with Duxford. It will be on **Sunday 17th September**, again I will let you know more details and the **March** meeting. They also informed us that there will be a Spitfire day celebrating it's 70th birthday, they would like a display of Spitfire cars there not sure of the numbers they want yet, but it will be by ticket only and it will be free.

That is it for now if you have never been to a meeting you are more than welcome to join us with or without a Triumph and what ever condition.

Next meeting **27th March**, The Three Moorhens, Hitchin. Cheers

Les

● ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

Hi All! Well what a great job Paul has been doing with the Area news. However, for a few months you will have to put up with me on the run up to our 17th IOW camping weekend as he is having a well-earned break! As a new feature for this year's Camping Weekend we are going to award

a prize to the furthest travelled Triumph! In the meantime here are some things for you all to take part in!

Scalextrics Evening

24th March 7pm - 11pm at Arreton Community Hall. Great fun for children of all ages!!! Cheap entertainment - only £3 per person!

Bar open for drinks and snacks.

Charity Classic Car Show

22nd April 10am - 4pm at Northwood Park, Cowes from 10am - 4pm in aid of the Hospice and Polars. Spaces are limited however we would like your support so please call and reserve your spot ASAP!

17th IOW Area TSSC Camping Weekend 28th April - 1st May don't make excuses make time and join in the fun. Booking forms are now available on line from our website www.triumph-iw.co.uk or by post etc, see the advert in this mag for more info!! If you're local you don't

have to camp!

Well that's all for now folks
 See you all soon

Angela

● WEST KENT

WestKent@tssc.org.uk

February's meeting was absolutely buzzing, aided I'm sure by Irene's seating arrangement. It was difficult to catch all the conversation but there was plenty of it. Nice to see some of the old staggers back again and a warm welcome to new member Steve who incidentally, doesn't live to far away from me and has an almost identical Spitfire.

I am already thinking about club stand positioning for our two Inca Spits - opposite corners perhaps! Talking of club stands Tony brought along his CMM events diary and suggested some shows that might be of interest. Ian's enthusiasm for camping weekends certainly hasn't diminished over the winter months. Scouring the diary Ian found a show at Yovil that looked interesting. Sue and Julian's popular Classic Sandwich promises to be bigger and better than ever. A lot of effort goes into organising this event so do give them your support. Dell and the Canterbury Area are particularly keen on this one. Here is a list of shows for you all to consider:-

23 April Brooklands Triumph Day
12/14 May Battles Bridge, Essex
10/11 June Wrotham Classic
26 June Bromley Pageant
17/18 July Paddock Wood, Hop Farm
9 July Darling Buds
22/23 July Sussex Classic, Bentley Wildfowl, Lewes
5/6 August Lingfield Steam & Country Show



WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . MANCHESTER

WEST KENT Contd.

12/13 August Yovil
Festival of Transport

19/20 August Detling Steam Rally
Sue has been selected to marshal at Silverstone for the British GP in addition to the A1GP at Brands Hatch. I have been assured the quiz is definitely on for the March meet so don't be late! Just time to give a quick mention about the dinner which you will all agree was superb, well done to Frank and Irene who made the arrangements.

Sorry I had to dash, I had to work a night shift. Les enquired if we had heard from Francis & Caroline lately- hope you are ok and can make it to the next meet.

Cheers

Harry

LANCASHIRE

Hi Everyone. Welcome to my first newsletter as AO! Firstly thanks to Chris for being AO for the last 12 months, I for my sins decided that after being in the club for 8 years it was my turn to give it a go. So to all of the previous AO's that have written things about my 'antics' over the years, behave yourselves or it's payback time!

February started with the 'Fog & Salt' run to The Station Inn at Ribbleshead. I'm sure we all enjoyed the fantastic view of the viaduct on such a clear and glorious day!!!! Around 20 people attended this run so that was great support seeing as it was a dull, murky day really - the viaduct eventually becoming visible after lunch. Six Triumphs attended this run which was pleasing considering the conditions, 4 Spitfires, 1 TR6 and a (spotlightless!) GT6. I have to admit I only expected around 2 club cars to make the journey. Upon returning home I spent 2 hours cleaning the Spitfire!!

Our next outing and the one which really kicks the season off will be Bill's Coniston weekend on **March 4th**. This really is an excellent weekend with a variety of activities to participate in - watch out for Paul 'Spiderman' Duquemin and his wife Amanda 'van Gough'!! Also making a guest appearance will be Kevin 'Max Power' Ollerton - maybe his recent spotlight purchase will be there for all to see??

Following on to **April** there will be a Sunday lunch, dates and destination to be confirmed. **May** will see a camping weekend on **19th/20th/21st** to Bainbridge lngs campsite at Hawes. Anyone wishing to attend then please let me know as soon as you can so I can give the site owners an idea of numbers. I am sure we will be made welcome as the site owners are in

fact TSSC members themselves!! There is something for everyone in Hawes, Aysgarth Falls, The Wensleydale Railway and Black Sheep and Theakston Breweries are all in easy reach.

There are also a number of walks nearby. Plan is to convoy up on **Friday 19th** early evening, details on that later.

More camping weekends and events are planned for the months **June to September**, details again will be given at a later date.

February's meeting was a quiet affair as usual for this time of year but also a significant one as it was the last meeting at our current venue.

As from **March** we will be meeting at **THE MYERSCOUGH on the LAST TUESDAY** of the month, first meeting at this new venue being on **28th MARCH**. It seems that I was not alone in wanting a venue change so The Myerscough seems to have everything we want - a central location, a friendly landlord who encourages car clubs and home cooked food!! I have been and can recommend the steak and kidney pud - real chips as well!!

Anyway that's it for this month folks, take care and see you all soon.

Geordie

LEICESTER & RUTLAND

Love is in the air, oh, yeah, yeah, yeah. First, Sarah and Dave announced their wedding, then Jackie and Bernard and now Ade and Graham. What is it with our area, is there anyone left I wonder!! Congratulations to you all, lots of lovely summer opportunities for us to show off our club cars all decked out with ribbons, tin cans etc. Confetti in the heater, lovely jubbly. Back to the real world.

Firstly the AGM which we held this year at the Red Lion, Huncote. Long Alley skittles, supper and a very, very short AGM. Great venue, superb supper - Desperate Dan size chicken or meat pies, mushy peas, chips, sausages, etc. and lashings of fresh bread. Jan won the ladies skittles and Bob the gents, and no fatalities in the woodyard, although a few members had close shaves. Twenty eight members at an AGM, what an area. Or was it the fact that I had announced that I would serve yet another year, and the men in the white coats were not yet ready to collect me.

Graham has we believe, agreed to be show organiser again and Liz, secretary. We achieved a great deal last year as an Area and our income covered the costs, and our finances remain extremely healthy. We have had a great 2005 and this year looks to be even better.

It already is, because at our February meeting, on a cold and dark night we had so many members at the Brant that we moved rooms into the Restaurant. Andrew (Toledo / Dolomite register, Ford Fairlane, etc) set a Quiz (there's a novelty) and we had to guess the vehicle from a photo taken of it. Good job I had learnt to drive on some of them otherwise the booby prize beckoned. The boyracers, car offiidoes were all put in there place by our winner, Sarah. Well done. As the food and venue was so good for the AGM we will consider it for a venue for the Xmas

dinner. Yes, I know it's only February but like to be organised.

March will see us battling it out at the Loughborough slot car track, when it will be couples racenite. The best male with the slowest female. **Sunday 9th April** will see the area attending the Abbey Pumping Station's "Little & Large Steam Day". Big and small is the order of this special steam day with big trains and little model trains, big vehicles and Dinky Toys, massive steam engines and small toy engines, and Triumph cars and little ones. Just come down from the loft, I am glad I kept my Lledo toys of Triumphs. Last year was cool but dry and most enjoyable.

To see the massive beam engines in full steam and pumping is a marvel of Victorian engineering.

We now have an event or item of interest for every month this year and the summer months look extremely busy. For instance, **July** will see us at Stafford weekend, Beaumanor Hall car show and then Oakham classic car show.

We look forward to seeing the new cars to the area out and about and perhaps, just perhaps, Graham will finally finish one of his restoration projects.

Dave

MANCHESTER

www.tssc.org.uk/manchester

We have just had our Area Xmas Doo at the Mongolian BBQ here in Manchester.

Twenty-four of us: Les n Ler, Steve n Jo, John n Joy, Hugh n Pauline Cooky n Carol, Jen n Graham, Dave n Lynda, Derek n Brenda, Pat n Colin, Martin n Michele, Chris n Jane and Frank n Me, braved a freezing night arriving by car, train, taxi and tram. And what a cool suggestion (thanks Jo and Steve) I must admit I didn't know what to expect, Yak, mutton, and rice is exactly what I thought! But not a bit of it there were all manner of meats, fish and fresh vegetables to choose from all freshly barbecued while you wait and sipped a little wine or three in Pauline's case. It was smashing.

A couple of hours later we all piled into 'Jongleurs The Comedy Store' where we were entertained by 4 comedians: a cockney from Italy, a Canadian from Salford, a one-off surprise comedienne and a screaming queen from Scotland in a leather kilt.

So with plenty of rib tickling and a few more glasses of wine some of us went home and remembered every moment of our night out, and some had only vague memories that they had enjoyed themselves. (Pauline, Jen and one or two others you know who you are!!!) May I say a big thank you to Jenny for organising this years Xmas Doo it was great.

Le Mans up-date: The ferry is booked (average price car and 2 people £65.94 Newhaven to Dieppe) and the overnight accommodation in Dieppe has been reserved. Jen managed to get a decent price on both. Good on you girl!!!

There will be 13 cars travelling in convoy from Manchester to Newhaven, Dieppe to Le Mans boarding the 17.30 ferry **Wednesday 5th July** so if anybody would like to join our convoy you are wel-

NEWBURY . . . NORFOLK NORTH EAST



come - please get in touch on the usual number or leave a message on the Manchester website. (Oooh! I'm dead excited)

I am now taking names for passes for Tatton Park (**3/4 June and 19/20 August**) Please can you let me know how many passes you require by the next meeting.

There is a full events calendar on the Manchester website so please get in touch if you fancy any of the listed events.

The 'Tour-Da-Trough Run' starting with a bacon buttie from Dolphinholme and finishing with Sunday Lunch at either Skipton or Settle will now be run **Sunday 19th March**; this is due to the AGM at Luthenham being held on the original date (**12th March**). If anybody has any questions or gripes for the AGM please give us a call we are your voices.

Good to see our meeting on Tuesday was so well attended with 29 members present. We would like to say a big hello and a warm Manchester welcome to new members Steve and Trisha who are the proud owners of a Spitfire 1500 and very nice it is too (shame it's red!!!). We hope you enjoyed the meeting and look forward to seeing you both at our next meeting.

Good to see Graham back amongst the living again, as he has been through a bit of a rough time recently, we hope you go from strength-to-strength. But back to reality I know you have started work on your Triumph and it's in little bits at the moment but don't despair take your time and it will be well worth it in the end.

Congratulations to Laraine who will have reached the grand old age of 50 on the 8th March. **HAPPY BIRTHDAY LER!!!**

The next meeting is **Tuesday 7th March** at the Rope & Anchor 8 o'clock Tour-Da-Trough Run **Sunday 19th March**.

Happy motoring

Dip & Frank

NEWBURY

dave.rumens@btinternet.com
mary.rumens@btinternet.com

The 'What is it?' Photo Quiz kept everyone pretty quiet - maybe we should have one more often!! When we showed them to our son he said they were too easy and everyone would get them. However, he was proved wrong and the winning team of Guy and Suzie guessed only just over half correctly. The number of comments along the lines of "I thought it was that but didn't write it down" was unbelievable!! By special request we will be having a feely bag competition next, on **March 22nd**. Dennis is in the running for best attendance 2006: he forgot to sign the book at a January meeting and phoned up to ask for his name to be put in. Hmm - think that's one he owes us!!!!

Thanks to Ian for organising our final practice session for skittles before we beat the TR Register - report next month on the match.

The meeting on 8th February was not quite so well attended - must have been the fact that it was a cold damp evening. The raffle went quite well and thanks to Tina for supplying the marmalade as a prize. Patrick had his eye on that but some-

one else beat him to it.

And we would like to know what Mark is keeping in his baskets!

News of some more events coming in: the Triumph World Picnic is on again at a new venue - Wellington Country Park south of Reading. We will be liaising with the local group to see if they are putting on a stand there. It is on **3rd September** so hopefully will not clash with Beaulieu which should up the number of traders. Also don't forget Newbury Classic Car show on **13th August**. The Triumph Day at Brooklands is **April 23rd**, it's a just-turn-up-and-park day, no pre-booking. Should be good and a bit reminiscent of the last big Triumph day at Gaydon when there were more cars that the organisers knew what to do with. If you want to know more about what's going on in our area, come to a meeting and get a full list of events.

Hopefully, by the time you read this the Vitesse will be back with us, but not on the road if there is still all this salt about.

Next meetings: **Wednesday 8th March and 22nd March** at the Spotted Dog starting about 7.30 pm. Events: Feely bag competition on **22nd March**. See you all at the next meeting.

Keep 'em flying.

Mary and Dave R.

NORFOLK

Hi All, Well!!!! Ohhhh Myyy Gaaawwwd!!!! What a turnout for February!!!! Full Room, over thirty members again plus about ten Triumphs, just as well the car park is HUGE!!!! If this month is anything to go by, come July we will need that big car park!!!

Thank you so much to all our Norfolk Members for making the effort on these cold dark nights for turning out and quite lot of you in Triumphs as well!!! A brilliant meeting with Fantastic people, what more could we want??

This month brought us seven new members to our meeting!!! Steve Young who owns a MkIII Spitfire, Peter Cobbs has a Herald 13/60, Mathew Fox and his Spitfire Mark IV, Neil Bradford who has MkII GT6, Craig Harris who also has a 13/60, Paul Hodac has a MkIV Spitfire and last but not least is Nigel Riley. Nigel has a fantastic Sienna Brown Spitfire which I spent some of the evening trying to convince him to sell to me!!! Nigel told me on the phone that he is 81!! Nigel, you don't look a day over 21!!!!

We had a question and answer session on technical issues this month. I think the conclusion was that if it keeps slipping in and out, use a pair of old tights and get rid of it quickly!!!!

This month's raffle was organised by Penny, though she couldn't make this meeting, a big thank you to you. Prizes were great as usual.

Another good piece of news this month was that we have won the area draw for some club regalia. We are going to put it to good use and raise some funds to help towards new banners etc.

Joe told us that we are a few sponsors down this year, so if anyone knows of anyone willing to sponsor the Mile of Triumphs which is on again this year

please let Joe know.

David and I have both offered some sponsorship to get the ball rolling.

Next meeting is on the **6th of March** at Caistor Hall, Caistor St Edmunds. If you are a member in the Norfolk Area, come along and try us out, we are a friendly bunch!!!!

Julie

Hi there, so February is upon us already its time to get those cars revved-up and on the road again. I would like to thank all the brave souls who ventured out on the 29th of January. Despite a bitterly cold wind we had nine cars turn out for a drive from Blofield, to a very bracing Cromer. It was very encouraging to see so many lovely clean cars waiting for me when I made my dramatic entrance. After following a tractor for a while we finally unleashed the horses and burned the road up. Till of course the weather took hold and we needed toilet stops at which point common sense prevailed and several roofs were put up.

A short stop at Walcott turned into a full Sunday dinner. Feeling suitably refreshed we set off for Cromer in search of crabs for Andy. Disappointment followed when we arrived the car park was full depriving us of some nice photos. The five of us who found spaces to park enjoyed the sea air as we froze on the sea front in search of crabs, but none were to be found so we sort solace in a nice cup of tea and a chat about the cars. After that we all found our various ways home once again I would like to thank you all for a very enjoyable day.

By the time you read this Stoneleigh will have been and gone I am hoping to see a few of you there. I am looking forward to seeing lots of people in their cars for future runs. Plans include trips to headquarters, Snetterton for classic car racing and a trip to Caister castle motor museum. As mentioned at the February meeting, I need numbers for the Ipswich to Felixstowe run on **May 7th** as these need booking please contact me now if you want to attend.

Tony

NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all. Another nice big turnout at February's meeting with a selection of club cars outside, great to see. I'd like to say thanks to everyone who contributed to the present I got, beautifully wrapped by Geoff, much appreciated and in use already. Thanks again.

Alan Clarke returned again having just got back from working in America. We also had a return from Steve Edmond who hasn't been able to attend for quite a while, nice to see you back again Steve.

We had two new members encouraged to



NORTH EAST CONT

attend by Steve Overall, Stephen Lee owns a Spitfire MkIV that he did 2000 miles in and it's now in bits. Aaron Dixon who has GT6 MkI in bits (mostly rusty), both are undergoing restoration at the moment. Aaron has quite ambitious plans for his GT6 including triple dellorto carbs to go on it. At the moment Steve has an MGB GT, Aaron a Midget both on the road.

Steve Edmond had his Spit fail it's MOT recently for a poor rear suspension so he is going to rebuild and maybe uprate while he is at it. My 2000 is due an MOT next week so fingers crossed that all goes well after the inactivity recently.

Mark Ramsey has got himself a Lotus that he has just insured, interestingly, Footman James quoted £355 for it, but exactly the same cover from classic Lines was only £150. That is agreed value and recovery etc. on both, both companies are recommended by the Lotus club as well.

Mark still has his Vitesse MkII saloon for sale, fully reconned engine and box with O/D. If you are interested get in touch with me and I'll give you contact details.

Steve Overall has finally had overdrive fitted onto his Spit MkIV. Dave Curtis was at what will be his last North East meet for some time as he is off to train as aircrew with the RAF, we all wish you the best of luck Dave.

He isn't taking his Herald just yet, that is staying at home. Dave has a Laurel Green 1970 13/60 Saloon for sale. Good chassis, runs, drives and stops, no MOT, cosmetic work required only. He is looking for £400 ono, again if interested get in touch with me and I'll give you contact details. Congratulations to Laura on passing her driving test recently, and commiserations on having her car written off by her Mum. Peter has brought his Herald up from down south so he has something to do while waiting for his new degree course to start in October, he still wants to put a BMW engine into it.

Congratulations to Chris and Peter who won the quiz, I think we'll have another later on this year, any volunteers to compile it or will it be me again?

As you are reading this we shall already have had the first supper run out and at the next meet Ian Longmire will need numbers and deposits for the 4x4 day at Dalby Forest on **Sunday March 19th**.

Our Talking Tarn run has been set for the **9th of April**. There is the suggestion of some cross Tarn racing in the rowing boats that are available for hire this year, should be even more of a laugh than the rowing machine race we had a couple of years ago!

NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . NOTTINGHAM

Right got to sign off now,
All the best,

Mark

NORTHANTS

Well, the time has come for my first write up as the new a.o, not too serious, not too comical but hopefully light-hearted and informative.

Our February meeting went well with quite a few new faces, although a think one new member was either bored of me waffling on about our forthcoming camping weekend at the Aquadrome (August will soon be here) or she had just worked one early shift to many.

Colin's preparations for the coast to coast run are going along all according to plan and with Peterborough area, it looks to be an exciting little adventure. Adam has got some car plates made up for the run and at a very reasonable rate.

It looks like there should be a good 8-10 of us venturing down to the Isle of Wight this year, but hopefully some more will come. Happy birthdays go out Pat, Gaye and Karen who have gained an extra year (although I think they may not speak to me mentioning this!!! he-he).

Our condolences go out to Nigel and Tracey; our thoughts are with you at this sad time.

Up and coming events ... I have booking forms for Isle of Wight if anyone needs one, still awaiting info for ferry prices. Also have booking forms for Notts Area meet, with one thing and another a usually quiet August is looking very busy for me.

My trip to France adventure seemed to go down well, later in the year will get more info on sites and prices etc. Well, must wrap it up now, just spent 5 hours on a breakdown, so brain in shutdown ...

Hope to see you all in **March** ... time to get them Triumphs on the road, the salts nearly gone ... hopefully my 1500 Herald will be back from repair soon!!!!. Take care.

Jonathan
aka Batman.

p.s to other Midlands areas, prepare for visitors ...

NORTHERN IRELAND

northernireland@tssc.org.uk

While the winter months are traditionally quiet there's obviously a lot happening under the surface. Attendance at area meetings remain high and we have a full programme of events for the rest of the year. Our first event was our annual dinner which as I write this hasn't happened yet but by the time you read this will be history. More next month on how it turned out including who was chosen as NI Member of the Year.

The next event after that is our free Trunnon Oiling Event which is on the **1st of April** - a full list of this years events is now available at:

www.tssc.org.uk/northernireland. One of the biggest changes in the events calendar is that we have moved the Totally triumph Classic Car Show from August to June as well as a change of venue. Given

this is the sixth anniversary of the first Standard Triumphs we will make that the theme of this years show. Meantime there's lots going on in peoples garages. Stephen Kernaghan is rebuilding his faithful 1500 Spitfire and there's a bit of a competition going on between us - I am rebuilding a Clarence Engineering Herald and we both are aiming to be finished in time for the Return To Kerry. Stephen's ahead at the moment but I haven't given up yet! Cheers

Paul

NOTTINGHAM

www.notts-tssc.org.uk

The year seems to be getting off to a very good start for our area. We have had our first meeting in our new venue and on a new night and it was a resounding success. It is always a worry when you alter something that has been alright in the past but with 29 people and 16 Triumphs in attendance at the January meet I hope that we can continue to build on the footings that we have.

On that note can I say a warm welcome to Phil, Dave, Mike and the young gentleman from Kimberley who all met us for the first time last month. It was great to meet you and your cars and I hope that your visits will continue. Another first time visitor was Sophie, Sue and Ron's new arrival, who is absolutely gorgeous and was cooed over all night. I think January's meeting was also the first time that we have actually had a car jacked up in the car park too, with various bodies poised around Andy's Spitfire offering help and advice.

We also had a proper chance to view the new range of area clothing and prices. Steve has managed to secure us a good variety, excellent prices and the quality is extremely good. The fleece jackets for example are £22 and the polo shirts just £10 - all complete with our very own unique area logo. Check out the website for details and whilst there, why not register in order that we can keep you up to date on all our events etc.

We have just returned from Stoneleigh laden down with parts for my new Stag (christened BAMBI - don't ask!) so the next few months are going to be busy trying to get her roadworthy in time for some events this year.

We are taking an area display to Thoresby again this year on **May 1st**, if you would like your vehicle to be displayed please get in touch as the interest has been high this year. Also we are hoping to feature in the newsletter each month a feature on a member and their vehicles, if you would like to be included let us know and we will arrange this.

Arrangements are now well under way for the 2nd Robin Hood Run on **August 4th**, keep your diaries free - its looking good!!!!

Bye for now

Claine

IMPORTANT NOTE
Reports can be e mailed before the 10th
to: courier@tssc.org.uk

PETERBOROUGH . . . SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST

PETERBOROUGH

If Doug and I reflect back, probably to just 2 or 3 years ago, then I think we'd have struggled to get half a dozen souls along to the Bertie Arms on a dank, cold February evening. Not any more though!! Today the Peterborough area is a lively, enthusiastic and growing group of Triumph devotees and, to quote Alex; 'we're all becoming really good pals!'

It's great to see and long may it continue. Certainly the area profile article in the February Courier served to reinforce the message and coincided nicely with a mail shot from Doug and I to those in our area that live within a reasonable commute of our monthly meetings. Please come along and see what's going on in the revitalised Peterborough area - a warm welcome awaits you all!

Now to our February meeting and once again Colin was on hand to update us on the ever growing number of events that he is organising for us. The Coast to Coast run in **June** looks as if it will be a great event with strong support and some 24 people taking part from the Peterborough and Northants areas. The hotels, the route and the stops along the way are all now sorted and this looks like being a fantastic weekend in some of the most beautiful scenery in the UK.

In **July** we have at least 5 cars making the trip down to the Le Mans Classic event. Again Colin is keeping us up to date with news and also availability and costs of ferry crossings. I can't wait for this one, I just hope the Vitesse makes it to Portsmouth OK!

Not content with these two events, Colin has now also come up with a new early season weekend which we are calling the Cotswolds Spring Run. Following the route of the ancient Fosse Way this will take place over the weekend of **8th, 9th April** and will involve a stop over at the Royal Agricultural College at Cirencester where we have a very good B&B deal negotiated whilst the students are all away for **Easter**.

On top of all this we would also like to arrange some Sunday lunch runs. We have discussed some tentative ideas but more of this when we firm up plans and find a spare weekend or two in the hectic event calendar that we are compiling. I now have quite a lot of information on shows and events over the summer and I will try to issue a list at our **March** meeting. If anyone has a particular event they think we should attend please let me know and I will add it to the list.

If you would like any further information on any of these activities please contact Doug or myself and we'll do what we can to help. Our phone numbers are at the front of this area news.

We launched another initiative at our February meeting and I think this could be a really useful one. We all work on our cars, or have work done, and so we all have experience of certain jobs and/or suppliers of services and parts for our Triumphs. A straw poll amongst the dozen or so of us at the meeting revealed that we actually possess between us quite a lot of

specialised (and often expensive) tools. These range from welders to engine cranes, spring compressors to hub pullers and many more besides.

Our initiative is to try to log these and, if the owner is amenable, to make them available to others in the area on loan for a modest donation to club funds. For those that prefer to use professional services for the upkeep of their cars we thought a similar log of tried and tested local traders - including their speciality - would also be useful. Doug and I will work on this over the next few weeks and see what we can come up with. If you have a special tool that you think might be useful to others (and you wouldn't mind loaning it out from time to time) please let us know. If you have had some work done on your car by a local trader and you were pleased with the result please let us know what the job was and who did it. We hope that over time we can develop a comprehensive list of tools and services that can become a time and money saving reference for everyone in the area.

Several of us went to Stoneleigh this past weekend. Doug was lucky enough to find some bits he wanted for the GT6 and spent quite a bit of money. However I have to say I was very disappointed. It seems to me that if you have a TR then you are well catered for but otherwise it's hit and miss. I am about to completely refit the interior of my car (MkII Vitesse Convertible) - seat covers, carpets, door panels, the lot. I went to Stoneleigh with a wallet full of cash and spent precisely £3 on a small piece of trim. Perhaps the trick is to pre-order but then I like to think you can pick up the odd show 'special price' so I felt that the trade missed out on a few hundred quid's worth of sales from me alone. Anyone else out there feel it was good, bad or indifferent?

I'd like to think it was just me so let me hear your views.

Well I hope you can see that there is a lot going on in the Peterborough area. If you haven't been to a meeting before, or if you have but not for a while, then why not come along to our **March** meeting? We will be at the Bertie Arms, Uffington, near Stamford on **Monday March 13th** from about 8.00 pm. Please join us for a relaxed beer and a natter - we promise we'll reserve a warm welcome for you!! I might even put together one of my (in)famous Triumph quizzes - with prizes of course!! I look forward to seeing you.

Cheers

Paul

SCOT CENT WEST

centralandwestscotland@tssc.org.uk

Well it's been a bit of a month - just prior to the February meeting Ian W phoned to inform that Ian Mc from Bearsden had been involved in a very serious explosion at his home which took out his entire garage (cars included) and half his house with Ian himself ending up in the burns unit at the Royal Infirmary in Glasgow. I'm sure our thoughts and prayers are with both Ian and Mareen his wife who it least nominally owned the lovely grey Herald Convertible which Ian regularly brought to meetings. Sadly it is no more but being



positive I believe Ian is making a good recovery. We all hope all goes well for you Ian and don't be shy to visit us in a euro-box once you are recovered!

Peter S from Strathaven e-mailed to relate that he is currently recovering from a knee joint replacement and banned from driving his Spit until May albeit he has a catalogue of ills on the car to sort out before then. Don't we all? Can anyone recommend a decent body man in the North Glasgow area?

Back on the usual, a group of about 6 met at the Lochinch on the 1st of February (sorry I'm doing this off the top of my head at the last moment (as usual) and so don't have any notes to hand) where a good time was had. Never been? Well why not? The Lochinch is easily accessible with good parking and a more amenable bunch of folk I have seldom known. So what's your excuse for not attending?

Moving on to car news: I have been told of a Spit 1500 project for sale in the Hamilton area. It seems to be complete but in need of a good deal for work which is reflected in the asking price of £250 but this includes new floor pans and sills. Contact Ian Ospery at ian.ospery@bt.com in the first instance.

That's it for now, see you at the Lochinch on **Wednesday 1st March**.

Yours aye

Fim

SCOT NORTH EAST

e-mail northeastscotland@tssc.org.uk
www.tssc.org.uk/northeastscotland.asp

Hi. First sorry for not managing to get the February report in, but we were having a family holiday/Triumph spotting in Western Australia.

This years season will be kicking off soon, our local area meetings will be held at a different Pub/Inn each month. The location of the meeting will be published in The Courier. This month's meeting is due to be held on **Thursday 30th March** 8pm at Dizzys, Aberdeen. As usual we will be meeting with the other Triumph clubs in our area namely the TR Register and the Stag owners club, also any other Triumph club members are welcome.

Next month the organised events start on **Sunday 2nd April** with the Alford Spring Autojumble, Alan Gibb will be manning his stall. The April Pub run on **Thursday 27th** will be to the Lairhillcock Inn, where some of our group and their partners will be having a bar supper. If there any changes to the meeting schedule I will post it on our TSSC webpage www.tssc.org.uk/northeastscotland

'Grampian Triumph Clubs' this is the banner that the three Triumph clubs (TSSC, TR Reg and Stag owners Club) meet under. I



SCOTLAND NORTH EAST SOUTHERN . . . SUFFOLK . . . SURREY

SCOT NORTH EAST CONT

have set up a website for our group, it is hosted by Brmmbrmm. The address is www.brmmbrmm.com/grampiantr.bb. Any inclusions photos etc are welcome. Any changes to our monthly events or meetings will also be posted on this site.

Now that the better weather and longer evenings are approaching, we will all be looking forward to getting the cars out on the open road. Hope to see you at some of this year's meetings and events. That is all the news I have for this month, Keep driving your Triumphs

Danny

SOUTHERN

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

Another month gone so quickly, at this rate we'll be in the middle of the summer show season before we know it. Locally the shows start for us with Wyke Down on **Easter Monday on 17th April** so please get in touch if you haven't already sent in your entry form for this show and would like one. Ditto for the Popham **Bank Holiday Monday** show on **1st May** as entries for these have to be in by **31st March**.

This month you have a choice of events on the **12th March**, the trip up to Market Harborough for the AGM - or a building full of autojumble. Take your pick!

Guy and I will be going to the AGM so if you have any comments or questions you'd like us to put forward on your behalf please let us know.

For lunch this month we're meeting up with Andover area for our annual joint area lunch at the White Hart Inn at Stockbridge, a venue we've been to before. If you need directions please contact me, or there should be a mini-convo over from the West Meon Hut lay-by. Meet there by 11am in order to leave by 11.15 for the 30 minute or so trip over to Stockbridge.

In January we had a small but select group for lunch at the Hinton Arms. We went there partly to scope the place out as a possible future meeting pub. It scored well on good, substantial meals, large car park and large lawn out at the back (and a slightly shorter trip for Guy and I) - but loses out a little on being that little bit further from the Portsmouth area for some of our regulars. Watch this space for further updates on this subject. Having now missed out two months running on having dinner at the Thomas Lord, and the staff still not seeming to take on board that we are a regular group meeting there once a month, and

have done for almost a year now, Guy and I are certainly more than a little disillusioned with staying there long term. Added to the fact that although they do have a garden area it's not the nicest of those we've seen and there's no view of the cars it doesn't hold out much promise for a second summer there so we really would like to all decide on a better choice. For February's regular meet, as mentioned previously, we got there nice and early to eat then discovered that there was no food on that night so Guy made an emergency dash back to the garage at the West Meon Hut crossroads to fetch sandwiches to mop up the beer and wine as we didn't fancy another midnight dash into Winchester to find a kebab house as we had to do in January. Just as we were finishing our repeat others started to arrive - and kept on doing so. I still haven't worked out what we'd done right or different lately but we were all very pleased to see 6 new faces joining us, 5 from the local area and Mik Davis all the way from Bradford on a raid south of Watford to join us during a business trip to the area.

As to our newest visitors, welcome to Adrian and Sam with their GT6, Trevor and Connie who have a 2000 MkII and Neil in his Spitfire 1500.

I was very surprised that there wasn't the usual exodus outside to examine and inspect these new cars but I think that can probably be explained by the very chilly weather outdoors and the animated conversations going on around the fireplace.

We look forward to seeing you all again and getting to know you all (and your cars) over the next few meets and months.

7th March - Regular Meet at the Thomas Lord, West Meon

12th March - Double LL Indoor Autojumble, The Grange Centre, Midhurst

12th March - TSSC AGM, TSSC HQ, Lubenham

18th & 19th March - London Classic Motor Show - Alexandra Palace

19th March - Sunday Lunch at the White Hart at Stockbridge

26th March - Spring Restoration Show at Stoneleigh

17th April - Wyke Down Show, Nr Andover

ideas to try. Watch this space.

There have been a couple of items in recent Couriers about the instrument regulator. Mike is having a go at fixing his but by opening up the original metal case of the regulator, throwing away the innards and replacing them with a solid-state regulator bought from Maplin for the princely sum of 43p. If it all works it will look original and cost diddly squat. He will let us know and may even write an article on 'how to do it'.

Chris's GT6 is making great progress and is nearly finished to the extent that it could be going for an MOT during February. We wish him well. He has got to get it going now as he has booked to go to Le Mans in it. Talking of Le Mans, as far as Colin is aware, there are 6 or 7 cars going from Suffolk. You don't have to go in a Triumph - there are other car makes going like a Porsche, and an MGF and other modern cars. It's not too late to book, so if you are interested, contact Colin.

Dave has produced a Suffolk Area events list for 2006 that he handed out at the meeting. Besides Triumph oriented events there are quite a few general classic car shows listed. Other events and details will be added as they become available. If you want a copy Dave can send it to you by email so contact him on: davecox@copyserv.wanadoo.co.uk.

And finally, our annual dinner and quiz will be held on the next club night, that's **March 7th** at The Magpie. For this occasion, the meeting will start 30 minutes earlier than normal at 7.30pm so that we can sit down to eat around 8.00 pm. At special request there will be another of our famous quizzes and as I write this I have seven questions already prepared. Everyone is most welcome at this meal. If you read this before the **7th** and you want to come but have not yet let Colin know, send him an email to suffolk@tssc.org.uk and I am sure we will be able to fit you in. The next meeting dates are:

Tuesday 7th March Tuesday 4th April Tuesday 2nd May

See you at the Magpie, 7.300 pm on **Tuesday 7th March**.

Peter

SURREY

This month is the TSSC AGM up near HQ. I will probably be going to the AGM and the Area Organisers Meeting beforehand. If there is anything you would like me to bring up, please let me know. I will again be asking about the club providing more support, both in their time and financially, for areas advertising the TSSC via shows. We have quite a few shows that we intend to go to this year but the Surrey Area has very little hardware to put on a good stand. However I do intend to organise a stand at the Brooklands Triumph Day (**Sunday 23rd April**), but there will be limited space (probably only for 4 cars). Therefore I would like to have a range of cars on the stand of fairly good quality. If you would like to come to the show and have your car on the TSSC display please let me know. I will also be asking for volunteers to man the stand for a short period of time on a rota basis. The more people we get to volunteer the less time we will all need to spend on the stand.

SUSSEX . . . THAMES

I also need to highlight a mistake in the advertising of the South of England Meeting at Leatherhead. I have been informed that it is **not** on the 13th and 14th of May but a week earlier on the **6th and 7th May**. William is upset as he now can't celebrate his birthday at the show. Sorry no cake for everyone anymore.

At the meeting in January we were visited by Dick Plumridge whom we haven't seen for a while. He kindly brought down some of his TSSC related archive information which we all have a look at. All the sales brochures were very interesting and raised some questions including when was Standard Triumph taken over by the Leyland Group.

We had a new member (Graham) come to the meeting. He has just renewed his membership after a few years away from the TSSC but still owns the same car he has owned for many years. Graham now wants to get his car back on the road so he can drive it during the summer. He has a MkIII GT6 which has been garaged for the last 5 years but when Graham went to check it over and take it out of the garage it started first time. Hopefully, with a little bit of mechanical work and some bodywork he can get it MOTd and ready for the summer.

Don't forget this month is our annual Surrey Area Meal at the Well House Inn on **Saturday 11th March**. Please let me now ASAP if you would like to come so I can let the pub know the exact numbers.

The normal area meeting will be **Wednesday 22nd March**.

Karen

SUSSEX

We had quite a decent crowd for the February meeting with a few, more irregular, members joining the usual regulars. It was interesting to talk to Doug (a very irregular meeting attendee, last time being 4 years ago apparently) who has a very well travelled MkII GT6, a Herald 13/60 and a MkII GT6 restoration project for his daughter, I believe.

The topic of seats somehow came up with Doug as he has MX5 seats fitted in his GT6 which I'm sure he appreciates on his long European trips. This was something that I've been wanting to do myself for a while except as I have had two sets of standard drivers seats ending up with split covers and foams breaking up. However, prices for MX5 seats have risen quite a lot from when I first became aware of the modification and I have been put off on cost.

Upon getting back from the meeting I checked E-bay before going to bed and a pair of MX5 seats had been listed that very evening. They had a buy it now price of £75 which is half the price they typically go for so after about one seconds thought I bought them before they got snapped-up by someone else. I have had notification that they've been dispatched so am expecting them very soon. I'll let you know how it goes with fitting them.

As I write this a small Sussex contingent should be rooting through the goodies at the Triumph Spares Day at Stoneleigh. Rob, Mark and Ian went up today and Clive, Pete and little Martin, I think, went up yesterday to be there bright and early this morning. I hope the weather there isn't

as miserable as it is here.

Ian was hoping to find plenty of bits so that he can get on with building-up his GT6 chassis. Body repairs are completed so the body is once again off the chassis and the chassis itself is away for blasting and priming. Ian's deliberately not set himself any targets or deadlines but if his enthusiasm holds up and progress continues as it is we should hopefully see the fruit of his labours later on in the year.

Pete tells me that Gill's MkI Spitfire has been collected on behalf of it's new Italian owner and went off on a transporter loaded full with various classics. Our next meeting will be **Tuesday 7th March**. Hope to see you then.

Neil

THAMES

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

Welcome all, here we go again...yet another month flown past so quickly. My 1300fwd is back on the road, after an elusive price was sourced for its clutch master cylinder. Some of you may remember last year Andy K was invited by Mike C to help out on the Exeter Trial Marshalling. To take things further here is what happened to Andy K this year:

After the Xmas and New Year chaos has faded away, the first weeks of January can often be a bit dull - so- what to do? Well I had the chance to compete in the Exeter Trial with Mike C. What's the Exeter Trial all about I hear you say? Basically it's a bunch of lunatics (in and on) an assortment of oddball machinery in ridiculous weather taking on ludicrous hills and other driving challenges pitting their wits and skill (and nerves) against the Motorcycling Club (MCC). This very well organised event has been taking place since 1910!

The phone rings, its Mike C - "Hi Andy, remember when we marshalled at the Exeter Trial last year?" Oh yes I remember only too well starting at 4am in the morning standing in a muddy ditch freezing cold and pouring with rain until 10am ... "Well do you fancy going again this year except as a competitor?" So what does that involve? First of all a suitable car has to be found, of course this had to be a Triumph, but which one? After a dodgy TR7 was contemplated we settled on a Herald. Mike knew of one for sale which was quickly bought from Ian from the Gloucester area (who also competes in the Trial). A few weeks before the off Mike brought the Herald to me at my workshop where we could do the necessary preparations. So we now have a 1200 Estate with a 1500 engine and overdrive gearbox. Perfect! Mike and I spent a day servicing and making an exhaust and welding a couple of strengthening plates to the chassis. By the time we found the knackered drive shaft we were too tired to do anything but a makeshift repair to it. We were ready. I arrived at Mike's place on Friday 6th Jan and after packing the car with clothes and food and "you never know" items we set off in the evening to our start at Cirencester. This is where we met up with

Ian and Andy from Gloucester in Ian's Vitesse (roof down of course!). They instantly became media stars when they were interviewed by local radio. I have never been a navigator before so I had a quick chat with Andy who is by now an old hand at this and his advice was to "relax and enjoy yourself". For us the actual Trial start was from the Haynes Motor Museum at Sparkford. Walking round the Motor Museum at 1am will go down in my memory as a bizarre experience. When it came to our departure time I had to admit to being a little apprehensive as I hoped that I could keep track of the route notes so I didn't let Mike down. The route takes in a lot of public roads but then will suddenly deviate into a muddy lane or wood where an observed section starts. The first one is a bit daunting for a beginner, sitting in a wood in the dark with what looks like a muddy bridge path snaking skywards in front of you. Surely we don't go up that? Then the marshal says "GO" and you're off! Oh yes - we do go up that! What a buzz! This is great fun! After a lot more of this torture for the car we arrived at an enforced rest at Exeter services where we then became the media stars, being interviewed by a reporter from Practical Classics Magazine. Journalists from the magazine were also spotted on a couple of stages taking photos (so we may appear in print!) - two loonies in a Herald followed by two REAL loonies in a Vitesse in the middle of winter with the hood down (Sorry Ian and Andy!). Anyway, Mike is apparently going to write a proper more in depth article about our experiences on the Trial for The Courier so I won't go into any more details regarding our progress but ... watch this space. We finally finished, intact and very tired, at lunchtime on Saturday at the hotel near Torquay. We had done it! Over dinner we realised what can be achieved in a basically standard Herald for very little outlay. The sense of achievement is immense. I would personally like to thank Mike for giving me the opportunity to join him in this event and Ian and Andy for their encouragement to a beginner like me. Now my wife Gaynor fancies the idea of being a navigator so I may have to find a suitable car! Pass me The Courier classifieds! ... Andy K.

Thanks Andy, if any Thames Area members would like to put together some words after visiting a place of interest or any other event, please do so and get in touch with me.

19th Jan. At the Fox & Castle we had our New Years Meal. This year we opted to stay at our meeting venue and hold it on a meeting night. It was very successful and many thanks must go out to Mike our landlord, Chef and his Staff they did a wonderful job of keeping us satisfied. Just to tease you all the more here is what was on





THAMES CONTD

offer that night :- Starters - a choice of Homemade Soup, Prawn Cocktail (infamous), Potato Skins in cheese and Bacon, Ratatouille Stuffed Mushrooms. Main Course - Pork Tenderloin with Apple and Brandy Sauce, Sirloin Steak with trimmings, Minted Lamb Balls and a vegetarian option Cheese and Mushroom Quiche, followed up with desserts and coffee (it's making me hungry just writing about it). That night enjoying the meal were myself and Julie, Tony and Penny H, George and Rose N, Dick and Dawn C, Andy and Gaynor K, Allan and Jan H, Ray and Gloria G, Mike C and Claudia, Nina J, George B, Anthea L, and for his first night Peter C (whom we met last year at the Windsor Show. Hoped that you a lovely time). I can't thank you all enough for coming and making this a great night.

2nd Feb. A very chilly night on the way to the Fox & Castle. Julie and I are in the Vitesse with the roof down, enjoying the air and drive. At the pub we meet up with Dick and Dawn C, George B, Andy K (with tales of the Exeter trails) George and Rose N (hope the heating is working well now). We had a lovely evening in the pub talking amongst ourselves. It was a wonderful night and time went fairly quickly.

5th Feb. Sunday Morning Mike C and Claudia joined Gloucester Area to Marshal on the Cotswold Clouds Trial, run by Stroud and District Motor Club. They Marshalled Section 13 Climpwell Hill, near Birdlip. They met everyone at the section at about 12:30 pm and the first car arrived at 1:20 pm, ten minutes early almost catching them out. The section was up through the bottom of a shallow valley between the road and the fields and then through the woods. The start was very muddy, making the entrants think that the whole section was like that, but it wasn't and if they asked, they were led to believe it was! The section got 'cleaned up' as the afternoon wore on and no one failed it. It was quite picturesque, with cars lifting wheels as they went over some of the tree roots and dropped into the ruts. Just short of two hours later the last of the eighty entrants had passed through and everyone was off home again. The cold and rain stayed away, so it made for a pleasant afternoon. Our next meetings at the FOX & CASTLE are in **March the 2nd, 16th, 30th** and in **April 13th and 27th**. Call me for further details on 07773 623807

Up Coming dates
12th March AGM Sun Inn Marston Trussell

18/19 March Alexandra Palace, Car & Bike Show

17th April Guildford Lions Club Easter

THAMES . . . NORTH WALES . . . SOUTH WALES SOUTH WEST WALES

Show Shalford Park
23rd April Standard-Triumph at Brooklands (STAB)

28th-1st May IOW Camping
Weekend 6/7th May SEM Leatherhead Best Wishes

Mickey

NORTH WALES

www.triumphwales.co.uk

Good attendance at our meeting on the 7th. A small group will be attending the Triumph show at Stoneleigh on the 12th and I will report back on that in due course. Entries have been taken in for the big show at Weston Park on **Sunday 16th April** and further entries can be sent during **March**, so let me know or attend the next meeting.

Looking ahead, we have a show at Chomondeley Castle on **May 7th**; Capesthorpe Hall Show on **28th/29th May** and then Tatton Park on **3rd/4th June**, so plenty to attend.

Hope you have started to use your cars this year. Our next meeting will be **March 7th** at 8.00 pm, so let's see you all there. Safe motoring.

Michael

SOUTH WALES

Hi everyone, I know it's a bit late but happy new year! I finally managed to write an Area News before the deadline, (got a reprieve from the decorating long enough to put pen to paper). I've had details of a few project cars if anyone is interested.

Application forms for the 2006 show season have been dropping on the door mat thick and fast, I'm sure they get earlier every year! so if anyone would like applications for the following shows give me a bell;

Coleford **17th April**

Pencoed **7th May**
Fish and Chip run **8th May**

Seaside Run **May**

The big Balloon Festival **27-28th August** (Blackwood).

Tredegar House **17th Sept**

My telephone numbers are; 01633 411210 or 07917 048981

We're still at the Tredegar Arms Bassleg see you there at 7.30 pm **27th March**

Neil

STH WEST WALES

southwestwales@tssc.org.uk

The January Sunday lunch was organised by Joy and Keith and held at the Smiths Arms in Llangennech. It was attended by Joy and Keith; Bryan, Barbara and Molly; Steve and Christine; Jeff and Celia; Liz and Jim plus our new members; Jeff and Jean; Richard and Caroline with their children, Nathan and Isabelle. We ate a lovely lunch with a meat choice of Turkey or Beef and enjoyed a variety of sweets - plenty of ice cream. The weather turned nasty outside as we ate our lunch so it was lucky that a double quiz, compiled by Joy and Keith was arranged, the first quiz questioned our knowledge of both vintage and classic car

marques and the second quiz on different types of fruits. We all attempted to complete the quiz, though it proved quite difficult. Caroline and Richard eventually won the quiz. We all entered the raffle and Barbara won the prize. An enjoyable afternoon and a big thank you from us all to Joy and Keith for organising the event.

Everybody enjoyed their meal at Alison's 40th Birthday bash, which was held at the Kings Hotel, Pontardulais with twenty members in attendance. Festive balloons and birthday cake had been arranged by Marryl and Barbara as a surprise, which it duly was. Liz brought a small cake for Jeff, Mark and herself who were also celebrating their birthdays. Yet again the evening was very successful and a suggestion was made that it become an annual January birthday celebration and this was approved by one and all.

On Saturday Jeff, Bryan and Steve visited the Bristol Classic Car Show, at the Bath and West Showground Shepton Mallet and had an excellent day out although it was a bit on the cold side.

Those attending the annual visit to the Pantomime of Aladdin this year met outside Theatre Elli, Llanelli at 1.30 pm. Everyone thoroughly enjoyed the performance. It was great to hear the ooh's and ah's together with the usual banter between the baddies and goodies who, of course, won through in the end. Thanks to Alison yet again for making all the arrangements.

February club night was very low on attendees with only Jim and Elizabeth, Marryl and Ken, Alison and Mark, Joy, Steve, Bryan and Jeff being there. Apologies were received from Vera and Keith who are both suffering with colds etc.

Bryan reminded those present following our support for the SHVR Auto Jumble of the Sunday 19th February the Old Bus Garage, Clarence Terrace, Swansea, that lunch will be at the Tug and Turbot on Swansea Marina followed by a visit to the new Swansea Maritime Museum and if the weather is fine a walk around the Marina. Steve volunteered to organise the **March Sunday** meet which is on the **19th** with a short run and lunch in the Swansea Valley at Coelbren. Final details will be given out at the March club night. If you wish to join us contact Steve on 01636 701508.

Following last month's suggestion of a possible weekend away Ken advised that he had contacted the West Somerset Railway regarding their annual Steam Fayre and Vintage Vehicle Rally to be held on the **5th and 6th August**. Details are not yet to hand but as soon as they are we will publish them. I know it is a long way in the future but if you are interested please book this in your diary and contact Ken 01269 594578.

The event is held at Bishops Lydeard just outside Taunton in Somerset.

With this year's show entries now starting to arrive I would ask all Area Members that if there is a show or run in your area please let us have the details soon in order that we can arrange to support you in your local events.

This way hopefully we can bring the Area closer together.

Jeff Palmer stated that he was looking for either a 13/60 or Vitesse Convertible in good condition so if anybody knows of same please contact Jeff on 01639 830547.

EVENTS DIARY 2006

WEST MIDLANDS . . . WIRRAL WORCESTER . . . WYEDEAN . . . NORTH YORKS

MARCH

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

Sun 19th Sunday meet - Short run and lunch - contact Steve on 01636 701508

APRIL

Tues 4th Club Night - The Conservative Club, Pontardulais at 8 pm

Sun 16th Easter Sunday - TBC

MAY

Mon 1st SHVR - Vintage Car and Fun Day - Singleton Park, Swansea Contact Robin 01792 419780

Tues 2nd Club Night - The Conservative Club, Pontardulais at 8 pm

Sun 7th Pencoed Show - Contact Ken 01269 594578

Sun 21st Sunday Meet - TBC

That's all for this month, see you next month

Ken

WEST MIDLANDS

This is my first news bulletin as the newly appointed Area Organiser of the West Midlands group of enthusiasts, so being new at the job, I hope you will bear with me until I master the task.

As the proud owner of a 1968 Jasmine 13/60 Herald nicknamed 'Buttercup' by my grandchildren, and a 1971 MkIII Jade Green Spitfire, I have by owning these two classics gained a great deal of pleasure from simple motoring. By taking on this A.O's post I hope to be able to put something back into the hobby of preserving these classic machines.

Although the weather was not very kind, being very cold and wet on Tuesday 7th February, the second monthly meeting of 2006 of the West Midlands Area at the 'Drakes Drum' in Great Barr, Birmingham, was well attended. Fifteen guys with two ladies, and six club cars consisting of 1 x 1200 Herald, 3 x 13/60's, 1 Herald Estate and a single Vitesse were in attendance. Normally our meeting room at the pub is very quiet with only our members present in the lounge bar but this month we had to share it with a customers holding a domino match. Talk about Triumphs and experiences was accompanied by the click and clatter of dominos being played. Sorry to say the 'Drakes Drum' team was beaten, and our offer to take on the winners was not taken up.

It was particularly nice to see Terry up and about be it at the moment on crutches, we wish him well and hope to see him driving his car himself soon. If you're a Triumph lover pop in and see us at the 'Drakes Drum' Aldridge Road, Great Barr Birmingham. Next meeting **Tuesday 7th March**. Cheers

Roger

WIRRAL

Hurray! The February meeting on the 7th roused a few from their winter hibernation and we mustered an attendance of 13 which was an improvement on the five stalwarts who gathered in January.

I am afraid there is not a lot to report, we had a pleasant run out on Sunday, January 8th. We mustered 7 cars and 18 bodies for lunch at The Boat Inn at Erbstock on the banks of the River Dee in North Wales and

this was enjoyed by all.

At the next meeting in **March** we hope to formulate a programme for 2006, in the meantime, I will probably take a trip to Stoneleigh next Sunday (February 12th) with Sam who will probably pick up a few bits and pieces for his Stag. It makes for a day out in the bleak mid winter and will give my Spitfire an airing.

We hope to arrange a posse down to Western Park for the Midlands Festival of Transport on **Easter Monday**, the next event after that will be Cholomondely Castle in Cheshire on **Sunday 7th May** followed by the Tattonpark Show on **Saturday/Sunday, 3rd/4th June**.

Wirral Area hope to be able to exhibit two GT6's at **Stafford 8th/9th July**. They are both in pristine condition and I guarantee to the display coordinator that neither of them will have to be pushed into the hall.

That's it folks from me until **May**, mean while polish up your plugs and points and prepare for perfect performances. Cheers

Ray

WORCESTER

www.tssc.org.uk/worcester

Apologies were received from Shirley and Bob, Mel and Eddie (Therefore I am scribing these notes again) and an apology was given by Richard D. for turning up. A good turnout this month with a couple of dozen members, unfortunately only one of the Tango Twins and Bevis trusty Herald braved the night air.

Firstly, Mike turned the meeting over to Dave Saunders who explained that he had sold the mechanical restoration side of the business to Tony Dudley who has been working alongside him since last April. He then told us about the current changes. Tony has also taken on Dave Chappell - another ex-Rover worker and one of Triumph's last apprentices thus trying to reduce the waiting time for work. Dave Saunders will be concentrating more upon the spares side. A round of applause was given to Dave for his support to the Area Group over the years. Websites will be available very shortly as follows: Triumphcarspares.co.uk and also Triumphrestoration.co.uk and the contact telephone number remains the same.

The tri-fold of events was handed out listing activities the Area would be participating in together with other events which would also be taking place in the Midland area, not directly linked to the TSSC or Worcester Group.

Although the list is extensive, other events/activities may be added throughout the year and ideas are welcome.

A suggestion was made that this years Blossom Run should start at the Berkeley Arms for a late breakfast and finish back at Triumph Spares for a possible Open Day. Eddie's Mystery Run in early **March** (Date to be arranged). Our own Annual Dinner will be on the **17th March** at the Berkeley Arms (7.30 pm) - a carvery with a choice of 2 meats - £15 per person. Contact Mike if you wish to go.

Other events mentioned included the Evesham Steam Rally at Easter (**April 14th - 17th**) and possible inclusion at Coleford (also at Easter) and the Birlingham Car Meet in July (TBC).

REMINDER: Any member wishing to

include a picture of their car/s and a brief write-up on the Website please forward to Stef at TR_STAG@MYWAY.COM

Also an updated Calendar will appear shortly for **2006**.

Dates for your Diary

March 6th Monthly meeting,

Berkeley Arms

March 12th Wythall Green Car Meet

March 17th Area Dinner, Berkeley Arms

Stef

WYEDEAN

Hoורay, the Speaks household is a two Triumph establishment again following the arrival of a lichen covered TR7. It's been along time arriving but looks quit at home and blends nicely into the hedge at the side of the house. Good turnout for the Sunday lunch convoy run and meet at the Walwyn Arms. 13 of us in the finish including two new faces with a very nice original Mallard Green MkIV Spit. I've lost my bit of paper and am c**p at names but very nice to meet you both and after the Feb. meet will be sure to tattoo them somewhere! Anyway, these Sunday lunch affairs do seem popular so we'll have to do more. So far as venues are concerned, pros and cons to Walwyn Arms so everything as is but general consensus seems to be that it would make a good place to hold one off "events". Other events will be fed into the calendar by the April Courier.

Do to pressure of work and life in general, I will not be able to organise the TSSC TR Register stand at Coleford this year. After the last 2 years I can confirm that it is very time consuming but very rewarding so if an individual or group could take this over, we can still have a presence there in **2006** Calendar:

March 9th Night navigation exercise and economy run courtesy of Ross Motor Sports Club. At time of writing we have 4 crews including one from the WyeDean Maritime Section. Nice to hear from you Andy. **March 16th** Pub meet at the Greyhound, Popeshill 8.00 pm onwards **April 20th** Pub meet at the Yew Tree, Preston-on-Wye 8.00 pm onwards **May 13th** Pub meet at the Greyhound, Popeshill 8.00pm onwards **June 15th** Pub meet at the Yew Tree, Preston-on-Wye 8.00 pm onwards

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

At the Late Christmas meal we had 19 people turning up to enjoy the culinary delights of the White Bear at Stillington. Gosh it did seem like a long drive to get



NORTH YORKS . . . SOUTH YORKS WEST YORKS

● NORTH YORKS Cont

there, especially when you are hungry! Grace and Christine couldn't resist bringing Midge along to their local, and he thoroughly enjoyed having his tummy rubbed by the assembled TSSC diners. Somehow watching Tim trying to get Zoë to give him as much attention as she did Midge by imitating him didn't work.

Mike complained of having spilled gravy down his DJ again as the reason why he couldn't wear it. (Yes, he did use the same excuse last year, it's his memory you know.) Linda said he looked very fetching in her stockings and suspenders, but managed to persuade him not to wear them to the meal. For once Mike did as he was told and came along in his best suit. Somehow Mike I don't think you would have got all those Christmas kisses from all the females wearing those stockings - point to remember for the future?

At the February meeting Mike brought along some details of the following events:- **30th April**, The North Yorks TSSC Treasurer Hunt. Mike's still planning the route so come along to the meeting next month to find out the full details. The **29th May** is the Car and Airshow at Sherburn flying club.

Finally Mike noted that the Bradford Classics was to be held sometime mid to late July, but again would hopefully have the full details for the next meeting.

Next month, well on the **7th** to be precise, is Jane's special 25th birthday but we will be helping her celebrate on the **1st March**, i.e. at next meeting. She promised she would be turning up in her new nurse's uniform! Wait, don't get too excited as it's only because she will be travelling straight from work to the meeting. (I just wonder if she'll be wearing those boots too!)

Right, back to cars. Dave Marshall informed us that his addiction to Triumph cars was getting worse as he'd bought yet another Triumph Dolomite from e-bay. My son could only listen on with envy as with only 7 days to his 18th birthday I was insisting that I was not buying him a car.

Sorry Jamie.
Just a short one again this month as time has been precious again.
See you all next time.

Nigel

● SOUTH YORKS www.southyorks-tssc.org.uk

Once more I had trouble in finding a seat at the club meeting. For the second consecutive meeting we had 4 more new members attending in an already full pub room. One chap owning a Vitesse disappeared early before I could thank him for his attendance and Michelle and Mark

stayed to put up with the revelry all night. They own a magenta MkIII GT6. Further monetary collections were made relating our camping weekends in May and August and adverts will be forthcoming in The Courier. All are welcome.

The Le Mans committee is now gathering material for a future of all those who have booked. It's looking pretty good. Anyone else? Most cars are either mechanically complete or nearing completion for the trip to this spectacular event.

This week's club quiz was a touchy feely one where by a set of sealed cloth bags contained mysterious objects! This was won by Alistair and he won a prize donated by the pub landlord. The usual raffle was made and the money forever swelling the club funds as more and more new members attend.

The following Saturday 20+ members attended the arranged/deranged indoor karting event and after three gruelling heats the final was won by Matt, Nicky 2nd and James 3rd.

We all then concluded the night at by attending a local hostelry for bar meals. A really good night was had by all including the kids and new arrived of just 5 weeks old! We start 'em young in S Yorks!

The following day a good number of members attended Stoneleigh to buy goodies from what maybe the last Triumph show there. Once again I have to say 2006 looks like being a good year for the S Yorkshire group. More and more social events are being arranged as well as car orientated events.

We hope this year will also see the classics in the country run take off. This will be open to all types and models of cars so watch out for the adverts. We look forward to the **March** meeting and hopefully will see more new members in attendance.

Mike.

● WEST YORKS www.tssc.org.uk/westyorks

February meeting was quite well attended considering it was on Valentines Day or

maybe that was a good excuse to get away with it this year!

This was also my first meet of the year due to the arrival of my new son last month so along he came with us, to the delight of the ladies present.

I got though the post this week the new Morgan's diary so hopeful I will get a chance to look through it and put some up and coming events down that might interest people hopefully for next months meeting.

Dales Run - update From Martin Appleby
On Saturday 28th January Alan Heaton, Len Fox and Martin made their second journey of the year up to Aysgarth to take their first drive over the proposed Saturday run.

The weather was a complete opposite from what had been experienced two weeks earlier.

They had a cold crisp winters day and a cloudless sky. They drove up to Aysgarth via Settle on part of last years run which offered some wonderful views of the snow capped three peaks.

They set off on the first half of the run heading for our lunch stop (The Black Bull) how strange! It is at this point as they were nearing there dinner time destination that they must pass their thanks on to the lorry driver who helped them change the route of the Saturday run by completely blocking the road with a low loader complete with a 30 foot caravan that had decided to start sliding off the trailer as it went around the corner.

After the forced detour they found themselves at the lunch stop and the route changed to favour them anyway

The second half of the route went without any hiccups.

They have a good 70 to 80 mile route for Saturday and must state that the views and the scenery on this run are absolutely breathtaking even in January - What will it be like in **June**!

Well I for one cannot wait

Andrew

Club Nights **14th March 2006 11th April 2006 9th May 2006**
Events to consider
9th - 11th June 2006 Dales Run (all new this year)

The Club Shop will be attending the forthcoming show

The South of England Meet
Leatherhead - Sat/Sun 6th & 7th May

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

5%
Discount

THE TRIUMPH SPORTS SIX CLUB PRESENTS

SOUTH OF ENGLAND MEET 2006

Including The Bond Equipe Camping Weekend

Leatherhead Leisure Centre

Saturday 6th and Sunday 7th May

Events include:

Saturday Night Party - Live Music
CONCOURS (Sun only) - TRADE STANDS
CAMPING - AUTOJUMBLE
AREA GAMES - ALL DAY BAR & BARBECUE
CLUB SHOP - GUEST TRIUMPH CLUBS
ENGINE TUNING

Free entry to Leatherhead Leisure Centre. Centre also provides full sports facilities including: tennis, squash, gym, swimming, sauna and many other attractions.

ADMISSION £5.00 PER PERSON

Traders requiring Trade Stand space or members requiring Autojumble space, should contact Guy & Suzie now!!!

THIS IS THE SOUTH OF ENGLAND'S BIGGEST MEET
NOISY CAMPERS NOT WELCOME

For further details contact

Guy & Suzie Singleton
AT

31, Cadley,
Marlborough, Wiltshire. SN8 4NE
E-mail: suzie.singleton@virgin.net



Battlesbridge Classic Vehicle Show Sunday 14th May 2006

A very popular club event, open to all classic vehicles.
Location is at Battlesbridge Antique Centre, off the A130
at South Woodham Ferrers, maps available.

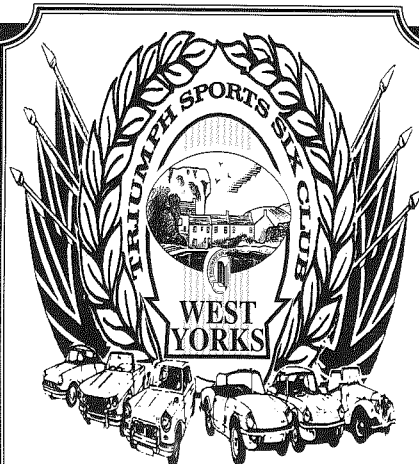
The ESSEX Area is once again reserving a camping area for
club members & guests to camp from
Friday night (12th)

Members MUST PRE-BOOK in order to camp on the club area,
closing date 17th March 2006 (Cost £5).

This has proved to be a very well supported club event in the past,
Sunday only vehicles also welcome.

We plan to have a convoy of vehicles going to
Southend on Saturday 13th.

**Anyone interested contact Mike on
07860 708356 anytime
or email miketitchen@aol.com.**



**WEST YORKS DALES RUN, CAMPING WEEKEND & BBQ
9th, 10th & 11th June 2006.**

**All New larger campsite near Aysgarth
Falls, North Yorkshire
with two scenic runs in the Yorkshire Dales
BBQ and Evening Entertainment**
For further information or to book please E-mail: dalesrun@yahoo.co.uk



Derwent Valley
Triumph Sports Six Club

Peak Run 2006



The 24th and 25th June are the dates for the Premier
Classic Car Run and Peoples Choice Concours in
Derbyshire.

On the Saturday we will spend the day at Chatsworth House near Matlock, where you can enjoy
the splendour of this beautiful stately home. (Admission charges apply to some of the facilities).

In the late afternoon we will embark on a Mini Run.

A brand new venue for the Saturday night 'Party Night' ~ it's the Red Lion in the middle of the
Tramway Museum - we've got the whole pub to ourselves. (Meals available at extra cost).
Once again we will be playing silly games and activities for all the family, and a beer raffle.

After breakfast an early start on Sunday morning for the Peak Run from our traditional starting
point - The Bear Inn at Alderwasley. A drive through the beautiful Derbyshire Countryside finally
arriving at a 'premier' destination in the heart of the City of Derby for the presentation of
the 'Car of the Peak Run' and 'Peoples Choice' awards Plus the bumper raffle.

0000000

Booking form for Peak Run 2006

Name.....

Address.....

..... Post Code.....

Phone No..... E-mail.....

Car Make..... Model.....

Registration No..... TSSC membership..... (If Member)

Cost £10.00 per Car - available on advance bookings until 17th June 2006.
Cost on day £12.00 per car.

I/We will be attending on Sat Only / Sun Only / Both Sat and Sun*.

Please send application form together with your
cheque made payable to Derwent Valley Area TSSC to:

Don Heathcote, 14 Paxton Road, Tapton, Chesterfield. S41 0TN.

Telephone enquiries: Colin or Angie on 01773 531580

You may photocopy this form.

Northamptonshire Area Camping Weekend



11th - 12th & 13th August 2006

**Billing Aquadrome
Leisure Park**

M1 Junction 15, A45 signposted Billing Aquadrome

Events (tbc)

Welcome drink on FRIDAY, set up camp, meet up with friends old and new,
explore aquadrome amusements, arcades, clubhouse etc.

SATURDAY. Convoy to TSSC Headquarters/Rockingham Raceway, with buffet
lunch supplied, browse around Club HQ and buy some shiny new car parts if
required (discount if pre-ordered). Return to Billing Aquadrome. Rest of after-
noon at leisure, jet skis for hire, go-carting, crazy golf, or just enjoy a leisurely
trip around on the park's own train service!! BBQ in the evening, evening at
leisure, sample some beverages at the club house.

SUNDAY ... hangovers permitting... Members choice Concours and Raffle.
Day at leisure, break camp and say farewells in the afternoon.

COSTS FOR WEEKEND

£13 pound per night per unit (vehicle and up to six occupants).
£5 pound booking deposit made payable to TSSC NORTHANTS.
Cost for Total Weekend £31.

Booking Form

Name..... Address.....

..... Post Code.....

Tel. No..... E-mail Address.....

Number of adults in party Number of children in party

Saturday camping only Complete Weekend camping (please tick).

What Car & Registration Number?

Please send completed booking form complete with £5 deposit cheque
(payable to TSSC NORTHANTS) not later than 30/07/06 to
Jonathan Ingram 2 Birch Barn Way, Whitehills, Northampton. NN2 8DT.

INTRODUCING THE 2nd ROBIN HOOD RUN

Norths Area Camping Weekend

4th, 5th and 6th August

We are staying at

the Olde Bridge Inn, Oxtou

Book with Nigel or Claire Hill

07971017012 or online at

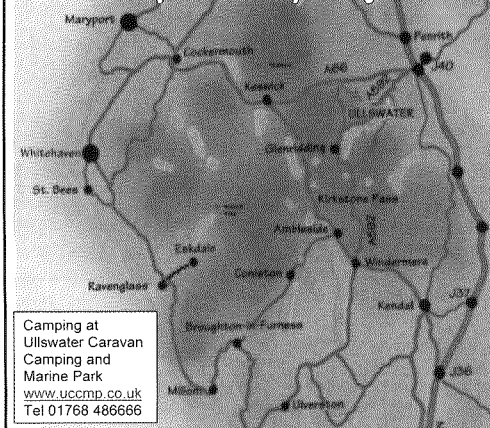
www.notts-tssc.org.uk



Lake District Camping Weekend

South Yorkshires 2nd Big Weekend

Friday 25 to Monday 28 August



The weekend will include runs around the scenic lakes and various other events, which will be
advertised nearer the time. We will also be having a communal BBQ on Saturday night.

The site accepts tents and caravans with or without services, prices starting from £14.50 per unit per
night. Please make your pitch booking directly with the site (stating you are part of the TSSC group)
on 01768 486666. The site also has holiday cottages and static's for hire.

Entry fee for the weekend will be £5 per car, which includes barbecue food (other than meat) and entry
to a raffle. Booking forms are available from www.southyorks-tssc.org.uk or Tel Mike 01302 537290

CLASSIFIED

HERALD

1200 1963. Runner when parked up. More or less complete but requires lots of work. Sensible offers please BOC 445A. Peter Hennessy (Grantham) 07831 545464.

1200 CONVERTIBLE. Yellow, soft-top. Used regularly. 12month MOT. Engine, chassis, bonnet all sound. Some rust on bottom of doors. Carpets, tyres, brakes, clutch, exhaust recently replaced. £1150. Chris (Bristol) 07768 276946

13/60 CONVERTIBLE. 1971 Saffron taxed

MOT October '06 Sound chassis, engine, gearbox rebuilt half shafts. Excellent Hood, Tired paintwork. Manyspares including black trim set £1950 o.n.o. Steve (Walsall) 01922 685889 (daytime)

1200 SALOON. 1965. Two-tone green. 36,000 miles. MOT until June 2006. Tax exempt. S/S exhaust. Good Condition. £1,200 o.n.o. Lorraine (Wolverhampton) 01902 898010.

13/60 SALOON. 1971. Blue, tan interior. MOT August 2006. Family owned from new.

*Cars for Sale
Cars for Sale
Cars for Sale*

91,000 miles. Used regularly. Some rust to bottom of doors. £1,900 o.n.o. S. Kaye (Angelesy) 01407 730947 or 07788 595833

13/60 UNFINISHED PROJECT. Sound chassis. Needs bodywork. 1970. Damsion. Offers. Garry (Essex) 01371 850390.

13/60 CONVERTIBLE. 1968 Signal red. Good hood. Beautiful black interior and dashboard. Unleaded head. All panels fit well. Lovely to drive. Tax exempt & MOT. £2,500. Terry (Leicester) 0116 271 6638

SPITFIRE

MKIII 1968. Complete rebuild 2002. Pageant Blue. No rust, rot or defects. A1+ condition. Agreed value £6,000. Tax exempt. Pics by e-mail. £5,000 o.n.o. Dave (Rotherham) 01709 516374.

1500 Inca Yellow. 44,000 miles. Overdrive. Hard/soft tops, tonneau cover. Stainless steel exhaust. Tidy, reliable car. £3,500. McMurray (Oxfordshire) 01993 846514 or mobile 07749492753.

MKIV Fast road or Race, stage 3 head, twin webber 40s, K&N filters, fast road cam, sprint alloys, hardtop. 1974 in red £2450 ono. Simon (Ceredigion) 01970 611285 (eve)

1500. 1979, overdrive, inca yellow, body off restoration cost exceeding 10K full photo evidence, new carbs, stainless twin exhaust, new upholstery, endless list, this is a fantastic example, trophy winner at Stafford, MOT - 6 months tax you will not be disappointed, any professional inspection welcome, £4,600. David (Worcs) 0791 737 4706

1500 B.R.G. 1979 Excellent overall condition. Unleaded head. Overdrive. SS Exhaust. Electronic ignition. Present owner 15 years. £3100. Bill (Lincoln) 01673862550.

1500 1980. Red, 42,000 genuine miles, full service history, all MOT certificates. 3 owners, very good condition as virtually all original. Spoked wheels. £3,500. Kevin

(South Bucks) 07811 159901.

MKIII. 1967, Valencia Blue, Soft Top, MOT June 2006, Tax Exempt, Good runner, engine and body require attention, £550 o.n.o. Fiona (Louthian) 07752 523388

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

1500 Brooklands 1980. 72,000. 1 owner. Overdrive. Hard/soft tops. Full history. Immaculate. MOT. Fully restored. New tyres. S/S sports exhaust. £4,100. Taxed. Kevin (Surrey) 01372 454370.

MKIII in process of rebuild. New chassis. Good engine. Spider conversion. Missing driver's door. £500 o.n.o. Buyer collects. George Pollard (Northampton) 01604 714463.

MKIII. Carmine Red. Garaged 10 years. Bodywork, soft top good condition. Also hardtop. £1,500 o.n.o. Also 1100cc engine and other spares. Offers? Howard (Sheffield) 0114 2748515.

1500 Inca Yellow. Reg. 1979. MOT'd and used regularly. Selling to move house. £1,600 o.n.o. J Kirby (Norfolk) 01502 733259.

*Cars for Sale
Cars for Sale
Cars for Sale*

MK1. 1963 rare Spit 190FLT. Has featured in Classic & Sports car mag. Soft & hard tops, hood frame, tonneau, TSCC value £3700 sell for £3000 o.n.o. Simon (Staffordshire) 07944 452767.

1500. 1979. Pageant Blue, Hard(steel)/Soft top, Overdrive, recent clutch, head gasket and other bits. No tax or MOT. Body Requires attention. £800 o.n.o. Rob (Dorset) 01305 250408

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