



so, I have suffered in the past with magazines being damaged in the post. At least in a shop I can pick a copy that is not creased, water damaged, etc – particularly important as I keep and bind all my issues.

I would be grateful if you would print the next issue date in the magazine from now on. I'm sure I'm not the only regular reader affected.

Anthony Galliers, via e-mail

■ *The on sale date for Triumph World is the last Monday of the month preceding the first month of the issue's cover date. In other words, this issue (February/March) should have been in the shops on Monday 30th January.*

You're quite correct – I do suggest subscribing as the answer. Check out our new subscription offer on pages 26 and 27 – you'll find you can save a lot of money as well! All subscription copies are sent out in tough plastic envelopes – and one is sent to my home as a check on the exact date of delivery. I can honestly say that, in all the years I have been getting a copy sent through the post, I have never had one damaged.

If you are still reluctant to subscribe, there is another solution. Any newsagents shop in the UK (including WH Smith) can order you a copy of Triumph World – and it is supplied to them on a 'sale or return' basis. That means if, for any reason, you decide not to collect an issue, the shop can return it and will not be charged. TB

FRENCH SPITFIRE



As a follow-up to your small news item in the October/November issue (page 5) on the Eight-Port Spitfire manifold, I have news of the car of Frederic Clot. He and his two friends, Daniel and Jean-Ives, were entered in the Alain Fabre Memorial Hundred Laps regularity event on 8th October at the Nogaro track, about an hour's drive north-east of Pau. The Spitfire ran well in the morning practice session but, towards the end, it developed an oil leak. Fortunately, they had brought a spare gearbox, which they proceeded to install during the two-hour lunch break.

It turned out that the first gearbox (from a GT6) had cracked all the way round the aluminium casting that replaced the overdrive unit. Unfortunately, they could not finish the job before the 2.00pm start – and only got away just before 3.00pm, with the track closing at 6.00pm. At first all seemed well but, after about three laps, a transmission vibration was so bad that they had to call it a day and went and drowned their sorrows.

The event runs every October and attracts a varied selection of classic entrants – in 2005, the total was in the region of 45 cars. It is a really fun, low-key event with only a few spectators and the participants are all genuine enthusiasts. Maybe next time the Spitfire will live up to expectations?

Tim Gallwey, Oloron-Ste Marie, France

STAR LETTER

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MY TRIUMPHS, ETC

My association with the Triumph marque goes way back, before I went to school, because my father was a Standard-Triumph and Massey-Ferguson dealer at Warragul and Wangaratta in Victoria. From the time I joined the Royal Australian Air Force as an apprentice in 1965, I have always had a Triumph, a Standard, or some form of British car.

My first car, which cost £12 (around A\$25), was a 1956 Standard 10 – apprentice pay was poor. From there I progressed to a red 1961 Herald Coupé, which set me back A\$400. I was then posted to 76 SQN at Williamstown, NSW and, with a substantial increase in pay, purchased a new 1968 Toyota Corolla SL for A\$1,998. This was kept at my parents' place when I went to Malaysia in 1972, where I had a 1956 Ford Popular and a 1961 Austin Healey Sprite. On my return to Australia in 1974 the Corolla was waiting, but it only lasted until the first time that I took a Triumph 2.5PI for a test drive. I ended up with a white 1971 2.5PI, with only 32,000 miles on the clock, for A\$3,500. This stayed in my possession

until I was posted back to Malaysia in 1979.

I returned to HQSC Melbourne, Victoria, in 1981 – and this time found a green 1978 2500S manual with overdrive and air con for A\$4,300. This car won a couple of TSOA concours events and was one of the best cars I have owned, but I had to sell it because I was posted to St Louis, Missouri, USA, for two-and-a-half years in 1985. Over there I bought a 1977 VW Rabbit (Golf), a 1977 Dodge Charger, a 1979 Buick Century Station Wagon and, more importantly, a Mimoso Yellow 1976 TR6 with air conditioning.

On returning to Australia it was back to HQSC, and I scanned the motoring magazines and found a 1970 2.5PI, auto, with air, for A\$1,500. This car was to stay in my possession for about five years. I also had two 2500S sedans during this time. I was discharged from the RAAF in 1990 and moved to Queensland.

One of the Triumphs was written off when an uninsured driver decided to use the rear of it to stop at a set of traffic lights. Another 2500S was bought, but was back on the market when I saw the car I own now. I was at a British car swap meet and the 1975 Triumph 2.5PI (reputedly the last fuel-injected sedan registered in Australia) had a for sale sign on it – the owner was going through a divorce and had to get rid of it. Since picking up this car in July 1996, I have made a lot of changes to it.

The front suspension was fully rebuilt, with a camber and castor kit fitted, power steering and 2500S stabilizer bar added. The rear suspension was modified using Datsun 1600 axles, Stag springs and a Lovell sway bar. Koni shocks are on all four corners. The engine has been rebuilt to TR6 specification (better than 150bhp). In January '99 the auto was replaced with a manual/overdrive gearbox. Because of all the changes, the fuel injection had to be recalibrated. Instead of getting around 22mpg on country runs with the auto box, I now regularly see over 29mpg. The car has 545,000km on the speedo and it is still in the original paintwork.

Non-standard accessories include polished Stag alloy wheels, Dolomite Sprint front spoiler, wood-rimmed steering wheel, tinted windows, nudge bar, radio/cassette/CD player, tow bar, boot rack and sliding vinyl sunroof.

Triumphs may not be everyone's cup of tea, but they are a very satisfying car to own and pleasurable to drive.

Graeme Oxley, Laverton, Victoria, Australia

