



# Editorial



This month we have a focus on the TR6 and we include some contributions about our latest long distance event, the Ten Countries Run organised by Martin Randle. It seems that this proving run was such a success that it is likely to become a regular biennial feature of the Club's programme. It is also time to consider seriously your entry for next year's Round Britain 2000 Mile 48 Hour Reliability Run from London to John O'Groats to Land's End to London, the 19<sup>th</sup> in the series. It will be run in aid of the charity Children With Leukaemia and you will find details and entry form in this issue. Fees have been kept the same as in 2000. If you don't want to cut up your magazine, organiser Tim Bancroft (Tel: 07966 289782) can send you copies of the relevant pages. Apart from the sponsorship contributions from the drivers, we are also able and keen to receive donations from members and other individuals, so if you would like to help this most deserving cause, send your cheque (payable to the Club Triumph Charity Account) to the Secretary. We also have some collecting boxes for anyone who can site one in a suitable position – let me know if you want one. Our thanks to all concerned in advance!

It is some time since we urged members to make sure that they have the correct type of motor insurance for their Triumphs. Recently I have had to listen to several tales of woe, both from members and from non-members, so here is the lecture again! It is absolutely no use taking out an ordinary comprehensive policy for a classic car because such policies contain a so-called market value clause which enables insurers to make very low offers following an accident or minor incident, effectively writing off quite roadworthy cherished vehicles. It is essential to have a classic car policy containing an Agreed Value clause with a valuation based on a Club or motor engineer's inspection, although some insurers will accept a photographic valuation, a system not approved by this Club for obvious reasons. Such policies will prevent the above-mentioned unnecessary write-offs. Not only that, but classic car insurers offer limited mileage policies which enables an owner to save money by electing to have an annual mileage of his or her choice. The Club offers several such schemes and our brokers all advertise in the magazine and are listed on page 4. Enough said, but I do not expect this will be the last time this subject is mentioned here!

Recent editorial grumbles have resulted in some helpful reactions – see this month's letters column, as well as Frank Ashton's article. However, it is quite certain that, although some younger members have come forward during the last year or so, we are going to need some more of them if the Club is to continue at the present level of activity.

On the Particular Triumphs front, our thanks go to Pat O'Mara who has been our TR7 consultant for some years and who has now stood down due to work commitments and welcome to Ellis Stokes who has kindly agreed to fill this position. You can find his contact details on the first page of our Particular Triumphs section.

**Cover Illustration:** Pre-production Dolomite 1850 Reg.No. VKV 114J is seen at the Le Mans circuit in 1971 whilst undergoing a series of tests as part of a 3,000 mile drive across Europe. At the wheel is Triumph test engineer Martin Cox.