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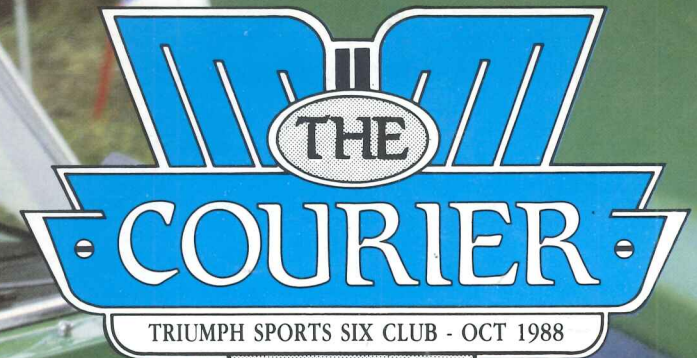
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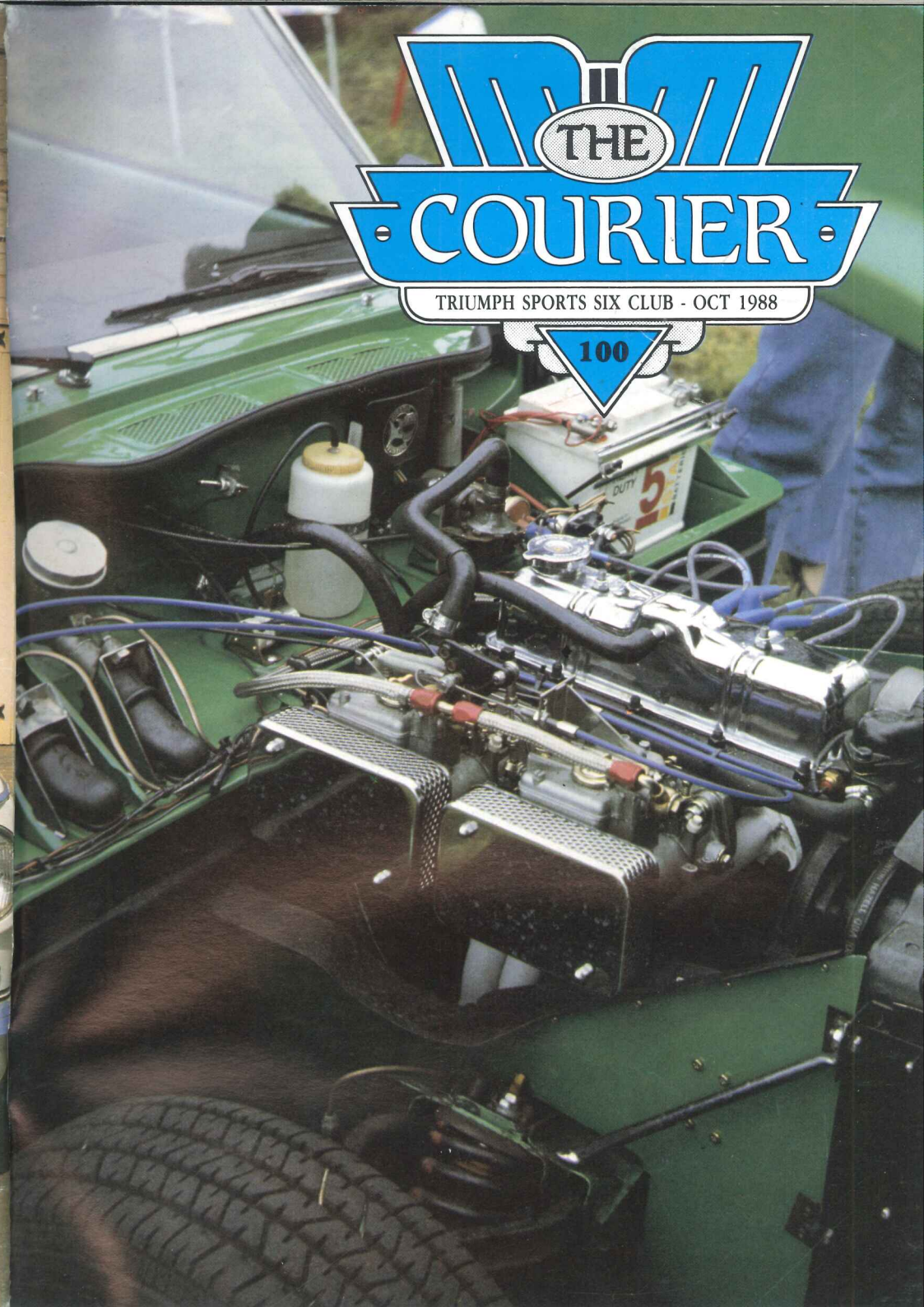
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100



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

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Free to Club Members

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C o v e r P h o t o g r a p h

Spitfire 1500 Engine Bay taken at South of England Meet May 1988

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

For a full list of TSSC Officials see page 66

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EDITORIAL

100 and on.....

Landmarks are what we aim for and they become history very quickly. Our 100th edition as Editors has seen many changes and challenges within the TSSC. At the beginning our position as Editors for the Club was seen as a very temporary one, so temporary that we are still here now! Like most, we have had our problems - the greatest of these being that we are not really in a position to have a holiday (together anyway!) - but it has brought us many friends and we hope The Courier has played some part in keeping Triumph (both the cars themselves and the name) firmly on the map. It is ironic that the Postal Strike had to disrupt production of this 100th issue - it may have been the cause of more chaos than normal but one good thing has come out of it - we have now installed a facsimile machine which has already proved invaluable.

Thank you to all who have helped produce our monthly read and may the next 100 bring new horizons.

Bill & Jo

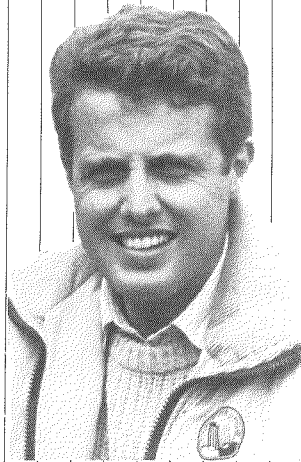
Contents

President's Intro	4	Pen to Paper	31
News Review	6	'TON' up Courier	34
Whats on '88	8	TSSC Special Offers	36
TSSC Seminar No.1.....	9	In the "Know"	38
TSSC Seminar No.2	10	Technical 4 Cylinder	40
Copshop	11	Fifteen KM Spitfire	47
New Models for 1988	14	Harboro' to Corfu	54
Recruitment Drive.....	18	EEC Threat	57
Bond Register	20	Sunshine Triumph	62
Specials Register	23	Dinkys Down Under	64
Vitesse MkII Register	27	TSSC Officers	66

Incorporating 20 page Area Review & Classified Booklet

PRESIDENTS

INTRO



John Griffiths

It's amazing how quickly the season comes and goes, especially when the number of true summer days can be counted on one hand.

But we've been pretty lucky on the whole this year with most events enjoying reasonable weather. Now that Autumn is with us, many of you will be thinking about winter restorations or just fighting to keep the winter rust at bay.

I heard an interesting fact the other day on one of those BBC2 Open University programmes, that cars rust more in the damp warmth of the summer than winter. I must say this has never been my experience, but who am I to argue with the Scientists! If you are going to use your car during the winter, here are a few short tips on pre-winter preparation:

- Thoroughly wash the whole car including the underneath. pay particular attention to the wheelarches (remove wheels). Pay attention to nooks and crannies of the chassis. On the Vitesse and Herald make sure you clean underneath the sills, up and around the chassis siderails. Clean behind the chrome bumpers and overriders. Use one of those high pressure hoses if you can.
- Wash the bodywork and chrome.
- Check the underneath for old or flaking underseal. It is most important to remove this as water will get underneath and cause rusting which often goes unnoticed. Use a pit or similar if possible to carry out a careful inspection.
Derust any troubled areas, using a product like Jenolite Rust Remover and Preventer before priming, painting and covering with your favoured protection. Old engine oil is still pretty good so long as you check it regularly. it helps to keep existing underseal moist and flexible.
- Use a spray oil such as Tetrosyl TS-10 to treat inside the chassis members, doors, wings, behind lights, chrome strips etc. Make sure drain holes in the chassis and doors are clear.
- Clean battery terminals and replace having smeared with Vaseline.
- Check tyres for splits, wear etc.
- Check spare tyre and at the same time make sure the boot well is dry. If not, try to locate and rectify leakage point.
- Check underneath carpets for any dampness and locate and rectify any leakage point(s).
- Carry out a service as required not forgetting the need to lubricate door locks, boot lock, hinges, carburettor linkages etc.
- Drain the radiator and flush. Refill with sufficient antifreeze for winter protection.

N.B. A car will rust more quickly in a heated garage if it is put away damp, than in a cool one.

For those of you who are unfamiliar with rust treatment products, try and get hold of the August 1988 WHICH. On page 367 there is an article entitled "How to stop rust" which makes informative reading. Your Reference Library will have a copy.

THE ROVER GROUP

It's some time now since we have mentioned the Rover Group in these pages, (March 1986 and March 1987) but a recent report by the Motor Industry Research Unit of the University of East Anglia makes some encouraging forecasts. They believe the Group will experience steady growth in profits throughout the next decade from £3m in 1988 to more than £200m by 1991 and around £400m in 1997! The report will be sweet wine to British Aerospace! At least it wasn't sold to the Americans (Ford) but my comments in March 1986 and March 1987 about Rover turning the corner and moving into profit in the 1990's seems to be coming true. It seems to add support to the view that as usual the Government has mismanaged the situation, underestimating the good work Graham Day had done in it's indecent haste to be rid of a previously troublesome child.

The report also interestingly gives us an insight into Rover Group's product plans for the 1990s.

STRATEGY: to move steadily up-market in the niche areas.

LAND ROVER:

set to launch a medium range vehicle in 1990 to compete with the Mitsubishi Shogun and Isuzu Trooper. Cross between Land Rover and Range Rover.

ROVER CARS:

Continued collaboration with Honda is expected.

The Mini is expected to be phased out after 1990 and probably dropped by 1993.

New version of Metro (R6) to be launched in 1990.

Possibility of new Metro size model 5/6 years later in collaboration with Honda.

Rover 200 and Maestro to be replaced in mid 1989 by the R8 (Rover 400). Rover have invested heavily in this new car which is said to be the most important British built car since the Metro. Bigger than the Escort, it is designed to take on top of the range models. Developed in conjunction with Honda, whose own version, the Concerto has already been launched in Japan. Exciting features are likely (e.g. 16-valve, twin-cam engine (?), 4 wheel drive option, anti-lock brakes etc.).

Montego to be face-lifted probably in 1989. To be replaced probably in 1991 - 1992 by the R9 based on the R8 floorpan but with stretched wheelbase and different body.

Rover 800 to be face-lifted in 1991 with possible coupe and sports car derivatives in 1992. Replacement around 1995.

With Graham Day agreeing to stay on for another term of office, exciting times are ahead for Rover so long as they don't let

the quality slip away. Recent reports on the Rover 800 quality and Montego's reliability have not been too good. Get it right or see the dream evaporate.

THE SEMINARS:

Just a reminder to finish about the Seminars. These are being held to allow discussion to take place on the Charity proposal and are for Club members and Area Organisers. Full details appeared in last month's Courier with two taking place this month.

THE MIDLANDS SEMINAR AT YEW LODGE HOTEL, KEGWORTH ON SUNDAY 9TH OCTOBER, COMMENCING AT 10.30AM.

See page 9 for full details.

THE SOUTH SEMINAR AT OAKFIELD SCHOOL SWINDON, WILTS ON SUNDAY 30TH OCTOBER, COMMENCING AT 10.30AM.

See page 10 for full details.

As there will only be a limited number of seats at each venue, seats must be reserved in advance. Please elect to attend only one Seminar to give everyone a chance. If you're going to attend, please complete the slip on page 5 of last month's Courier and send it Freepost to the Club's Office now if you haven't already done so.

COURIER 100

Congratulations to Bill and Jo on the 100th Courier. The first one they produced was in July 1980, although they did a Temporary Sheet the month before. I bet they didn't believe back in 1980 that they would produce 100 editions. Can you

imagine the commitment needed to meet deadline after deadline, to continually chase people for articles and input, to make sure the printers, Mailing House, and Post Office deliver. Not one month missed, not one major hiccup, just a steady improvement in copy, size and presentation. When Bill started, he did it in his spare time, which often meant him getting up at 4 o'clock in the morning to get essential work done before he started his normal day's work. Today Bill is the Club Manager, so has many other things to do besides The Courier. But I know he and Jo still take tremendous pride in the quality of the production. To a large extent it is The Courier that has made the Club what it is today. Don't bother asking a Club member to do anything on the day his/her Courier arrives. You will find said member with nose deeply buried in pages of interesting print. Bill and Jo have brought enormous enjoyment to literally thousands of people over the last eight years. Long may it continue.

Well done to both of you from us all.

If you have any news of which may help and inform members or snippets of information send them in marked news review.

If you are reading this magazine and you are not a club member but wish to join - contact our membership team on 0858 34424 for full details. Office open between 9am to 5pm Monday to Friday.

NEWS REVIEW

TSSC SPECIAL OFFERS NEWS

Jonty Wild

At the time of writing, the Post Office strike has decimated the Special Offers orders, both in terms of orders coming in and to a certain extent the organising of new offers. Actually from my point of view the strike is both good and bad news: bad because obviously orders and dispatching has been delayed and good because it has given me a breathing space. This breathing space is very welcome because the volume of orders has been quite staggering. I have, as a result of this, had to obtain new computer software to speed up and make the systems run more efficiently. Hopefully, by now the new systems will be up and running, making the TSSC Special Offers service even more attractive. The other problem which the strike has helped is that August 31st is the TSSC's year end, so ALL the TSSC's finances have to be assessed, analysed and prepared for audit. This is the first year that I have been involved with this task (albeit in a fairly minor way). I can only say that I had no idea what a colossal task this is and I doubt if many other members understand this either. Anyone else involved in this audit has my sympathy.

Anyway, because of these reasons, I have decided not to offer a 'new' Special Offer this month but rather to consolidate our position and publish a complete order form (so far). You will locate this elsewhere in The Courier and I am sure that you will find it interesting.

Lastly, I would like to apologise to anyone who has suffered any delays in receiving their order as a result of the above.

NEW PARTS

The following letter was received recently, addressed to Mr Sunderland. It reads as follows:

FROM: Lookers of Bradford Ltd., Nelson Street, Bradford BD5 0DY, Tel: 0274 722271

"Do you and your members have problems in obtaining or locating parts for your cherished vehicles? You do, well some of your problems could now be solved.

Lookers of Bradford has one of the largest Parts Departments in the UK. In fact it has two of the largest Parts Departments in the UK. Confused? Then read on.

The first has a stock value in excess of £1,250,000 - at retail value. This Department caters in the main for the current Austin Rover vehicles.

The second Department caters for non-current production, British Leyland/BMC. vehicles. The stocking range of this department is reflected by over 26,000 different part numbers held on file.

Both Parts Departments have direct Computer Links with the rest of

Lookers Group and are also Computer Linked to Austin Rover, Unipart and Landrover, Freight Rover. So, finding a part could be just a phone call away for you.

If you would like further information regarding this Department, do not hesitate in contacting me at the above address or telephone number".

Signed: I Haggas - Parts Sales Manager (Mill)

COMPETITION SECRETARY

Hugh Davies has given notice that he is standing down from the position of Competition Secretary. Tony Lindsay Dean has offered to take on the TSSC race series and oversee the Hillclimbing and Sprints for the near future, but we require someone to take on Hillclimbing and Sprint meeting organisation.

As you can see, we intend to split the duties of the Competition Secretary. Hugh has got the club well established within the racing world and we thank him. Let's continue by filling this important position soon. If you are interested please write to Peter Williams TSSC General Secretary.

CLUB OFFICE

The Club office will be closed from October 19th to 24th for refurbishment. We have been in this office for some two years and have been meaning to smarten it up from the outset. With continued growth of the Club, this job is now imperative - wish us luck!

FAX
0858 31936
COURIER MAGAZINE

We have now installed a facsimile machine to aid communications. This new benefit will further help us to give up to date information. If you have a FAX or have access to one, then use it for anything Courier Magazine related, i.e. Adverts for the Courier when paying by credit card, Articles, Area News, Trade ads etc etc. Please use official TSSC forms where applicable. We are only sorry it was not installed before the postal strike!!

This service is here to be used please take advantage of it.

TSSC/FAX/1001/088

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WHAT'S ON '88

If you have any event news it must be sent to Jonty Wild for future publication in The Courier

Well, I was hoping to start this month's page with news of cheap price tickets for the new indoor show at Wembley on the 3rd and 4th December, but the Post Office has put paid to that. Hopefully, next month

Basically, October sees a massive reduction in the number of Club events going on, so much so that in fact there are only two events to tell you about. Both are shows at which we have stands:

1st and 2nd is MALVERN 88, at the

Three Counties Showground, Malvern. For further details phone Dennis Benson (0527) 77059.

2nd the Grand London Autojumble, at

Kempton Park. Phone Tracy Ludmon for details, (0753) 684212.

As the events news is very minimal this month, I shall take the opportunity to write a brief word about the TSSC International Weekend 1989. That word is **HELP!**

I/we look like having major problems next year on two counts: firstly, having settled nicely into the East of England Showground at Peterborough and looking forward to making it into our home for the next few years, it appears that we will not be able to use it. The reason is that the dates that we are being offered are not really acceptable. This might have something to do with the antics of certain Volkswagen Beetle owners (non-members), late on Saturday night. Either way, we are looking for a new venue, preferably with similar facilities to Peterborough, but we will consider anything, anywhere so if anybody has any ideas as to possible venues, please tell me - write or phone:

Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN, tel: (0462) 56315.

The second problem is that despite the enthusiastic help of 15 or so members at the 1988 event, it was obvious that that number is nowhere near enough; we want at least 10 more members who are prepared to help, wherever needed, over the whole weekend.

I have just returned from the Dutch Spitfire Weekend and, although the organisation was perhaps not quite up to their normally exceptionally high standard, it was a lot slicker than ours. The reason? Simple - more of their members are prepared to get actively involved at the event. When you bear in mind that they are a tenth of the size of the TSSC, it puts us to shame. Perhaps someone can suggest to me why, at our premier event, more members don't reply to our pleas for help. Is it shyness, laziness, or

perhaps yet another example of the modern trend to look after Number One and let someone else do the work?

Remember, the TSSC is only as good as the work it's members are prepared to put in and that also applies to our Number One Event. It's a great pity really as I think all those who do get involved find it both pleasurable and gratifying, if a little tiring and of course, it would be more of the first two and less of the last if we can get more people involved. I hope perhaps some of the members who have been to the Dutch event and who have seen how an event should be run, will want to see the TSSC's event be at least as good. So how about it? Who is going to volunteer (the more and the sooner the better!). What I want is names; it doesn't matter if you are young or old, a new

member or a long-standing one, experienced or inexperienced - **VOLUNTEER!** After all, you probably won't have to actually do anything for quite a while and I promise that when you do, you will enjoy it, so write or phone (details above) and let me have lots of names.

Incidentally, this criticism also applies to the Council Of Management members who think that just sitting on the Council is enough. You should also get more involved. Let's make the TSSC's International Weekend the premier car club event in Europe!

P.S. Thanks and appreciation to all those who did help last year, both those who volunteered and those who were conned into helping.

SEMINAR 1988

COMBINED MIDLANDS AREAS' REGIONAL CONFERENCE

One (1st) of three National Seminars are being held to consider A.G.M. proposals of Club restructuring and attaining Charitable Status.

**YEW LODGE HOTEL, KEGWORTH,
SUNDAY 9TH OCTOBER, 10.30AM
JUNCTION 24 M1 (East Midlands Airport)
LEICESTERSHIRE**

All members and Area Organisers in particular are invited to attend this meeting to be conducted by John Griffiths and Glyn Ridgewell. All Midlands Areas should endeavour to be represented. Membership cards must be produced on request.

	M1 North	
Stafford - Derby	J 25	Nottingham - Trent
Donington - E. Mids Airport	J 24	YEW TREE LODGE HOTEL KEGWORTH
Tamworth - Ashby de la Zouch	J 23	Loughborough
	J 22	
Birmingham - Coventry - M69	J 21	Leicester
	M1 South	

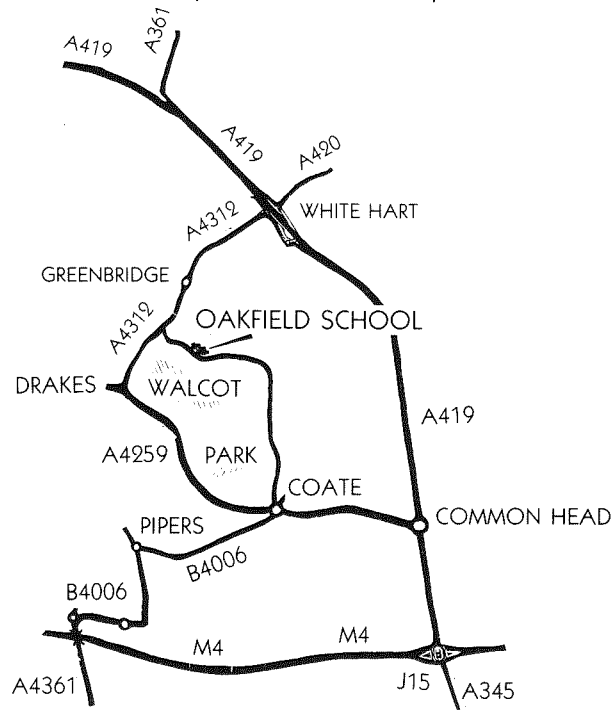
SEMINAR 1988

COMBINED SOUTHERN AREAS' REGIONAL CONFERENCE

Second (2nd) of three National Seminars are being held to consider A.G.M. proposals of Club restructuring and attaining Charitable Status.

OAKFIELD SCHOOL, SWINDON,
SUNDAY 30TH OCTOBER, 10.30AM
JUNCTION 15 M4 (A419) WILTSHIRE

All members and Area Organisers in particular are invited to attend this meeting to be conducted by John Griffiths and Glyn Ridgewell. All Midlands Areas should endeavour to be represented. Membership cards must be produced on request.



COP SHOP Mike Crewes

By popular demand

At the International Weekend, I am going to delve into a subject that I should have perhaps gone into before. It is quite relevant to a car club and concerns the towing of broken-down cars. Many of us think we know the law on this but how many of us really do. It is not difficult, fortunately, and is quite common sense. Most of us who have towed will by common sense, have complied with the law without knowing it.

Firstly, the number of trailers, if any, which may be drawn by a motor vehicle on a highway shall not exceed - in the case of a motor car or a heavy motor car - one. (Section 65 Road Traffic Act, 1972).

Under Road Vehicles (Construction and Use) Regs 1988. A motor vehicle or a heavy motor vehicle may draw two trailers on a road where one of the trailers being drawn is a towing implement and the other is a suspended vehicle, part of which is secured to and either rests on, or is suspended from, the towing implement.

Towing implement means any device on wheels designed for the purpose of enabling a motor vehicle to draw another motor vehicle by the attachment of that device to the other vehicle in such a manner that part of that vehicle is secured to and either rests on or is suspended from the device and some but not all of the wheels on which that other vehicle normally runs are raised off the ground. In short, a car ambulance or spectacle trailer. It seems a long winded way of saying you can use a car ambulance.

Where a motor vehicle is drawing a trailer solely by means of a rope or chain, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle to which it is so attached cannot exceed 4.5 metres. Where a motor vehicle is drawing a trailer, and the distance between the nearest points of any trailer so drawn and the vehicle to which it is attached exceeds 1.5 metres, steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of either vehicle.

For the purposes of this regulation,

determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and any fitting designed for use in connection with any such part shall be disregarded.

Under Section 84 Road Traffic Act 1972 and as stated in the stated case of Regina v McQuaid, the person steering the towed vehicle requires a driving licence. The vehicle will also require Insurance and an MOT certificate.

So there you have it! Simple isn't it? Well, you did ask.

If you have any queries or topics on Road Traffic Law, why not contact Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ with S.A.E. Remember, help is only 26 pence away.

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DIRECTIONS: Take the A141 from Huntingdon to Chatteris. From Chatteris take the B1098 (signposted Downham Market) and drive along the 16 FT Drain. Take the second white bridge on the left across the drain and drive straight ahead on the un-made track. Shorts Cottages are dead ahead at the end of the track. Cambridge Triumph Spares are located to the right of the second cottage. Please do not call at any of the residential properties, our premises will be clearly marked.

SEE YOU THERE!

We would like to take this opportunity to thank all our existing customers and welcome all new ones to our larger premises where we hope to provide a fuller service, especially for second hand spares as well as the sale of complete vehicles.

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GT6 MkIII Tailgate Badge	£12.50
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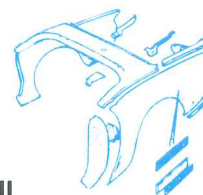
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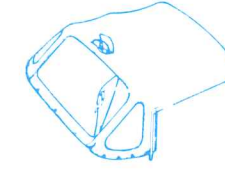
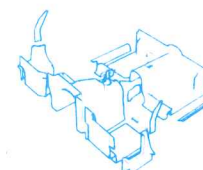
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RECRUITMENT DRIVE

- Jonty Wild

END OF SEASON RESULTS

As most members will know, the Recruitment Drive is really split up into two parts, the 'raffle' style prizes drawn each month, which lasts all year and the 'season' competition which lasts from the beginning of April to the end of September each year. This latter part of the competition is designed to encourage members to recruit during the period when 'our' cars are most likely to be on the road. Obviously, this years 'season' is over so I can now give out the results. Firstly though, I must give out the result of the current month's draw. The prize, announced in last month's Courier, (I wonder if everybody has now received it after the strike) was a £50.00 voucher to spend on any TSSC Special Offer, and the winner is:

86/14298 - David English. Well done!

The main results are as follows: The first prize, £150.00, for recruiting the most new members. The winner is: **77/154 - Jonathan Del Mar**. The second prize, £75.00, for recruiting the next highest number of new members. This prize has to be split as we had two members gaining equally high numbers, they are: **83/5816 - Irene Fussell** and **87/19756 - Roy Richards**. I would particularly like to thank these three members for taking such an active part and to congratulate them for doing so well. Others who did well but unfortunately have not won any prizes are:-

83/6901 - Nick Matterson 87/17907 - Christopher Hill 81/3338 - Terry Edmunds 85/11140 - Crystal Harvey 86/15334 - Kevin Silvester 87/17261 - Paul Fishburn 88/20913 - Paul Armstead

The Area Prize of £150.00 goes to the Thames Area for recruiting the most new members as an Area. Runners-up in this category and who again, unfortunately, do not win a prize are:-

**Oxford and North London (these two tied) North Herts & South Beds
Anglia and Southern (these two Areas also tied)**

There are also six 'raffle' style prizes drawn from all those who have gained new members (one chance for each member gained).

First prize: two tickets for the TSSC's Christmas Weekend go to **77/213 - John Cudmore**.

I have to make a comment here. Apart from it being very pleasing to see such a long-standing member as John being rewarded for his efforts over the years, it is a little ironic that when the Recruitment Drive was first talked about in 1981, John was one of several Committee members who were not sure that it would be successful. At the end of August this method had been responsible for recruiting about 4,400 new members! And now he has won a substantial prize!

The remaining drawn prizes consist of TSSC sweatshirts and have been won by:

**81/3338 - Terry Edmunds 83/5816 - Irene Fussell 85/10003 - Eric Hambleton
86/15681 - Andrew Mason 87/19756 - Roy Richards**

In summing-up, on behalf of the Club I would like to thank all members who have taken part over the past year (don't stop now!). The Recruitment Drive really is the only successful way of giving some owners information about the TSSC and, of course, the prizes continue each month. Many of the letters I receive say how grateful the car's owners are to receive that information.

At the risk of being unoriginal, next month's prize is again £50.00 worth of vouchers to spend on TSSC Special Offers. Incidentally, I am keen to hear from members with ideas for prizes and with suggestions or comments on the Recruitment Drive. For instance, would you prefer to drop the Season prizes and have more or better monthly prizes? Or are you happy with the mix we have at present?

Don't forget to use your membership number on the leaflets and more leaflets are only a phone call away (0462) 56315.

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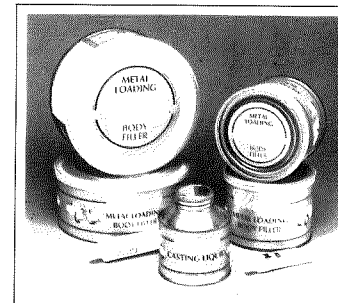
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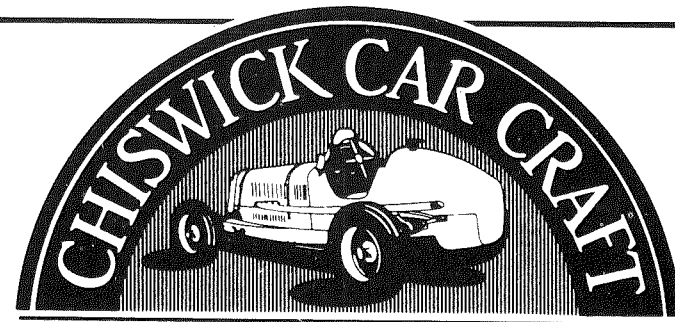


Peter Jacklin

Here is the second of the spares/originality guide series, this time covering the GT4S.

ENGINE	Spitfire 4 (MKI) to car serial number 1183. Subsequently MKII (1147cc) until GT1300 introduced with MKIII (1296cc) unit. Carbs Twin HS2, AN needles (1147), BO needles (1296).	
GEARBOX	Herald/Spitfire 3-synchro.	
DIFFERENTIAL	4.11 to 1.	
CLUTCH	6½" Diaphragm.	
DYNAMO	Lucas C40 - L REGULATOR Lucas RB340.	
COOLING SYSTEM	9½ pint capacity.	
FUEL TANK	10 gallon capacity. FILLER CAP MKI-III Spitfire.	
CHASSIS	Modified Herald.	
BRAKES	Front 9" disc with type 12 calipers. Rear 7" x 1¼" drum.	
TYRES	5.20 x 13 or 145 x 13 (orig. equip.).	
BODY	Doors - Herald, windscreen and front quarterlight - Herald, door glass, rear quarter and rear window - Bond spec., bonnet air intake - Triumph 2000 MKI, boot handle/hinges - Herald/early Spitfire.	
SEATS & TRIM	Bond own spec. (dash Vitesse).	
LIGHTING	Headlamp trim	Triumph 2000
	Front side/indicator	Lucas Pt. No. L584* (as Herald/Vitesse)
	Stop/tail	Lucas Pt. No. L692* (as Viva SL90 or Imp)
	Rear Indicator	Lucas Pt. No. L691* (as Viva SL90 or Imp)
	Number Plate	Lucas Pt. No. L467* (as Herald/Vitesse)
	Reflector	Lucas Pt. No. RER31
	Reverse Light	Lucas Pt. No. L595 (early Her front s/light)

Items marked * are available as new replacements if secondhand recovered units not available. Any comments, corrections or additions to the above are most welcome, please drop me a line.



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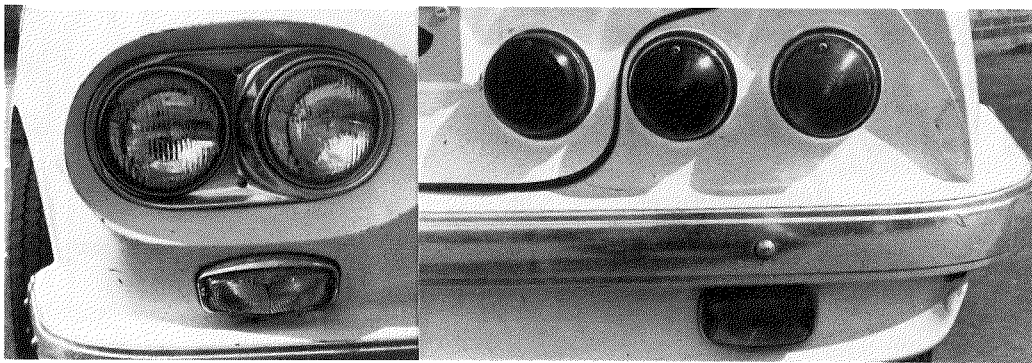
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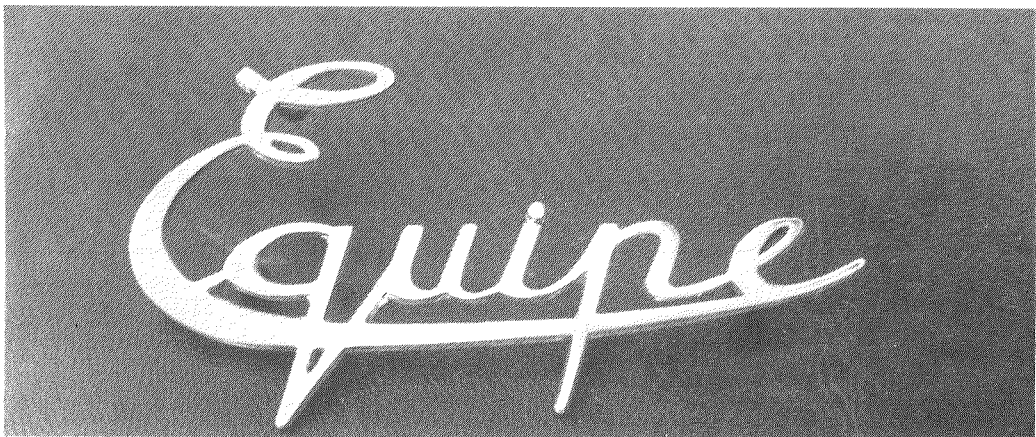
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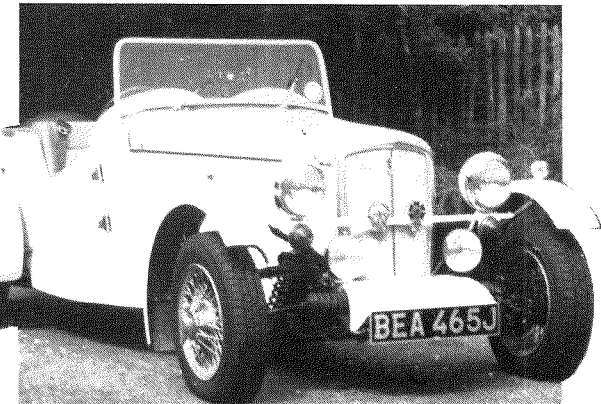


These badges will be available shortly to Club members only from myself at a cost of £11.95 each including post and packing. So send your order and cheque now as numbers are limited initially to a run of 30; a second batch, if required, will probably cost more, so it's first come, first served.

SPECIALS REGISTER

LIFE WITH A KIT CAR

Trevor Collett



When the red light decided to stay on recently I wasn't exactly pleased but in the four years the Moss has been on the road very little has gone wrong, so I felt I shouldn't grumble. The dynamo came with the donor Herald and received no more attention than a coat of paint, so failure 25,000 miles later was not really a surprise.

The engine in my Moss is still in its original position which means that when you open the bonnet the front of the engine, including the dynamo, stays out of sight under the nose cone. The nose cone unbolts without too much difficulty but this would make changing the dynamo a Saturday job rather than an evening one. With this in mind I flexed my fingers and attempted to remove the dynamo with the nose cone in place "by feel". This proved to be possible and soon the dynamo was in bits on the floor. The brushes were in a bad state but everything else seemed reasonable, despite being covered in carbon dust, so I took some brushes out of an old siezed dynamo and put everything back in the car. Hey presto - no red light, but as this dynamo cannot go on forever I am starting to collect the bits for an alternator conversion (a bit new-fangled but practical!).



The 25,000 mile barrier necessitated another job, one which would be a bit heavier on the pocket than the dynamo repair, a new set of tyres. I have been running with 165 x 13 tyres on Spitfire 4½ inch rims and although this combination worked well enough (as well as can be expected anyway) it didn't look right. The wheels did not fill the arches, height-wise not width-wise. One solution would be to change the 14" rims, MGB wires are the obvious choice but buying adaptors, rims and tyres would not leave much change out of £700 and my financial adviser (otherwise known as the wife) would not wear that. The other way is to go to bigger tyres; I was told once that the Moss was originally intended to be on 185 x 13 tyres, so I asked about this

size at the tyre depot. They said this was not a common size and that although they would fit on 4½ inch rims the sidewall flexing might lead to poor cornering. In the end I decided to compromise and go for 175 x 13 which, as it happens, is the size of the tyres on Jackie's (the wife) Triumph 2500TC. Five Uniroyals, balanced and fitted £185, painful. The car definitely looks better on the bigger tyres but there is still too much of a gap between the front wheels and the front wings, shortening the springs should improve this; another job to fit in.

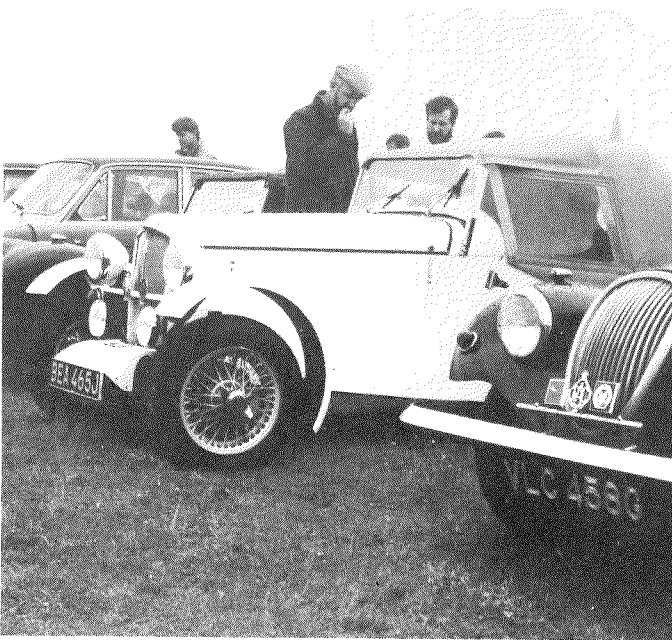
Those of you thinking about what wheel/tyre combination to go for on your kit, or production car come to that, should consider the overall diameter and width carefully. I am no expert but I have discovered that my 175 x 13 tyres have virtually the same diameter as 155 x 14 tyres on MGB wire wheels. Don't forget that all this messing about with different sizes will change your overall gearing and the accuracy of your speedometer.

MOT time came round again and my pre-test inspection revealed one of the front flexible brake hoses had been rubbing against the tyre. Although this shouldn't happen it would not have been a problem if the hose had had a spring around it like the originals. I took this opportunity to replace both hoses with Girling ones which come with very nice plastic coated springs. The Moss's fifth MOT was duly collected.

MEMBERS CARS

My request for stories about your kit cars has not exactly met with an overwhelming response so I have had to

resort to strong arm tactics. My first victim is Chris Bird, who happens to live just round the corner from me and has recently completed a very nice J.C.Midge. The Midge is a car built from plans like the Burlington Arrow, although the style of the finished article is somewhat different. The Midge is definitely up and coming so look out for them; here is Chris's story:



It all started with a ride in a friend's Austin Seven 'Chummy'. Thirteen years of company cars, since I sold my Herald 13/60 convertible, had dulled my memory and I had forgotten the pleasures of open air motoring. The Austin Seven caught fire and then ran out of petrol in the first half mile but I was hooked.

The J.C.Midge, first seen in a magazine at a tyre centre, had to be the answer. Triumph chassis, vintage style body made out of real wood and aluminium and on the road for less than £1000.....

The search for a donor car was solved when, on the day that the J.C. plans arrived, an abandoned Midge project was advertised in Exchange & Mart. It consisted of a modified and painted chassis, a very large basket of bits and best of all, it was only 20 miles away. Money changed hands and the chassis was soon loaded onto a transporter while the 'bits' went into my Granada. Some while later, after I had missed the motorway exit in my excitement and done a 25 mile detour, the whole lot was reunited in my newly cleared out garage.

I started work immediately and very soon discovered the truth in the proverb 'All that is Hammerited is not metal'. Scraping and probing of the chassis revealed oil, rust, underseal and worse of all, holes. I stripped it down to the bare metal and had a local mobile welder put in some heavy duty patches before

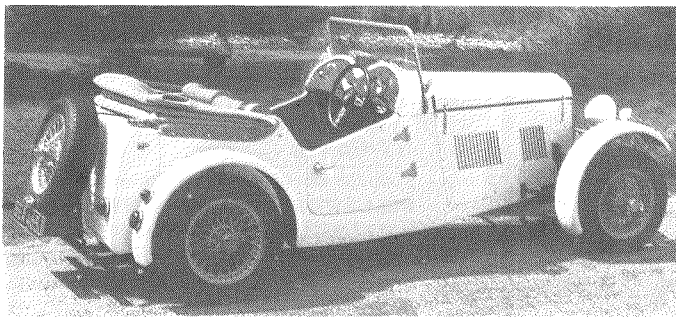
re-hammeriting with the smooth variety. I then stripped and repainted all the other bits and reassembled the rolling chassis with new bearings, rubbers etc... I used all new brake parts: caliper pads and discs on the front and shoes and cylinders on the rear. I made new copper brake pipes but with the cost of the flaring tool I think it would have been better to buy them ready made.

The front springs were left standard and the rear had four leaves removed, (two of which have since been replaced to level the car up). The steering column had to be lengthened and after much searching, the Moss Owners Club put me in touch with a local engineer who did an excellent job. The engine is moved up two inches and back ten inches in the Midge so the propshaft had to be shortened by another local (and very expensive) firm.

The previous owner had assured me that the engine was in excellent condition so I crossed my fingers and installed it after fitting a new clutch. The exhaust was made from the stub of the old front pipe, a length of flexible pipe, a straight through box and five feet of 1½" brass pipe.

I was now ready to start on the body which the advertising blurb said was just like building a model aircraft. I can say from experience that 8' x 4' sheets of ¾" ply are a whole lot heavier than balsa wood! It took two days of hard work, cursing and inhaling sawdust to cut out those "few plywood panels". I built the body tub on the chassis, so that I knew it would fit, and it was really quite straightforward. With plenty of screws, battens and glue it makes a very solid structure and with the thin aluminium skin it looks just like the real thing. I chickened out of making the louvred bonnet and so purchased this, together with the radiator surround, door hinges, cycle wings, windscreen, wing stays, scuttle top and spare wheel frame from J.C.Sportcars.

Headlights were standard 7 inch units fitted into fibreglass pods. Sidelights were new Lucas type at the front and ex-Bond Equipe at the back (sorry Bond owners but the car was already squashed flat when I found it at the scrap yard). Windscreen wipers were cut down Herald ones but with Marina wheelboxes, instruments and seats were straight from the Herald and a heater (my wife feels the cold) was cut down from a Mini unit. The wheels are reconditioned MGB ones with 155 x 14 tyres mounted via MGB hubs with the bearing housing turned off on a lathe. These make excellent bolt on adaptors with the correct spacing but ended up no cheaper than new ones.



Painting the car was a memorable experience. It was my first attempt at spraying and after getting over the shock of paying nearly £100 for etch primer, primer and top coat (Old English White) I had the second shock of finding that the professional spray kit from the hire shop would not fit in my car. In desperation I settled for a low pressure kit with a compressor like a vacuum cleaner. I will leave it to the readers imagination to guess what the car looked like when it had been liberally sprayed with the watery thin, yellow, etch primer but to say that I was brassed off with the result is an understatement! The primer filler was better, and after initially producing an 'Artex' like finish I got the mix right. With an electric fire to raise the temperature in my very small garage (it was Easter) and an old carpet draped over the doors to keep out the howling gale, I pressed on. At the end of two days I had finished and I really quite like the slightly textured orange peel finish!

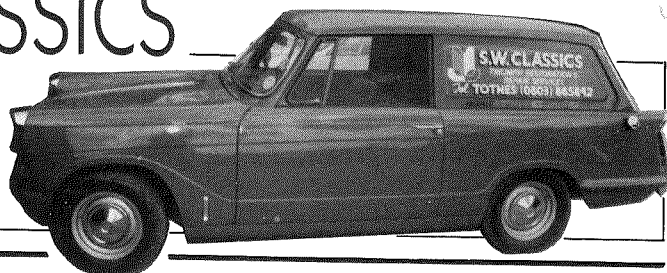
After reassembly, I trimmed the interior with best B & Q foam back carpet which is really very effective and a lot easier than proper vinyl trim.

After a total of 450 hours work in seven months and some £2700, I have been revelling in the joys of open top motoring. I have now driven over 1000 miles and can honestly say that all the hard work and aggravation was worth while and what is more important is that my wife is now beginning to agree! Would I do it again? Not if I want to stay married! ★

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VITESSE MKII REGISTER

Andy Bonner



VITESSE MKII PRODUCTION FIGURES

Many fellow MkII owners will have noticed a discrepancy in the production figures as given in the Graham Robson book, John Kipping's catalogue and elsewhere. The figures are always given as:

Saloons 5,649

Convertibles 3,472

Total 9,121

The chassis number sequence is given as HC 50001 to HC 58109 inclusive, i.e. only 8,109 cars, 1,012 less than the total production figure.

I wrote to British Motor Industry Heritage Trust recently for their help on this and what follows is their reply:

"Dear Mr Bonner,

re Triumph Vitesse production figures

Thank you for your letter dated 5 July, quoting the production figures from Graham Robson's book and questioning how these match the series of chassis numbers.

You are quite right in pointing out that Robson's figures do not match the chassis number series. I believe that the reason for this is that somehow, Graham Robson got the 1968 production figures (which were composed of Mark I and Mark II models) split wrongly between the Mark I and Mark II cars.

The official Triumph production figures for 1968 do not distinguish between the Mark I and Mark II cars (and I do not know where Graham Robson obtained his figures from). Now if we were to accept Robson's split between the Mark I and Mark II models we would get the following production figures for the calendar year 1968:

	Saloon	Convertible	Total
Mark I	1588	400	1988
Mark II	1628	1081	2709
Both	3216	1481	4697

- whereas in fact I believe that there were rather fewer Mark II models made in 1968, probably around 1700 or so.

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(Recon)	£60.00 ex
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(Recon)	£35.00 ex
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from	£50.00
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(Recon)	£75.00 ex
Clutch Assy.	£55.00
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Pads	£6.50 set
Shoes	£6.00
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V/Links	£30.00
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Quality)	£60.00
Stainless Steel Exhaust	
System	£110.00
M/Steel	£80.00

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The total official figures for Vitesse 2 litre production are as follows:

	Saloon	Convertible	Both
1966	1210	637	1847
1967	4530	2465	6995
1968	3216	1481	4697
1969	2943	1018	3961
1970	933	1048	1981
1971	146	325	471
Total	12978	6974	19952

You will also notice that the official figures suggest there was one more saloon than Robson's figures do. I can not account for this discrepancy either.

As you are probably aware the chassis number series for the Mark I is from 1 to 12079, and for the Mark II from 50001 to 58109, suggesting that there were 12079 Mark Is and 8109 Mark IIs, for a total of 20188 cars. Compared to the official production figure of 19952 cars, now at least we have a production figure smaller than the total number of possible chassis numbers, which is probably easier to accept! I would find it quite possible that the difference of 236 cars could be accounted for by numbers for some reason not being issued in production, typically because of individual cars being cancelled.

I hope that this will be of interest even if it does not quite solve the mystery.

Yours sincerely,

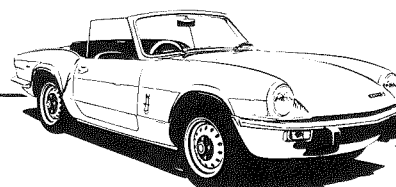
SIGNED

A D Clausager
Archivist

PS: You would be welcome to visit the archive for the purpose of doing research but please book well in advance. The earliest time I can now accept visitors is in September of this year."

If we assume that all chassis numbers were allocated then we are looking at a maximum of only 8,109 MkIIs built. It therefore follows that the total number of MkIIs built in 1968 should be 1696, the rest being MkIs. Unfortunately we cannot break this figure down into saloons/convertibles. The revised figures should then be:

	Saloon	Convertible	Total
1968	?	?	1696
1969	2943	1018	3961
1970	933	1048	1981
1971	146	325	471
Total			8109



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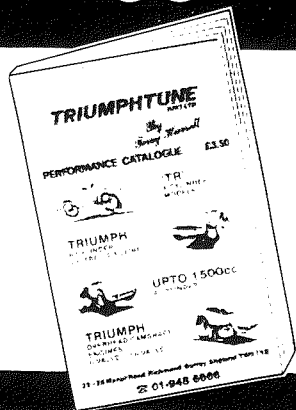


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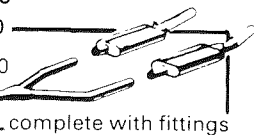
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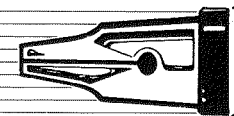


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Pen to paper



HELP ME!!!!

I am a 'senior citizen', Triumph Herald owner and have spent money over the years keeping my convertible spic and span and in good order, always attracting admiring glances and complimentary comments. The cheery wave from other Herald enthusiasts been very friendly. But all that has changed since some despicable thief slit the hood to get to the hood clamps from my car which was parked in my driveway.

I have no desire to wave to my fellow travellers or to smile at admirers any more because everyone is under suspicion.

I have tried all over the country to get replacements but in vain. I have been told the same story "This is happening everywhere". What a disgusting state of affairs and what a reflection on people of today.

All the decent, honest folk must be feeling as sick as I do (it could be their turn next). Can any honest, genuine person in the Triumph Club either help me to track down the rotten so-and-so or perhaps let me know where to get another pair of hood clamps. Please contact me on Poole 674298.

Mrs I Harvey - Poole, Dorset

COURIER 100TH EDITION

I wonder how many members have realised that this Courier is the 100th edition. It is certainly a very understated milestone for the Club, but how many members realised that it also is the 100th edition that Bill Sunderland has edited?

Those of us who have been members for many years will realise just how far The Courier has come in the hands of Bill. In some eight years, it has changed dramatically from a small monthly (though even then, better than most other Triumph club magazines are today!) to a very high quality, stylish magazine with a very slick and professional feel. Credit for the TSSC's achievements is rarely given and improvements to the TSSC accepted as normal. Perhaps this is a complement in itself, but I for one would like to offer Bill and his wife Jo my thanks for all their efforts over the years. I believe that the majority of the Club's success is down to the quality of our publication.

Whether we like it or not, the vast majority of TSSC members do not get actively involved and the main reason that they remain members and enjoy membership is simple - *our publications*. So I am sure that all those thousands of us who enjoy the TSSC and have it's best interests at heart will want to offer our congratulations and thanks to Bill and Jo in particular and all those who contribute to The Courier, making it what we all know it is, the best car club magazine around. I just wish that the Post Office hadn't made the job of producing this Courier an even more difficult job than it normally is.

Jonty Wild - Hitchin Herts

BEARING CLATTER

As the husband of a Club member who owns a GT6 and being responsible for repair and maintenance of same, I am an avid reader of your excellent Club publication 'The Courier'.

The technical articles alone are well worth the membership fee and are a credit to Brian Gray who has the ability to convert technical theory into understandable, practical common sense. May I, as an 'outsider', be allowed to comment on the Bearing Clatter correspondence.

I believe that Mr Evans should look out his old course notes. Either 'the piston attains maximum velocity exactly half-way along its stroke' travel or when the 'crank is at 90 degrees' since they

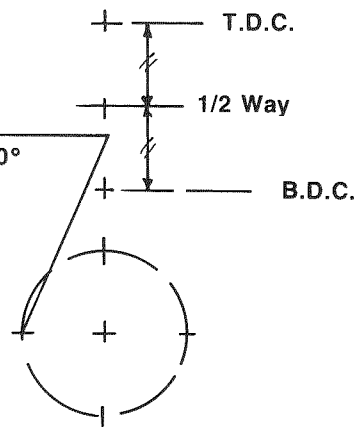
are at different points in movement of the piston it cannot be both (see sketch).

When the crank is at 90 degrees, the piston is slightly lower than half-way. The exact amount of the difference being determined by the relative lengths of the con-rod and crank throw.

It is in fact this difference which is the prime cause of secondary imbalance in the 4-cylinder in-line engine. I believe that Mr Hayman is correct in his assumption that the rattle is almost audible at the end of the exhaust stroke as it is then that the prime conditions for this type of rattle occur, i.e. when the piston inertia load is not damped by the progressive increase in combustion pressure and the situation is exactly as described by Mr Gray.

Also, because the piston travels further in the top 180 degrees of crank movement (than the bottom 180), the average velocity is greater and the inertia loads at T.D.C. are therefore greater than at B.D.C.

From recently talking to an ex-Triumph development man, I gather that the experimental department spent considerable time and effort on research into this problem and concluded that the effect on engine life is negligible, which I suppose makes all the above irrelevant if you don't mind putting up with the noise!



Maurice Ford - Warwick

SUMMER IN MALAYSIA

I am a member in the Club since last year, 87/77904 and like very much The Courier and the way it is made.

Maybe it is of interest that I was in Malaysia this summer, together with my family and we met a couple in a Herald 1200 convertible.

It was on the way from Kota Bahru in North East Malaysia, near Thailand border, to Penang. The owner first was very astonished when we were asking about his car, which he had recently bought for Ringgit 1000 - in Penang.

Luckily, I could give him a photograph of my Vitesse convertible, so he understood our enthusiasm.

Afterwards we parted, we drove with air conditioned car, he and his wife went on open car driving, at about 33 degrees celcius and burning sun. Of course, we told them about the Club and we try to keep in contact.



Stefan Heringer - Wupertal, Germany



I am a member of the TSSC. I own a Mk1 Vitesse 2-litre convertible 1968 which was first registered in G.B. Reg. No. 555 MFC. If anyone has information about the same I should be delighted to hear from them.

I enclose a photograph of three Triumphs taken recently. Mine is the Vitesse. We have formed a Veteran and Classic car club in our Area. To date we have twenty cars, five of which are Triumphs. Looking at the photo from left to right there is myself (Secretary), centre is C Doyle (Chairman) and on the right E Browne (Club member). Triumphs are the most popular 'classics' in our club.

Patrick Leacy - Co. Wexford, Eire

Fellow members may wish to take heed of the following notes:

I have had a lifelong interest in pre-1938 Rileys, particularly the 1933/1934 range. 26 years ago, I was lucky enough to own two of them. One cost me £30, the other £50. Today I couldn't afford to buy either.

In many respects Rileys were similar to our cars. There were equivalents to Heralds, Spitfires, GT6s, Stags, TRs, 2000/2500 and the 1500 range. They were powered by 4, 6, and V8 cylinder engines. In the late 1950s and very early 60s similar numbers of Rileys were to be seen on the roads as one sees Triumphs today. Derelicts were to be found on scrapyards, under railway viaducts and in all sorts of odd corners. The then equivalent of my present weekly salary would have bought a decent Kestrel 6. It would take 30 times that now to buy such a car!

By the mid 60s, Rileys had disappeared from the roads. One occasionally saw the family Riley wheeled out for the annual holidays. Now, one rarely even sees them at shows. Last July I returned to my home in N.E. Lancs. from Land's End and saw one Herald. Spares for Rileys are very difficult to get. You could pay £30 for a runner (no MOT then) and get a car-load of spares for another fiver. We have already passed beyond this point with 'our' cars, although I recently paid £45 for a gearbox and J-type overdrive plus a second overdrive.

The larger part of 'Sports Six' members appear to be the age I was when I was dabbling with Rileys. I would urge members to bear this comparison in mind. Don't let parts go. We all know what are the difficult parts to acquire now. Spares can still be had from scrapyards. Within a 15 mile radius of my home, I know of at least 5 Heralds on scrapyards (sorry about the Herald bias but they are what I like!). I was allowed to take away literally as much as I wished for £40 from one of them. I've probably got sufficient mechanical components to see me out. I would urge all members to build up a small stock of parts. There should be enough to go round.

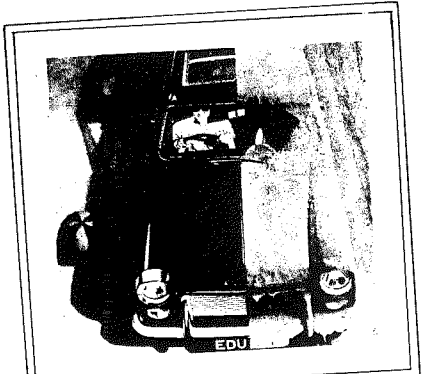
It is comforting to know that there are firms re-manufacturing body panels, with the possibility of these being produced from the original tooling. The price will remain reasonable as long as there is a demand. Use your cars and support the traders. I recently saw advertised a set of +30 thou. pistons for a Riley '9' at £90 - BE WARNED!

Joe Midgley - Nelson, Lancs.

THE COURIER

July 1980 No. 1

THE COURIER the monthly news publication of the Triumph Sports Six Club.



INTRO

It would seem that our first attempt at 'THE COURIER' has been well received... we will have to wait until the next issue to see how you think we did.

FUNCTION CLASSIC MAGAZINE
We would like to draw your attention to the latest magazine in the classic car world. It's called FUNCTION CLASSIC MAGAZINE...

MEMBERSHIP
We are pleased to report that we have had a very good response to our advertisement in the current issue of the magazine...

WORKSHOP MANUALS
You will find a list of the Leyland dealers in the directory this month. It was badly needed, because until now there has been no one to contact the appropriate people...

0 TO 100 IN 8 YEARS 4 MONTHS

Addresses in the... PRACTICAL CLASSICS MAGAZINE
We would like to draw your attention to the latest magazine in the classic car world. It's called PRACTICAL CLASSICS MAGAZINE. The do-it-yourself magazine for the older car owner & enthusiast. Some of the club members have already been in touch with the P.C. staff & they seem a friendly & helpful bunch...

...that we have produced... we are in the latest 'aggro' get the July & August edition of (what a way to sell car magazines) & see how your club fares in the battle!

NEWS REVIEW
If you read Old Motor magazine you will no doubt have noticed in this month's publication a letter from the chairman of the Triumph Sports Six Club...

ADVERTISING CAMPAIGN
We have been running an advertising campaign for some of the new Registers & the response seems very good. We have been using Thoroughbred & Classic Carazines the excellent letter in the June edition came out first week of June...

WORKSHOP MANUALS
We have heard that some of the Leyland dealers are arranging to reprint the original workshop manuals. They are not yet available but we are sure you will be interested to hear that the price in 1980 is £6.95 but it would be no less to ensure that you get yours...

SPECIAL OFFERS
Special offers which have a lot of Spitfires 1000 ready to get together for the first time in many years. They are in fact a little less than the average but more value for money than the average. A Spitfire dealer is available to take orders for the cars at the price in 1980 - £6.95 but it would be no less to ensure that you get yours...

LETTER FROM TOM WRIGHT
In this article you have written or contacted me about... I have not been back for a while but I have not forgotten... I am writing to you to say how much I enjoy the magazine...



NATIONWIDE
Water polo playing in... The first meeting of the Club & Area was held at the... The club members are very friendly and helpful...

LEICESTER AREA
Bill Sunderland reports... A very well attended meeting, as usual, with everyone thoroughly enjoying themselves... The meetings are getting on well attended that we are forced to consider finding a new meeting place...

...take place... at around 8.00pm. Let's hope as it is the first meeting, there will be a good turnout of members, and the car-park will be full of club cars. So I hope to see all you keen 2000 members there.

Leicester Area
Bill Sunderland reports... A very well attended meeting, as usual, with everyone thoroughly enjoying themselves... The meetings are getting on well attended that we are forced to consider finding a new meeting place...

CAR MART

1961 Triumph Herald one lady owner, 26,000 miles (completely genuine), 4800. Offers to F & S R Street, Spy Post, Rockwell Green, Wellington, Somerset. Tel: Wellington 2397.
Bond Equipe 2 litre GT 1968. Overdrive, choice of two wheel sizes for rear, electronic ignition, mechanically sound, only 75,000 miles, £500. Offers to Christine Harwood Tel: Longfield 5686.
Triumph GT6, November 1967. Conf. for, taxed and MOT'd end September 1980. Many recent parts, new doors, wheels, front valence, carpets and door panels. Bodywork needs some time, ideal restoration project. £350 o.n.o. Phone Stratton 2783 (302) 090 663, evenings - Johnathon W Clark.
Bond Equipe 2 litre MK 2. Convertible 1970, 12 months MOT, 500 built. £800. Contact Ronald Drew - Newport Pagnell G10885 evenings.
Bond Equipe 2 litre MK 2, 1970 (H). Low mileage, many new parts. Phone Stone-on-Trent (0782) 319853 after 5pm - J K Copley.
Triumph Vitesse, 1967 2 litre with overdrive. One year MOT, taxed until December 1980. Electronic ignition, replaced diff, sunshine roof, five good tyres, serviced until April, royal blue, white flash. Quiet runner. Driven with care. Recorded RDC on a run 52 miles. Price on application. Contact G Davies Tel: Leicestershire 78617.
Bond Equipe 2 + 2 coupe 1963. Good original condition, MOT. Offers R M Constable Tel: Brighton 413551.

Wanted
Vitesse front centre bumper section, 13/60 chrome bullhead trim. Quarts headlamps, suitable for 13/60. Sideamps for Herald service and hood nat. Sports steering wheel for the same, all in good condition. Contact Peter Magbank Tel: Midway Kent 373001.
Bonnet badge, wheel trims, wheel nuts and various trim for Triumph 500 MK 2. Contact Peter Yates at 021 429 3519 - evenings or 021 454 4 during working hours.
Parts Wanted
Back of time (for sale) of fully reconditioned 2 litre Vitesse motor. Professionally built to the following specs: 4020 bore, new piston and bearings, balanced crank assy, new complete clutch unit, SAE Hi SAE 202 cam, SAE 6 branch exhaust manifold, SAE dual ex. 395, 30 cast rocker covers, new starter motor, SAE inlet adaptors for 13/60. Test mileage only, will guarantee. Would cost in excess of £650 if purchased off less than the price of an ordinary reconditioned motor at £300 ex.v.a.o. Can probably deliver.

KEN'L'L FIX IT

Letter to Ken from Tom Wright.
Dear Ken,
I understand you are offering an advice service for members of the Triumph Sports Six Club in the club magazine. So I wonder if you could help me with a problem I have had for some time with my 1968 Spitfire 1500.
As regular intervals since the car was new I have had problems with the radiator. In the last fortnight these have got considerably worse. The radiator was 1100 tested during warranty and found to be OK. I topped up water from an overhead tank, then topped up with more water, and so presumably of little use. This caused me to think about the possibility of a Vitesse on GT6 radiator, or can you suggest other possible solutions?
Prior to this I had a 1300 Spitfire with no similar problems apart from a Continental motor on holiday.
Yours sincerely,
Ken

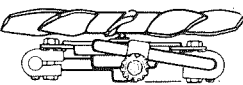
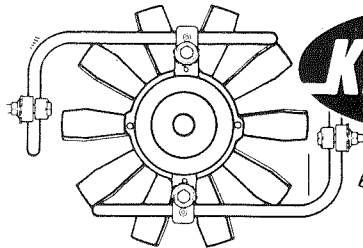
KEN'S COMMENTS
Dear Tom,
It will be a little difficult for me to help you, as I'm not sure whether you mean that your car is overheating, i.e. boiling and blowing water from the radiator or just reaching very high on the temperature gauge.
We have had one or two of our own 1500's that did start to read hot, without actually running hot, that is boiling and blowing out water. I think that with 1500's the water pump line with the pump and gauge and the water unit, and not with the actual cooling system.
Have you found similar problems on other models and what the possible solutions were?
Ken

THE COURIER DOES THE 'TON'

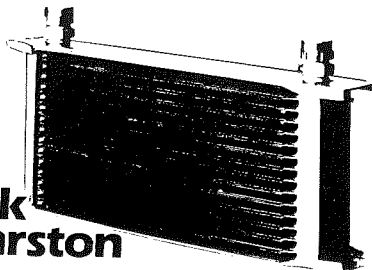


THE UNFAIR ADVANTAGE

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Serck Marston



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INFORMATION REQUIRED

Car (model & mark)..... Year

Engine size Membership No

Delete as appropriate Rotoflex Suspension YES/NO (Vitesse, GT6 only), RHD/LHD Wide Track model YES/NO (Spitfire IV only) Front Brakes are Drums YES/NO (Herald only)

Name Address

Telephone No

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TSSC OFFERS 13 Common Rise, Hitchin, Herts. SG4 0HN, England Members wishing to use Access or Barclaycard enclose card number, expiry date and full name appearing on the card Allow 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels

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Table listing various car parts and their prices, including SPAX Shock Absorbers, Kenlowe Fans, Bell Silencers, Serck Marston Oil Coolers, Goodridge Cadmium Brake Hoses, and Copper Clutch Pipes.

TOTAL PAYMENT £

PLEASE NOTE THE FOLLOWING INFORMATION IS AVAILABLE ON REQUEST COSTS OF SUPPLYING THE ABOVE OFFERS TO FIT OTHER CARS - MEMBERS ONLY OVERSEAS POSTAGE RATES AVAILABLE ON REQUEST

ARE YOU "IN THE KNOW"?

By a much wiser member

When we set out to find a car and during our searches we saw an ad. for a firm that rebuilt "our" car. We called them and they did indeed have a 13/60 soft-top, which they would sell us for £750. At that price, we thought naively, it had to be reasonable and we were told they thought it had an MOT. But after being shown some of their current work and photos of past work, we were convinced that we could end up with a good, restored car at an all-in maximum to include the car itself and work to the body and chassis.

The mechanics and interior trim would be left for us to see to later as necessary. Then came the first catch. It would help if we could get hold of a hood, because there were none down their way. We did, from John Hill's, but of course the £200-odd cost of the frame and cover then became extra to our target.

That was in the early autumn, when we were told our car should be ready "in

We decided to buy a Herald 13/60, but did just what "those in the know" say you should never do. We bought from a firm of which we had no previous knowledge. And those "in the know" were right. We had owned a Herald 13/60 convertible for four years from 1970. It had been economical, reliable and fun and we could now afford a trip into the past. We didn't know about the TSSC and the wonderful Courier.

about six weeks". By New Year, there were still problems getting panels, so we were told. Then we got a phone call in mid-January to say the car "is ready, apart from the MOT, and we can't get that done until next week".

The following week there was a second call. Our car was being tested on Wednesday, and they wanted it off their premises and paid for by the following Saturday. And, sorry, the proprietor would not be there because of prior business. Suddenly, the "family firm that liked its customers to be more like friends dropping in" did not seem so chummy.

We pointed out that we had waited patiently as the promised six weeks stretched closer to six months, and that with virtually no notice, we would need a week or so to sort out Road Tax and Insurance - and the money. The message back was firm but clear - if we left it for another week, it was at our own risk.

They did not have room to keep it under cover, there had been trouble with vandals and there was a risk of over-spray from the work they were doing next week. We were "over a barrel", so we made emergency arrangements for a relative to drive the car home on his insurance, and set off in some trepidation about what would greet us.

Our hearts sank when we saw it. The most noticeable faults were the passenger door gaping open, the badly-fitted hood - which, remember, we had had to find, buy and deliver - and the paint, which gave every indication of being a rushed job. Confirmation of the rushed respray came in the warning from the staff not to T-Cut it for at least a month to give the paint time to harden (they should have said "dry").

We debated whether to hang on to the rest of the payment (we had put down one-third deposit) and insist on the various faults being put right, or cancel the deal, although we knew we would never get our deposit back. Reality ruled. At least the car went and had an MOT, and it was unlikely anything would be any better in a week's time. And we could not afford to lose the deposit. So we paid up the agreed amount, but didn't have the cash with us to pay for the "extras" like the MOT and £12 odd for petrol (in a six-gallon tank?). Needless to say, the promised album of photos of the rebuild has never appeared.

On the journey home, the offside bonnet catch kept springing undone and the

passenger door kept flying right open. But it got us home.

Next morning we walked into the garage and were nearly overcome by paint fumes, which further confirmed our suspicions of a rushed respray. Further inspection indicated that the car had been put together as quickly as it had been sprayed.

The back quarter valances have been welded to the rear valance, the sills have been riveted to the main body, and even the carpet fixing strips have been riveted on, so the carpet cannot be lifted for drying. And one body mounting bolt was so loose, it was only just caught on the thread.

The paint was not just new - further inspection showed marks from an orbital sander under the paint, while the top surface of the bonnet has "craters" where the filler has either sunk or never been in the first place.

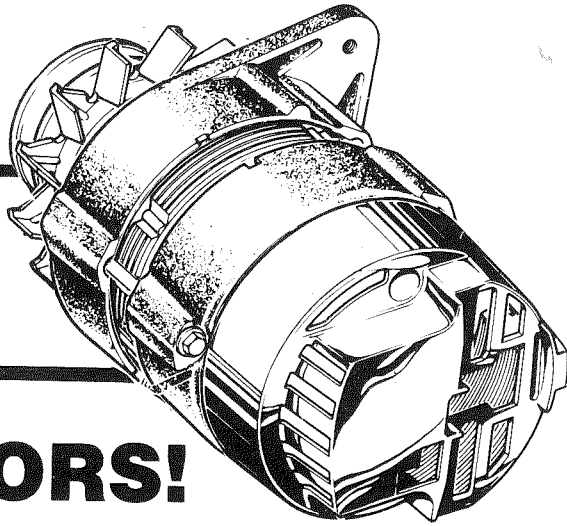
A morning's work sorted out the door lock, but the passenger door looks like needing major surgery or even replacement before it is properly aligned.

Our suggested value for the Club Insurance Scheme - the price we paid - was obviously high, and John Griffiths kindly agreed to inspect the car personally one Sunday afternoon. His verdict was that while quite a lot of work had been done on it under the bonnet, the paint on the chassis was on the thin side, and surface rust was already showing. Since then the purchase of a scrap 1971 13/60 saloon has provided us with a very good fascia, some good trim, a Vitesse-size fuel tank and a good spare engine. And we've found two brand new front seats through an ad. in The Courier, so we will be able to sit in rather more comfort than at present.

It was a disappointing return to Triumph motoring, but we intend to keep the car for many years and it will continue to be used as the family's second car.

So, if you are thinking of buying from a firm you don't know and a long way from home, believe us, the folk "in the know" are right. Deal with a firm you know, or one the Club recommends.

TECHNICAL 4 Cylinder



ALTERNATORS! HOW AND WHY

Carl Heinlein

In this article I am going to describe how I would fit an alternator to a car fitted with a dynamo/control box. To an electrician it may not be the most efficient way to wire it up, but it means the wiring loom does not have to be altered at all and the car can be converted back to dynamo operation with ease and without trace.

Our cars fitted with Lucas C40 (22 amp) dynamos:

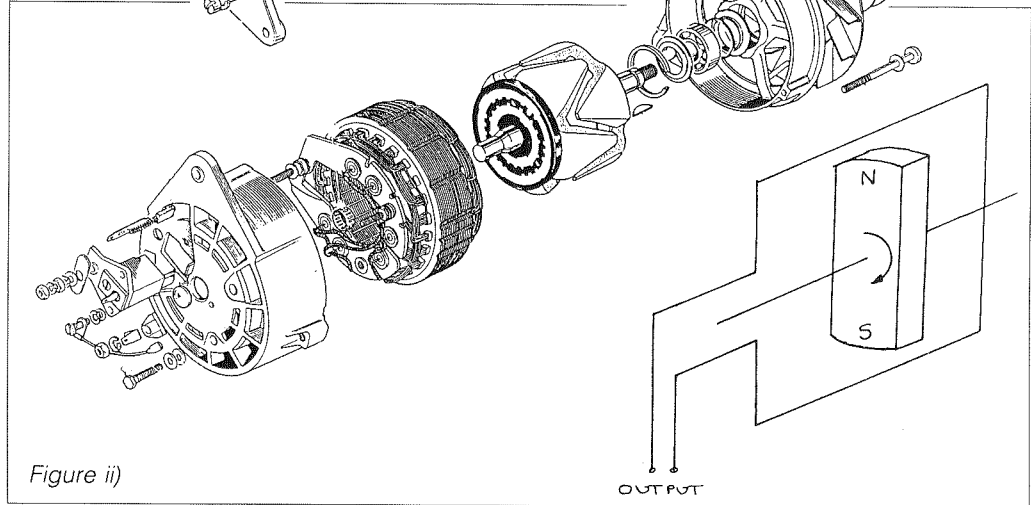
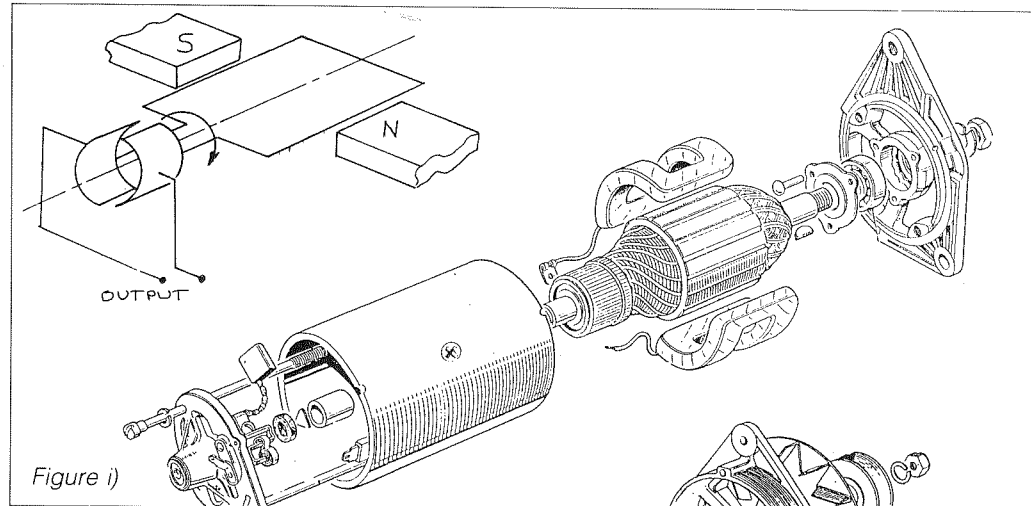
HERALDS - ALL
VITESSES - ALL
SPITFIRES - 4, MkII, MkIII
GT6's - MkI

NB. See note for positive earth cars later in article.

SO WHY FIT AN ALTERNATOR?

An alternator can produce more current than a dynamo of the same size and charge the battery when the engine is idling. Going back to school, an electrical current is generated in a wire loop as it moves across a magnetic field; so, if you have an electrical coil you can either move it within a magnetic field, or move the magnetic field around it to generate a current in the coil. This is the essential difference between a dynamo and an alternator.

Figures i) and ii) show a simple dynamo and alternator respectively.



On the dynamo it can be seen that the generating coil is wound around the armature (the centre core that relates with the fan belt) and turns between two poles of a magnet. Current generated in this coil is transferred to the output terminal via a brush/commutator arrangement on one end of the armature.

Because of the difficulty in passing current from the armature and the difficulties associated with cooling a dynamo, a dynamo's maximum

output is limited to about 30 Amps and it's maximum speed to about 6000 rpm.

For engines with a maximum speed of 6000 rpm the dynamo turns at the same speed as the engine. Therefore, at tickover the dynamo turns at only 600 rpm or so. At this speed a dynamo will not produce sufficient current to charge a battery.

An alternator, however, has stationary generating windings. It can be cooled better, produce more than 45 Amps and, since

the armature is less complicated, it can turn at over 12,000 rpm. Thus, at an engine tickover of, say, 600 rpm the alternator will be spinning at 1200 rpm, sufficient to charge the battery!

"Well," you might say, "how come an alternator still has brushes if its coils are stationary around the outside of the armature"? The answer is that it would be possible just to have a simple iron-magnet rotating within the coils but an electromagnet (an electrically

SPITBITS

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assisted iron magnet) would produce a stronger magnetic field and, hence, a larger current in the generating coils. The brushes (or slip rings) provide the current to produce this electromagnet!

However, the advantages of the alternator are not only mechanical. Prior to the advent of the semi-conductor the electronics that were required to control an alternator were large and heavy, meaning they were only used on large commercial vehicles. Today though these electronics are fully transistorised and are fitted in the back of the alternator. There is no need for a control box to regulate current and voltage as there is with a dynamo.

FITTING AN ALTERNATOR

There are two steps to fitting an alternator:

- i) Mechanical Hardware
- ii) Wiring

Referring to Fig. iii) the parts you will require are:-

- Lucas Alternator (LRA100 or 102)
- 147899 Alternator bracket
- 147483 Alternator spacer
- HB 0839 Bolt
- WP 0139 Washer
- 143802 Nut

The LRA 100 is a 34 Amp and the LRA 102 is 28 Amp alternator. Fitting the larger 100 is more suited to GT6/Vitesse but fitting the larger alternator to a Herald/Spitfire is still OK. Approximately, an alternator only takes enough power to supply the car's needs and keep the battery charged.

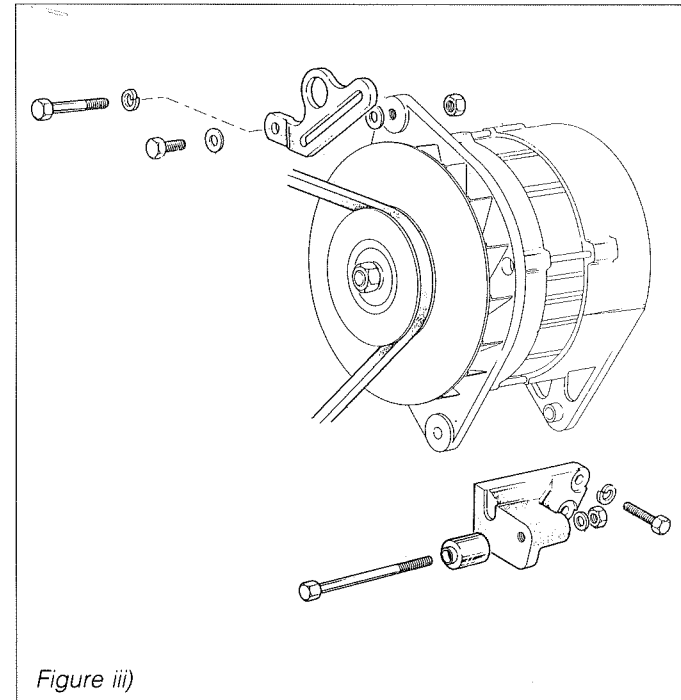
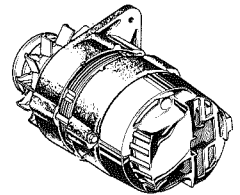


Figure iii)

Thus, with a fully charged battery and no excess power drains switched on (heated rear windows, spotlights, etc.) the LRA 100 alternator will take roughly the same power from the engine as a LRA 102.

You can either buy a new unit or you can find them in scrapyards in the following cars:

LRA 100
Sunbeam 1.3/1.6
Escort 1.1/1.3
Escort Mexico
Cortina MkII/III/IV
Capri 1.3/3.0 - '78
Hillman Imp
Hillman Hunter
Humber Sceptre
Lotus Elan
MG Midget/MGD
Mini 1275 - '73
TR6 '73 - '75
Princess 1300
GT6 '73 - '74
Spitfire '73



LRA 102
Escort 1.1/1.3
Cortina II/IV/1.6
Capri 1.3/2.0
Hillman Hunter 1972
Marcos Mantis
Triumph Toledo
GT6 '72
Spitfire - '71 - '72
TR6 - '72

The part numbers for the dynamo and alternator slotted adjuster links are different but that from the dynamo set-up seems to work.

Once all bolted together

ensure that the pulleys are all in line. The alternator mounting can be spaced out using shims and very often there is a spacer ring behind the alternator pulley. Juggling these all around you can get them all in line.

There are 3 terminals on the back of the alternator. Disconnect your battery and connect the larger 3/8" spade wire to either of the two larger terminals on the back of the alternator and the smaller 1/4" spade wire to the small terminal. Remove the control box on the bulk-head.

Now comes the hardest bit. Rather than twist all the relevant wires together and wrapping them in insulating tape, make up the following plate:-

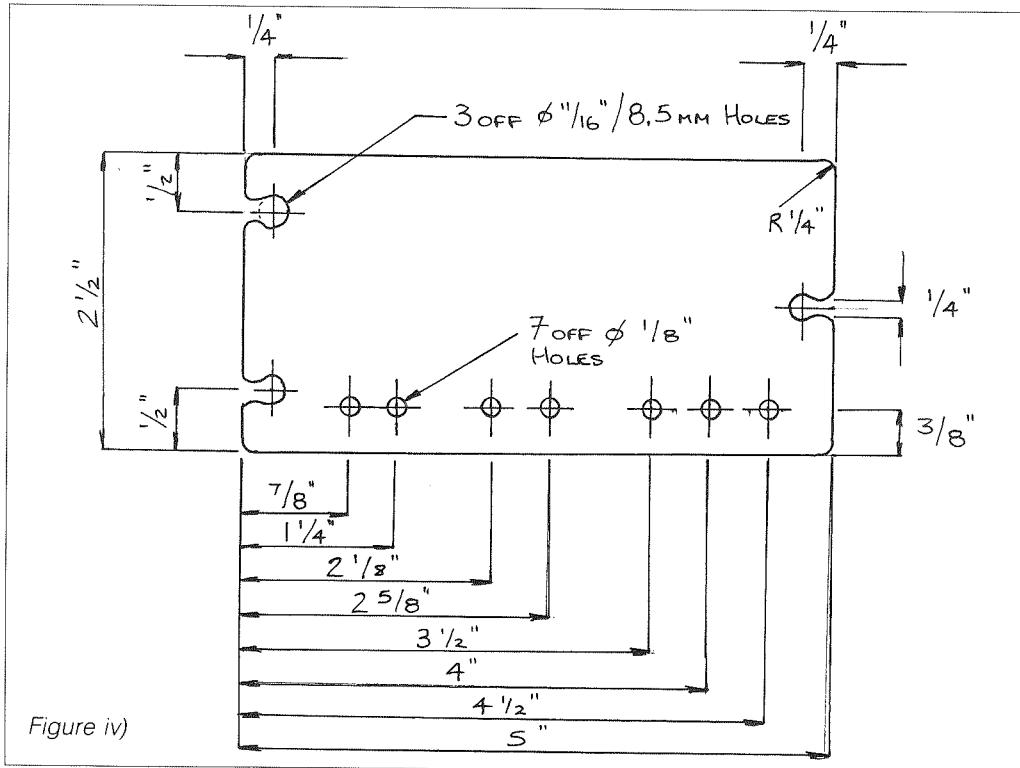


Figure iv)

and terminals:-

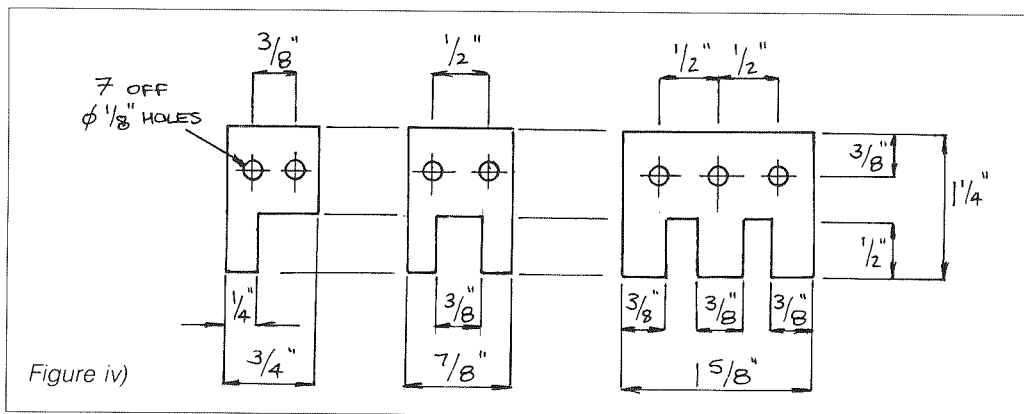
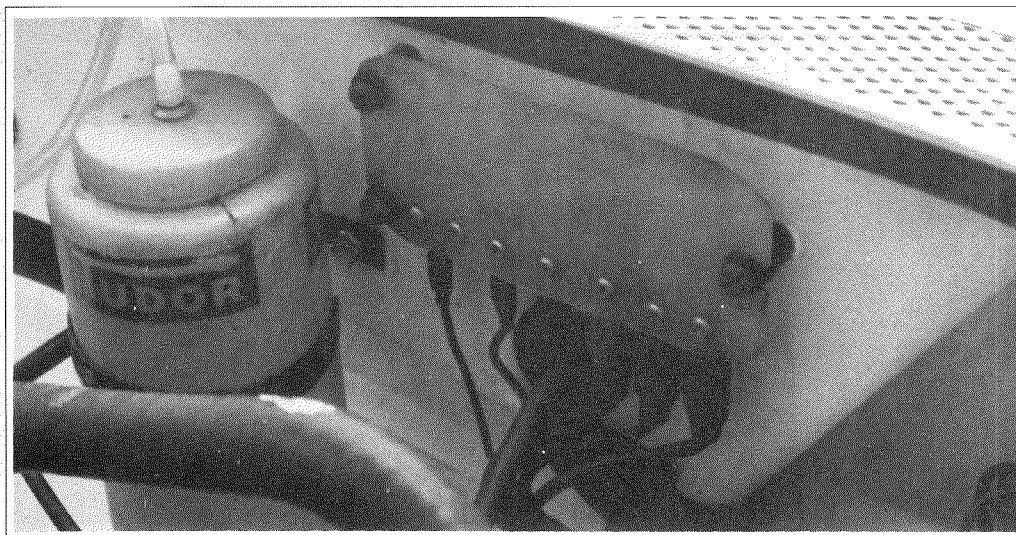


Figure iv)

The plate should be made of an **insulating material** about 1mm thick. I used a piece of blank circuit board (you can get pieces from a small radio/electrical/hobby shops, Tandy etc). and rubbed all the conducting copper off the back with emery paper (eroding it with Ferric Chloride solution would be even better). This is probably the best option but perspex or even the base of an old plastic microwave tray/greenhouse plant tray would do.

The terminals can be made of sheet copper or steel (18 or 16 gauge). Rivet or screw (4BA?) these terminals to the plate so it looks like so;



Fit the three insulating posts from the control box to the plate and secure to the bulkhead, making sure that the fasteners for the terminals to the plate don't actually touch the body. It should now look similar to the photograph above.

If your car was positive earth, it has now been converted to negative earth. All the gauges, wipers, lights etc. will work fine but watch out for extras that are wired for positive earth, such as radios, electronic ignitions etc. Change over the LT connections to the ignition coil if you were originally positive earth.

Connect the wires to the board as follows:

- | | |
|--------------------------------|-----------------------|
| 2 off heavy brown (B) | } 3- pronged terminal |
| 1 off heavy brown-yellow (D) | |
| 1 off light brown-green (F) | } 2- pronged terminal |
| 1 off light brown-yellow (W/L) | |
| 1 off light black (E) |) 1- pronged terminal |

Connect the battery with **NEGATIVE EARTHED** and switch on the ignition. The warning light should glow and, upon starting, should extinguish after a second or so.

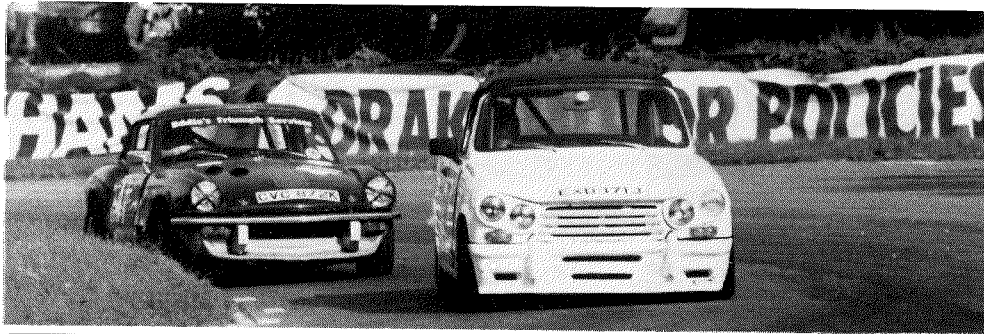
Check all the wiring for faults... and that's it! You should now be all set for fully charged batteries and improved battery life. ★

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FIFTEEN KILOMETERS SPITFIRE

(ARCEN - 1st weekend in September)

When's the next Arcen weekend? I asked as I left Klein Vink in 1987. First weekend in September was the reply. Right I'll book my holiday when I get home. Sure enough, I did.

This year, as last, I travelled in my "other car" as my Spitfire is being restored, and was broken into a few weeks ago, so there was no chance of having it ready. I travelled out early on Thursday to do some shopping in Germany and caught the worst of the storms. Those who travelled on the ferry Irene organised had a smoother ride. As usual, the 40 miles from Calais to the motorway were atrocious - even worse if you turned left at the first sign pointing to Dunkirk - that's the road to get tourists confused and lost, a great habit of the French. The remainder of the journey was plain sailing, if you knew the way, because back in 1985 some Eurocrat decided to renumber all the roads without telling David Herriman or Irene, hence the direction sheet was wrong. Those who didn't know

the way got lost and went off in all directions - any contenders for the long distance award. When we arrived on Friday afternoon, we were greeted by Irene, who apologised for the lack of chalet keys and booking in packs, which she had not received from the Dutch organisers. All was not lost, as this gave everyone the chance to go shopping in nearby Venlo and buy in copious supplies of "Grolsh" at less than 30p a bottle.

Finally the keys were delivered, and given out in exchange for a £5 or Fr10 deposit and the threat of an early death if they were not returned by 10 am Monday morning.

The unofficial welcome was in the beer tent that evening, which gave time for the early

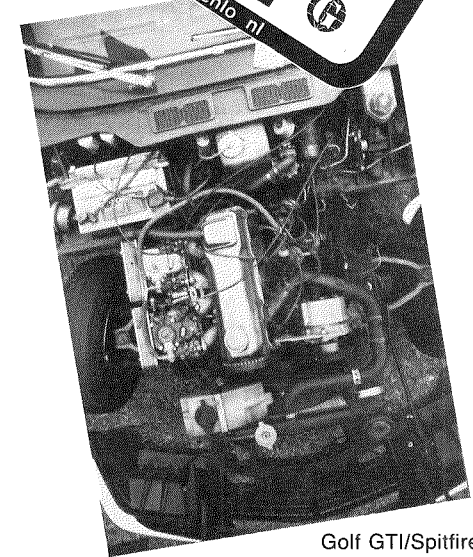
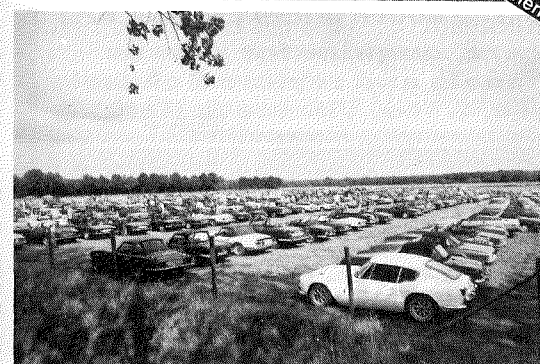
arrivals to renew old acquaintances and make new friends. The bar closed at some time after 1.30 am, I can't remember exactly having had a few too many beers to drink.

More cars arrived on Saturday morning, but there was still too few cars for the record setting convoy to be run on Sunday. However, the organisers were confident of a good turnout, after a lot of publicity on local and national radio, television and papers.

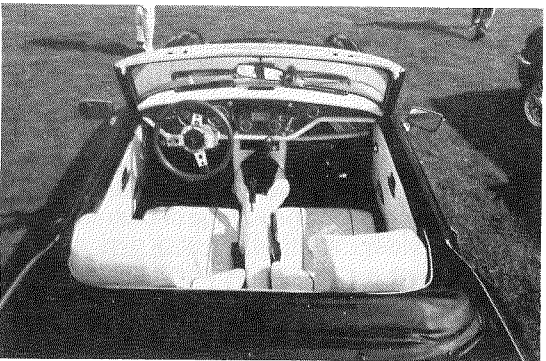
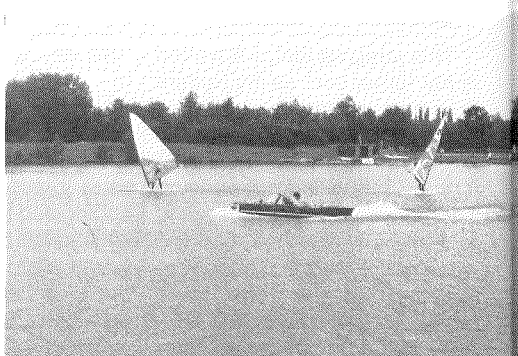
There was the usual collection of trade stands, including the TSSC regalia stand, which was doing steady business during the day, selling the new range of Club stickers, key fobs and stick pins, as well as special offer goodies and books. There was also a number of membership renewals and several new



6^e
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Photos by Kevin Rochford

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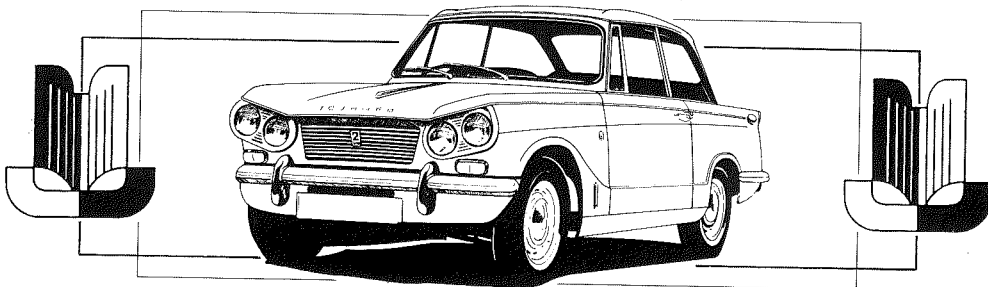
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members in response to the 1000 or so recruitment leaflets distributed around the car parks over the weekend.

This year the games included guessing the number of bulbs in a large box, matching photographs of cars to their owners, hanging on a pole, milking the cow and a mechanical rodeo steer.

There must be something in the Worcestershire water as Bev Dixon repeated Bill's success of two years ago and won the cow milking. However, she got badly bruised when trying to do the same with the rodeo steer.

Throughout the day, the Concours judging took place beside the lake, with the star of the show, the Amphicar, ploughing back and forth in and out of the water, with a succession of passengers, each paying Fr2.50 (75p) for a ride.

The official welcome was in the beer tent on Saturday night with a strong turnout of British, Belgian, French and Germans as well as the Dutch hosts. A representative of each club, in our case Brian Waters, had to go up on stage and drink a glass of local beer supported in a MKIV rear bumper, without the use of hands, with the added handicap of two others, usually of dissimilar height doing the same. Jonty wanted to know if he could have the bumper when they were finished.

After all the formalities, we trekked the 400m to the disco, which went on until about 2.30pm, but private drinking parties continued until dawn.

Sunday was convoy day, this year being of particular importance, as we wanted to set the record for the longest convoy, in this case only

Spitfires and GT6's to count. A representative of the Guinness Book of Records was present, along with the local Mayor and a Dutch national television crew.

In the end, the count was 604 Spits and GT6's along with about 100 other miscellaneous Triumphs and a lone MGB which seems to slip in every year. The organisers must be more vigilant in futue!!

The convoy was run on public roads, with the local Police holding up the normal traffic. As usual, the locals turned out in their thousands to wave and cheer as the convoy went by. This year's record setting convoy gave them a special treat as it stretched for 15km and took more than 1½ hours to go by.

At 2.30 pm the results of the previous days Concours were announced, with Andy Robertson winning the only prize amongst the British contingent. Not bad considering the total absence of the usual fleet of TSSC Concours cars that have attended in the last few years.

The Raffle was drawn at 4 pm with some wonderful prizes, including an exhaust system and a complete set of wire wheels and all the other necessary bits, which were both won by the same girl and she didn't even have a car.

The majority of the Dutch and German contingent left on Sunday evening, but those in chalets stayed over until Monday morning.

It's amazing how few bottles of "Grolsh" will fit in a fully laden Spitfire. On the other hand, my VW swallowed 8 crates with ease. It got its revenge on the way home though, when the exhaust fell off near Gent. A local Quick-Fit Centre wanted over £200 for a new one, so I had a very noisy drive home. A 2" piece of pipe, 10 minutes with the MIG welder and a new clamp and the old exhaust is a good as new and back on the car.

For all of you who didn't go to Arcen this year, you don't know what you missed. How about going next year - 1st weekend in September.

If you must sample the Dutch hospitality earlier how about STIR (somewhere in Holland sometime in May).

Finally on behalf of all of those who attended I would like to thank the organisers, the Triumph Spitfire Club Holland and Jonty Wild and Irene Fussell for organising the British end of things.

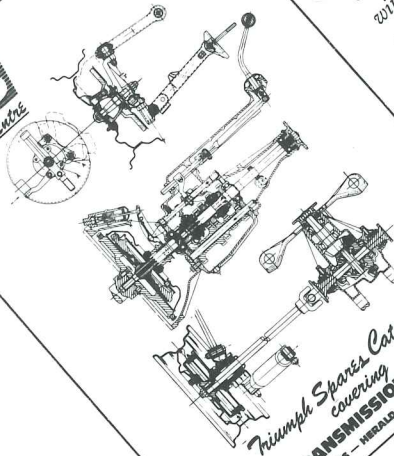
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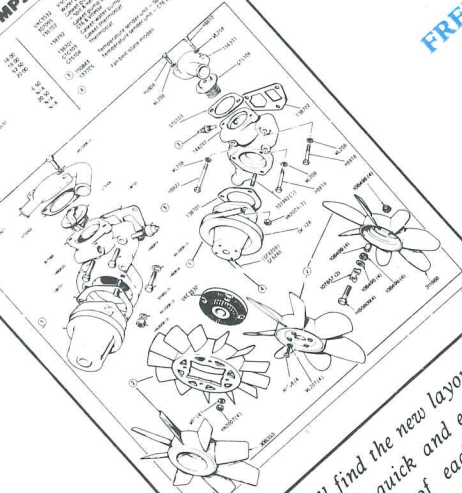
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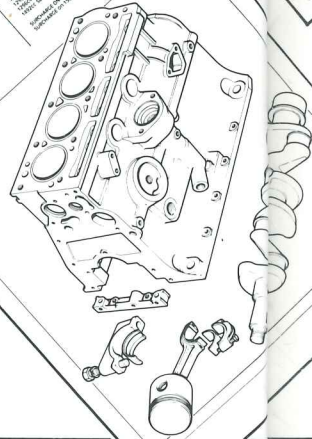
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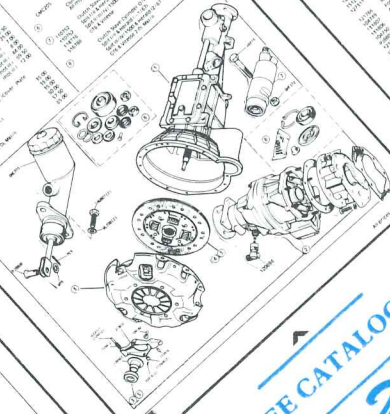


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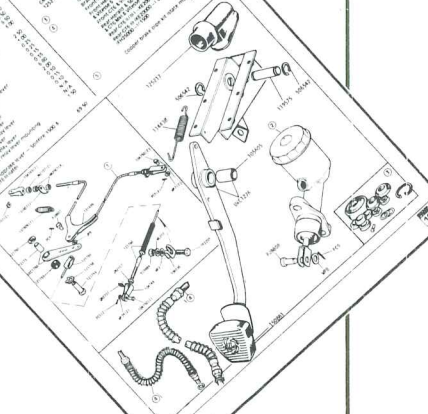
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When my boyfriend Nick and I decided to drive to Corfu in my Spitfire 1500, I thought it would be crazy but it didn't really hit me until the morning of Saturday 30th July at 12.45 am.

'Spitty' was virtually ready - we knew the diff was knocking and the rear end of the exhaust was blowing slightly. These points weren't too much of a worry, though, as I had bought a new diff and I managed to persuade Nick to take it with us 'just in case'.

Our route was all mapped out and as we'd heard that petrol was cheaper in Germany, we decided to drive there first, go on through Austria to Italy and finally to Corfu. We booked the Dover/Calais car ferry at very unsociable hours and seeing as Spitty is only 3.97m long, it only cost us £116.00 return. Incidentally, insurance (AA 5-Star and personal) was £80.00 and my green card was £20.00. I managed to get stopped and breathalysed just outside Corby on the way to Dover, and I think the police officers were more than a little taken aback to hear where we intended to go, maybe because Spitty doesn't exactly look reliable, but I had complete faith in her.

On reaching Germany on our first day abroad, the petrol was quite cheap - we always filled her up when she was about a quarter full and we got an average of £9.00 per tank. The campsites were about £10.00 per night with excellent facilities although some places don't let you park your car next to your tent. Also, it is illegal to run out of petrol on the motorways in Germany which we nearly did!

Having had breakfast in Germany, we had lunch in Austria which was *so beautiful* and tea in Italy. By this time the heat was quite incredible, and we were relieved tht Spitty didn't overheat

HARBORO' TO CORFU AND BACK

Saturday July 30th
Tuesday August 16th

By Sarah Allen

CAPTAIN'S LOG ON STARSHIP 'SPITTY'

like many much newer cars. Again, the campsites in Italy were about £10.00 with very good facilities for you and your car, although petrol was very expensive - about £16.00. Lake Garda was an amazing sight with lots of watersports available. We travelled on down the east coast of Italy, stopping in the quieter resorts and family campsites which were cheaper and very friendly. We found that the best time to travel was in the evening because of the heat, and not only was Spitty in danger of overheating but so was her owner!

The standard of driving is much better abroad, especially on the motorways, although on the smaller roads you really have to have your wits about you! We decided to drive to Brindisi to find out about the ferry to Corfu and on arrival, we purchased a return ticket for about £154.00. As it was quite late at night and we had been warned that the car would probably be broken into if we left it, we decided to stay in a hotel with a lock-up garage.

The ferry took 8½ hours during the following night on which we were lucky, because we could park Spitty on the top deck, outside, so we slept about 10 feet away from her. Within an hour

of being on Corfu we saw another white Spitfire which was Greek and left hand drive.

We stayed one week on Corfu, starting off by staying on a campsite which was only about £6.00 but the conditions were appalling, so we decided to find rooms which we did, again for £6.00 per night. Of course, food and drink was very cheap, as was the petrol at £9.00 a tank. We thought having a car was a real advantage as we travelled around the whole island, although the signposting isn't all that good and some of the roads were terrible - which was where we said goodbye to the



exhaust! Nick did a 'pro' job on the exhaust with a can of Coke and two jubilee clips which lasted up until about Turin.

All of a sudden, we realised we only had £150.00 to get home, so we caught the next ferry to Brindisi. Due to the price of petrol in Italy, we couldn't afford a campsite, so we spent the night in a garage parking area beneath the stars! We spent the following night on the French Alps (above the tree line!) when we both had to

sleep in Spitty as it was raining. Seeing as Nick is 6ft 6in tall, it was most uncomfortable to say the least! The steep roads and corners made the diff. squeak and the brakes got a bit hot on the way down the other side!

In France on the Monday, we wanted to change some Italian Lire into Francs only to find it was a Bank Holiday - eek! Due to the lack of funds, we couldn't go on the 'peage' until the other side of Paris, so we took the N6 road instead, which turned out to be excellent. We arrived in Calais, caught the 1.30 am ferry on which we had the biggest meal ever after three days of soup and digestive biscuits and got home by 6.30 am.

It was a thoroughly enjoyable holiday and we would recommend it to anyone. We spent £235 on petrol, filled up 19 times, drove 3,694 miles and the whole holiday cost just under £1,000 - a small price for such an adventure. ★

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THREAT OF EEC LEGISLATION

Compiled and Reported by Leon F Guyot on behalf of the TSSC

On 10th July I got my copy of Practical Classics and, on opening the first page, the headline glared out from the page like a poke in the eye! "Pre-1970 Vehicles to be Banned from Roads". Reading on, it stated this to be potential EEC legislation. My initial reactions were: "They can't do this! What about Heritage? What about secondary industries such as parts suppliers, services, magazines, books etc, etc? I thought the EEC was supposed to benefit its' citizens and enrich their lives, not the reverse. What about human rights etc?"

I telephoned Peter Simpson, Deputy Editor of Practical Classics, who did his best to assure me that this was still only a possibility, to which I replied that even the very remotest possibility was nothing less than unacceptable. He agreed and suggested that I ensured that the TSSC was sending someone to attend the HVCC meeting at the RAC Club, Pall Mall on 23rd July.

I called Bill Sunderland, who said it was Brian Waters' job to attend such meetings on behalf of the TSSC but, due to personal circumstances, he found himself otherwise engaged, so Bill suggested that after speaking to Brian, I went along instead since I live in London. So it transpired that on a wet Saturday afternoon, I found myself walking along Pall Mall to the posh RAC Club, which was seemingly stuck in the splendour of the mid-1930's. All very inspiring but could they help us fight the cold, unfeeling Brussels Eurocrats?

The meeting was described as an open, general meeting of the HVCC (Historic Vehicle Club's Committee). The Mountbatten Room was full to bursting with representatives of 119+ Classic Car Clubs, Motorcycle Federations, Steam Traction Engine Societies, Museums, Classic Car Magazines etc. The meeting was opened by HVCC Chairman, Derek Grossmark, addressed by Lord Montagu, the President and the European MP Brian Cassidy, with the attendance of the full committee.

The HVCC has a good record, having been successful in getting concessions on the

MOT for historic vehicles and special allowances for historic buses. The HVCC is now changing it's name in order to make it's views more obvious to the EEC, the new name being the FVHC (Federation of Historic Vehicle Clubs). Understandably, most people at the meeting represented post-war Classic Vehicle Clubs.

It turned out that the basis for that nightmareish headline in Practical Classics was a somewhat careless but apparently well meaning statement from the Chairman of the European Parliament's Transport Committee, Georgios Annstassopoulos that

"older vehicles should be, as a general rule, exempted from community legislation, provided they are only used for specific occasions and as such do not participate in general traffic".

Obviously, this all-embracing proviso caused panic stations at HVCC and FIVA (Federation Internationale des Vehicules Anciens). Apparently, Annstassopoulos has now been convinced of the rashness of his statement and is doing his utmost to help and to advise both FIVA and FVHC. The real threat is that all old vehicle users could be adversely affected by various complex regulations which the EEC is busy producing.

Because we as individuals

cannot conceivably deal with Brussels or Strasbourg, the FVHC have employed and instructed a professional lobbyist, Mr Seymour Rouse, who has a good record as a lobbyist for other concerns.

During the question and answer session that followed, it became increasingly obvious that the FVHC are very well informed, such subjects being covered as eventual EEC harmonisation of registration plates, lead-free fuel, emission control, potential Road Fund, Tax concessions for older vehicles accompanied by restrictions on use? Basically, despite somewhat hysterical, mis-construed popular press reports, there are no impending laws specifically aimed at taking our old vehicles off the road. In 1992, harmonisation of European law might produce regulations which could arrive without warning, but with the FVHC's professional approach and Seymour Rouse's help, we should stand a chance.

Lord Montagu summed up with these words:

"The price of liberty is eternal vigilance. We do not need to panic, though there is much to be done".

The FVHC is financially supported for the coming year but any donations are welcome.

My personal view is that all classic vehicle clubs should become affiliated to the FVHC without further delay because obviously, more members (all EEC citizens) will equal a louder voice at the EEC. Our own Minister for Roads and Traffic, Peter Bottomley, has given a "welcome reassurance" to the historic vehicle owners - in his answer to a parliamentary question from Graham Ribbick MP

(Colne Valley), he said:

"Everyone with an interest can be assured that there are no plans to restrict the use of historic vehicles through the introduction of retrospective legislation. It would be unreasonable to require the original features of old vehicles to be adapted or replaced in order to comply with the various EEC directives which apply to new vehicles We know of no EEC plans to put forward proposals that would adversely affect vehicles owned by many historic vehicle enthusiasts in Europe".

N.B. What Mr Bottomley seems not to notice, is that whilst legislation may not be intended to affect old vehicles, it still can. Also his statement does not cover future EEC harmonisation of such laws as are presently applicable specifically to older vehicles - this is where the FVHC is concerned, given the restrictive laws in other EEC countries. A list of these, provided by the FVHC and kindly forwarded to the TSSC by Ian Smith of the FIAT Register, includes the following countries:

Austria:

- i) No Restrictions on use.
- ii) Technical requirements. "Many concessions are possible on a special request to the Government, if so described in the cars papers".
- iii) Up to three cars may be taxed and insured for single car payment.

Belgium:

- i) Cars over 25 years old exempt from MOT, unless used for publicity.
- ii) Lower rate of Tax.
- iii) Restricted to 15km of home.
- iv) No night use - exceptions: rallies/meetings.
- v) Cars over 25 years old used for ceremonial use heavily taxed and having twice yearly MOT tests.

Denmark:

- i) Cars without electric lights can't be used at night.
- ii) Technical regs. of 1955 (not stringent) applicable to pre-56 cars.
- iii) Later vehicles must comply with appropriate regs.
- iv) Concessions of technical regulations tend to be given to pre-war cars.
- v) Flashing indicators and stop-lights required.
- vi) Modifications from standard specification may not be allowed.

Finland:

- i) Turn indicators/stop lamps required.
- ii) Concessions for cars 25+ years old in restored/preserved condition if useage is restricted to 30 days/year.

France:

Those without logbooks for their cars are now finding it less easy to obtain one, instead owners of cars over 25 years old are being offered 'collectors' logbooks, (Carte Grise De Collection). These restrict circulation to department of registration and to adjoining departments; for travel outside these departments, appl ation to Federation Francaise Des Vehicules D'Epogue and to prefecture is necessary.

Greece:

- i) Pre-war cars given tax exemption, if registered with PHILPA (Antique Car Club of Greece),

GCC

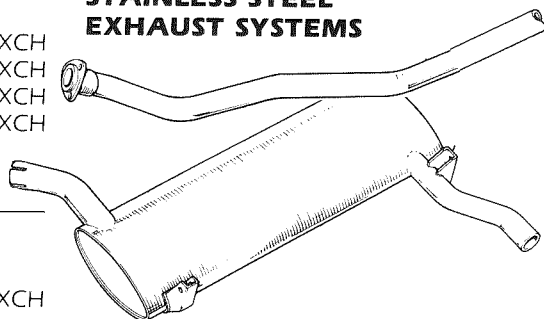


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are then restricted to PHILPA organised events and journeys required for repairs/maintenance etc. For both these purposes, special registration plates have to be issued.

- ii) Free circulation only if taxes paid but then all modern C & U regs. in theory apply. PHILPA considers that few historic vehicles are used in this way.
- iii) In theory, the regs. apply anyway, even if car is PHILPA registered rally participant, but police use discretion.
- iv) High taxes on imported post-war cars.

Holland:

- i) MOT required.
- ii) Tax concessions for vehicles over 30 years old used for less than 60 days/year.
- iii) Cars *without* 4 wheel brakes can't be used at night or on motorways.
- iv) Imported cars have to meet certain C & U regs., e.g. see-through brake fluid reservoir, modern braking standards.

Italy:

- i) MOT required.
- ii) Safety related components must be to original spec.
- iii) Replacement parts must have had less than 7 years use.
- iv) Documentation required.
- v) Certain categories of vehicle are restricted to rallies, shows, events and only then if they have a special permit.

Luxembourg:

- i) No mods. to original spec. required.
- ii) Concessionary tax (£3 p.a.) for 30 years + old.

Norway:

- i) MOT according to standards of year of manufacture for cars over 30 years old.
- ii) No taxes on 30+ year old cars.
- iii) Cars 15-30 years old can be tested according to standard year of manufacture, if representative of body gives dispensation on grounds of historical/technical/aesthetic interest. (This concession also possible for younger cars).

Portugal:

- i) Exemption from road tax - cut off rate not known.
- ii) No known restrictions.

Sweden:

- i) Pre-1951 vehicles except tax (only £4 annual registration). Lobby is pressing for 30 year cut-off.
- ii) MOT (tough) pre-1940 vehicles tested in accordance with C & U regs. in force at the time of manufacture. Post-1940 vehicle test standards depend on discretion of test station and the representative body can help.
- iii) Technical requirements; exhaust exit rear or left-hand side, two dipping headlamps, flashers on closed cars, two rear lamps and stop-lamps, 1971 emission regs apply, no dangerous mascots, wing/door mirror, speedo (1955 on) - has to be in km, if fitted, Import payments high.

I regret that I only have very scant information on the above mentioned countries and will be pleased to forward a copy to interested parties on receipt of an S.A.E.

Any further information concerning rules and regulations which affect TSSC members abroad would be greatly appreciated.

N.B. It appears that although the local Road Traffic Laws apply to visitors to another country the Local Construction and Use Regulations do not apply to visitors' cars. ★

"A DINKY-DI HERALD FAN FROM DOWN-UNDER"



Doug Hellyer -
AUSTRALIA

I was flicking through some old Couriers and came across Dennis Benson's article on Dinky and Corgi toys (No. 89 page 12). I also collect them and thought I would write a 'response' to his article.

My first car was a 1200 Herald and, although it first looked like a fugitive from a wreckers yard, I grew to love the whole concept of the Herald. Two years later, a more reliable and powerful 2000 MkII was acquired and the Herald eventually sold.

Question: What does a Herald fanatic do when he hasn't a Herald?

Answer: Collect model Heralds and any other paraphernalia.

That was eight years ago and I promised my girlfriend (now wife) that I'd stop collecting 'junk' when I got another 'real' Herald.

Four 'real' Heralds later, I'm still collecting. One mint and two not-so-mint saloons (Dinky No. 189) are garaged with two 'scrappy' Coupes (Corgi), alongside the mint Vitesse (Dinky No. 134). The Airfix 1/32 series 2 1200 Herald has pride

of place next to my two Spitfires. The Spitfires are boxed and in mint condition, one being metallic purple and the other is the colour Dennis Benson hadn't found yet; (Courier 89 page 12) silver with red upholstery (No. 114). Mint Spitfires pull about A\$40.00.

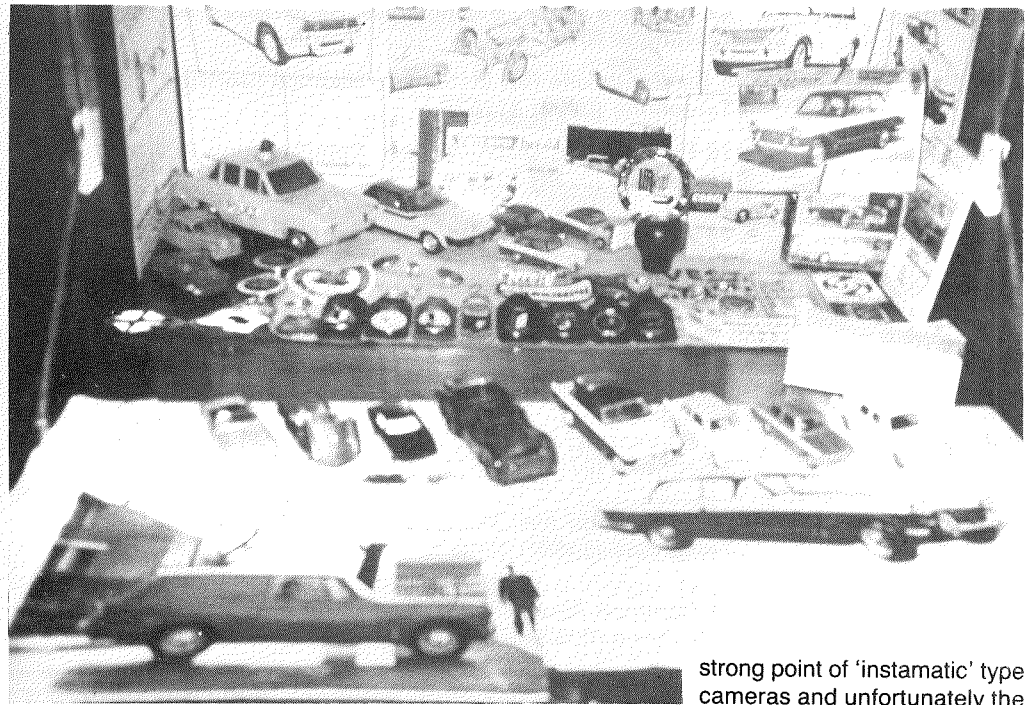
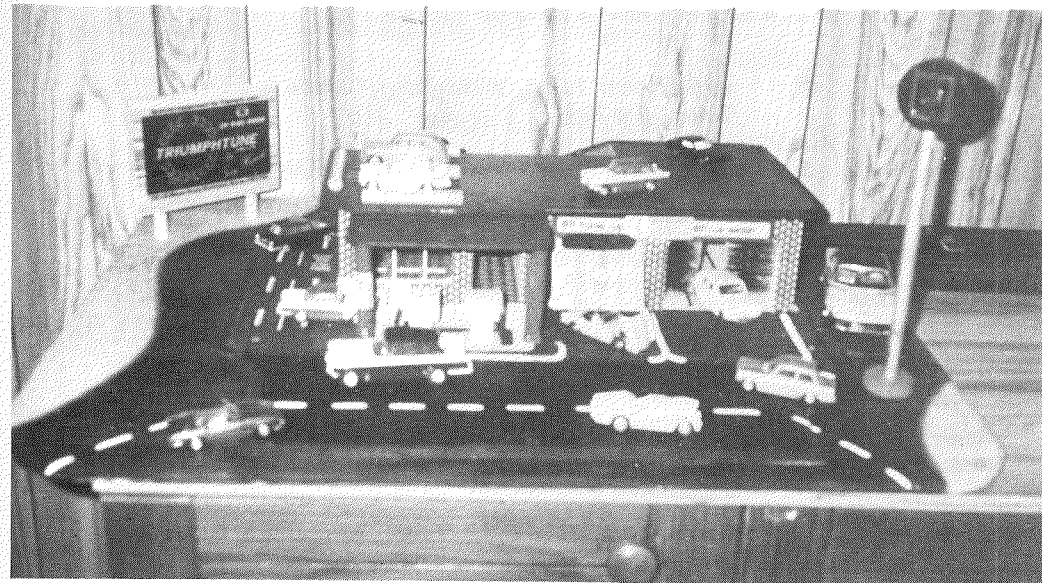
Digressing to other Triumphs, I have a Dinky mint/boxed 1300 (Toledo?) with "jewelled" head-lights and a miniature suitcase that fits into the opening boot (No. 162). The old Corgi TR2 is cream with red trim and the TR7s were found in a supermarket isle for 90 cents each. My two year old son, Glenn, is allowed to play with the TR7, *only*. A company called 'TOMY' produced a plastic 2000 MkII police car (about 8 inches long). With two batteries inserted, you press the blue light and a 10 second recording plays - "Calling all

cars etc." Somehow a modern model of a TR7 (plastic kit) joined the collection (in a weaker moment?).

Moving away from metal and plastic models, I found that the Avon perfume company produced a 1956 TR3 in green glass to contain its 'Deep Woods' and 'Wild Country' aftershave.

To compliment the model collection, I have acquired many sales brochures on Heralds (not a 13/60 as yet), Spitfire 4, II, III, IV, 2000 + 2500 Mkl and II, Dolomites, Stag, Herald 'Courier' and Mayflower. This brings us to the assorted keyrings and numerous car magazines (Australian and British). Where will it end?

Whilst none of the above is extremely rare, nothing new might surface for 6 or 8 months which is about the same



amount of time you might not see a Herald on the road for. However, it does make a great display at car shows in the back of my 13/60 estate. Many Australian Triumph enthusiasts

haven't seen Dinky models or sales brochures, let alone a Herald estate. They don't know half the fun of being a Herald owner!!

'Depth-of-field' was never a

strong point of 'instamatic' type cameras and unfortunately the two photos enclosed highlight this fact. I built the garage for my son but couldn't resist a quick 'play' myself. The other photo is of the collection minus the sales brochures. ★

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