

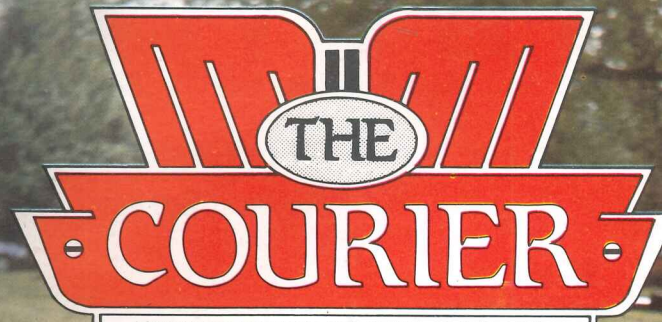


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TRIUMPH SPORTS SIX CLUB - NOV 1988

101



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 101

NOVEMBER 1988

Price £1.00

Free to Club Members

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John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,

John Cudmore, Dave Bayliss, Peter Williams, Mike Costigan,

Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.

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

Vitesse MkII Convertible 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

Winters Daunting

Although the thought of winter is daunting for everyone, it's quite a relief for us as the Show Season nears an end - just one more before Christmas. With a few weekends free at last, now's the time for catching up on all those jobs that have been piling up around the house. However, this year, with the Postal Strike causing considerable disruption, our Summer has rolled on into the Autumn and we are busier now than ever!

The new London Classic Car Show at the beginning of December promises to be a festive affair. We will be taking with us the complete range of new TSSC regalia, books etc. and with the added bonus of having them all gift-wrapped at the show, we hope to see many of you there!

This year we have produced a full colour TSSC Calendar and Year Planner, which should adorn everyone's wall. Also, with this Courier, is a 16 page booklet, packed full of Regalia/TSSC Offers/Triumph Books etc. Use it for all your gift requirements.

Finally, our new fax machine has been a tremendous *hit* but also a *miss*. Although many of you are now using this new facility, the G.P.O. are proving very slow in linking-up our new line. They have promised to get a move on so that 0858-31936 will be operating very shortly. Just a note here: just because you can now fax your publication material through to us does not mean you should leave it to the last minute. We are still receiving far too much copy right on deadline, making our job very difficult in getting the magazine 'to bed' in time for the printer. Please help us to help you and send all information through to us as soon as possible. *Thank you.*

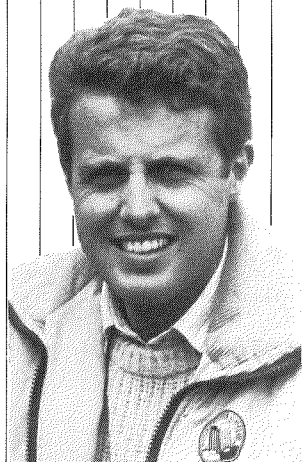
Contents

President's Intro	4	Vitesse MkII Register	25
News Review	5	Bond Register	28
Whats on '88	8	Vitesse/GT6 Shocker Mounts	30
1989 Members Handbook	9	Gt6 MkIII Profile	34
TSSC Seminar No.3	10	TSSC Special Offers	36
Copshop	11	A Maltesers Spitfire	38
Competition News	14	Pirelli Marathon	43
Specials Register	18	Pen to Paper	49
Spitfire I/II/III Register	21	Northern Ireland 1st National	57
Herald Register	23	Doune '88	58

Incorporating 24 page Area Review & Classified + 16 page christmas Booklet

PRESIDENTS

INTRO



"ONE GONE, TWO TO GO"

Thanks to John Thorpe, the first of the Club's Seminars, was held on Sunday 9th October at the Yew Lodge Hotel Kegworth. Whilst only a small number attended, I was very pleased that five Areas were represented.

It was a very positive and helpful meeting with some good ideas being put forward by members/Area Organisers attending. Glyn and I will be able to use some of the ideas and it therefore just goes to prove how invaluable two way discussions of this type can be. We both hope to see many more of you at Swindon (Oct. 30th) and Manchester (Nov. 27th). Please do attempt to come along as this is a great opportunity for you to find out more about the Club's longer term aims and specific details of the Charity. It also gives you the opportunity to contribute to the Club's thinking. See you there.

N.B. Booking slips appeared in the September Courier

HOLIDAY IN MINEHEAD

Following my Vitesse's rather painful bang up the rear on the M11 after "Peterborough", it finally left for Devon for repair last week. A friend who runs a Jowett Jupiter and a Land Rover agreed to trailer it down to S.W.Classics Totnes for me. But to fit in with his late holiday, he asked if I minded it staying on a caravan site in Minehead for a few days before the second leg of the journey down to Devon!



John Griffiths

So if anyone saw it sitting on a trailer by the sea with sun glasses, sun hat and tan, they'll know why!

From the photo, you will see that the damage is fairly comprehensive (over £2000 worth). With Stan Walters' help we hope to carry some aspects of the repair in the Courier.

VITESSE RALLY SUCCESS

John and Allison Woolley took part recently in the Historic Rally car section of the famous Manx International Rally. The Historic Rally cars had to compete over 211 kilometres of stage tarmac which represented over 2/3rds of the total International rally mileage.

John and Allison had a superb competitive run pushing their 2 Litre Mk1 Vitesse into second place overall (behind a locally owned and driven Mini Cooper S). They also took 1st in class. (Full report in January Courier).

Congratulations to you both.

TRIUMPH 2.5 P.I.

My superb 2.5 P.I. has been sold to a trader from Devon. It was with great regret that I had to sell it. The P.I. represents a great sporting family car which is ideal for someone like me who needs a solid workhorse to supplement Club cars. To buy something that is anywhere near comparable amongst modern rubbish today, would probably cost £16000/£20000.

I know that a number of our members have and do enjoy the pleasures of large Triumph motoring. My P.I. had done 93000 miles on the original engine and gearbox and was still going like a bat out of hell. I have also owned a 2500S which is more civilised, but less sporting. The "S" has the advantage of power steering (big benefit) larger STAG wheels, better suspension/damper settings and tinted windows for the poser! Manuals are hard to find especially if you want the very desirable estate.

With the Vitesse in Devon for repair and the P.I. sold, our only Triumph at the moment is Pam's MkIII GT6. Can I live with just one Triumph in my garage! Find out next month.....

NEWS REVIEW

Overseas and Vitesse 1600 2-Litre Mk.1, and 6 Cylinder Register Secretaries

Due to increased work commitments, Dave Bayliss and Martin Brown and Brian Gray are resigning from their respective positions of Overseas and Vitesse 1600/2 Litre Mk.1 and 6 Cylinder Technical Secretaries. The Council of Management therefore invite all members interested in taking over these important roles to contact the General Secretary to learn more about the work involved and to say what new ideas he or she

could bring to the job. All three positions involve a high level of commitment with regular contributions to the Courier expected as well as the answering of individual overseas/technical oriented questions. In particular, the Overseas Secretary is seen as an expanding role and carries a Council of Management position.

These positions offer interesting and challenging work for the enthusiast. The hours, as our other hard working register secretaries will quickly point out, are long (I'm typing this at 1225am) but the rewards in helping other Club members enjoy owning and keeping their cars on the road can prove very worthwhile. It's up to you. Please write or give me a call.

Grateful thanks of course go to Dave, Martin and Brian for the work they have put in to their respective positions.

Peter Williams General Secretary

TSSC TRAVEL

Jonty Wild

Our first venture into the possibilities of organising holidays for individual and groups of members was published in the September Courier (page 14), i.e. Winter Holidays - Ski-ing in France, Italy or Austria. This has resulted in quite a few enquiries. If you are interested in finding out more write to:-

TSSC TRAVEL, 13 Common Rise, Hitchin, Herts SG4 0HN

and brochures and further details will be sent (enclose a largish stamped, addressed envelope), but don't delay too long as these holidays do represent excellent value for money and are being sold by the companies concerned very quickly.

BOND EQUIPE/HERALD 948 (& early 1200) STAINLESS STEEL EXHAUSTS

The present range of high quality, guaranteed for life, stainless steel exhausts are made by Bell Silencers and sold by the TSSC's Special Offers Department. These have been extremely well received and have been selling in numbers far in excess of what we had expected. But some members will have noticed that at present the Club cannot provide the 'complete' range. The systems missing are for the Herald 948 (and very early 1200 - 2 box) and the Bond Equipes. We are now trying to put this right and you can help!

BOND EQUIPE:

The 2.0 litre cars are no problem. I have an original system and, once I can get the time to take it off my car, we can arrange to re-manufacture. However, it would be very useful to have some idea of the demand, so if you are interested in one, register that interest by writing to the address below.

The early Bond Equipes are a problem. I think that the exhausts fitted by Bond were a combination of Herald and Spitfire, possibly downpipes and boxes respectively. The problem is that this is only my theory and I don't know if I am right. If I am, then there is no problem as we can provide them NOW. So if you know what systems were fitted to all or any one of the earlier Equipes, please write and tell me - any clues would be appreciated.

HERALD 948 & EARLY 1200 (2 BOX)

I think that if there is sufficient demand, that we can tool up for these exhausts, so if you are interested, register that interest by writing to the address below. Remember, even if your exhaust isn't going yet, it will do and I doubt if you will get any exhaust of the original type any other way than by going to Stainless Steel, so make sure that one will be available when you are going to want one by registering your interest.

Write to:-

JONTY WILD, c/o TSSC Special Offers, 13 Common Rise, Hitchin, Herts. SG4 0HN

PETERBOROUGH WINNERS

I still haven't managed to obtain a price for producing colour prints from the picture below (colour slide) but if individual winners would like to contact me saying if they would like a copy I'll do my best to have them done.

Regards Peter Williams Official TSSC Photographer.



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1989

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RECRUITMENT DRIVE

Jonty Wild

This month's 'raffle style' prize of £50.00 to spend on TSSC Special Offers of your choice is won by: **88/21566 - Julian Mason.**

The numbers of enquiries has slowed a little, probably because of the time of year. **Still, that's no excuse - get out there and get recruiting.** Seriously though, if you can, always try to carry a supply of leaflets in your pocket/handbag and in the glove compartment of your car. If you run low on leaflets, contact me (details inside rear cover) and I will send you some more and don't forget to write your membership number on the forms (otherwise you can't win!).

Next month's prize is £50.00 worth of Club Regalia of your choice so you could get that rally jacket, umbrella and all those stickers you've been wanting FREE!

Any suggestions/comments for prizes/ideas for the Recruitment Drive would be gratefully received - I haven't been given any yet!

Children in need appeal..... Steve Ash

As with other Club business, all attempts to organise the Children In Need appeal over the last month have been wrecked by the Post Office strike. Would all members please note that money MUST be in the TSSC account by 10th November, so that the cheque can be presented to the BBC before 18th November. The total figure collected is published elsewhere, as at the time of writing, a total figure is not available. Sadly, the response from the bulk of the membership has been disappointing but I do know that many people have made the effort to organise events - thanks to the 6th Leicester Concours for donating the Tug-O-War proceeds to our appeal, and to Triumph Bookshop for donating 50p per copy sold of the Lindsay Porter & Peter Williams book 'Herald/Vitesse/Spitfire/GT6 Guide To Purchase & Restoration'. Also to all others who have helped. If any Areas feel that they would like to approach their local BBC TV stations in an effort to get some publicity for our Club and present their donations direct, this is perfectly OK, as it now looks doubtful that my appearance on National BBC will be possible.

WHAT'S ON '88

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

Only one relevant item for this month - the Classic Car Show. This event basically replaces the long-established Brighton Classic Car Show. It takes place at Wembley Exhibition & Conference Centre on the 3rd and 4th December, 1988 and cheap tickets are available (see below).

The normal entry price is £5.00 per adult and £2.00 for children under 14 and senior citizens. The special price is £4.00 per adult and under 14s/OAPs £1.50. Apart from the obvious saving in money, the chief advantage of advance booking is no queuing to get in. Use the form below or write with the relevant details to:-

TSSC Tickets, 13 Common Rise, Hitchin, Herts SG4 0HN
INCLUDE A STAMPED (FRIST CLASS) SELF-ADDRESSED ENVELOPE

Name: Address:.....

.....
.....

No. of Adult tickets at £4.00 each

No of Under 14s/OAPs at £1.50 each

Enclose payment with order (payable to TSSC Events)
ORDERS MUST BE RECEIVED BEFORE THE 10TH NOVEMBER
INCLUDE A STAMPED (FIRST CLASS) SELF-ADDRESSED ENVELOPE

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MEMBERS' HANDBOOK/SELF HELP SCHEME

Following the inclusion of Self Help forms in the September Courier and despite the postal strike, a good, steady number of completed forms have been arriving every day, though so far the response from Overseas members is poor.

If you haven't completed your form yet, whether a UK member or otherwise, please do so as soon as possible, the more members we have participating the better. Remember, you may well want to use the scheme yourself one day so really, it's only fair that you offer what help you can in return. You don't need to be any type of expert, perhaps a cup of tea and use of a phone may be all that is required.

So send your forms back to the address on them. If you have lost your form, then ring me (Jonty Wild 0462-56315). We can fill one in over the phone or I can send you another form, or simply write down your relevant details and which headings (see Courier 99, page 15) you can help with and send that to:-

TSSC Self Help Scheme, 13 Common Rise, Hitchin, Herts. SG4 0HN

Also mentioned in the article was a proposed new section, that of 'Members Business'. The idea of this section is to let members advertise their own business/trades to other members. I personally think that this is a very good idea (I would, wouldn't I? It was my idea!), I would certainly like to go to another member, whenever possible, whether it be for bed and breakfast, plumbing, architecture, or a firm of accountants. I hope that this section will have as wide a range of services being advertised as possible.

The point is that so far the response has been very poor, probably because I asked you to send for a form rather than providing one. So a copy of the form is printed below. It is very cheap to advertise your business/trade this way - a mere £5.00, so please complete the form (or a copy of it) and return A.S.A.P. I still think that it will prove a useful addition to the handbook so please support it.

TRIUMPH SPORTS SIX CLUB MEMBERS HANDBOOK 1989 'Members Business' Section

As I briefly described in the September Courier, the idea of this section is to let members advertise their own business/trade to other members, to the mutual benefit of both.

I hope that this will lead to as wide a range of services being advertised as possible. So it doesn't matter what your business is, whether it is a Bed and Breakfast, Plumbing, Architecture, or a firm of Accountants, please complete the form below and return it as soon as you can.

Obviously, specialist services (i.e. car orientated services) which come under the normal headings of the Members Handbook are not eligible for this section and are subject to the normal rates.

Please complete the following and print the details:-

Business Name:

Contact Name:

Business Address:

..... Telephone No. (with STD code)

Type of business (description of what service(s) you are offering:-

.....

.....

.....

Discounts to members (if any)..... YES/NO Amount

The cost for inclusion in this section is £5.00 per entry, (payable to TSSC Ltd.). Please return this amount with your form to the following address. **TSSC 'Members Business', 13 Common Rise, Hitchin, Herts.**

If you know of any other member who might be interested in this, please send their address to me or get them to write in or return a copy of this letter.

We do reserve the right to alter/edit entries to suit the final publication.

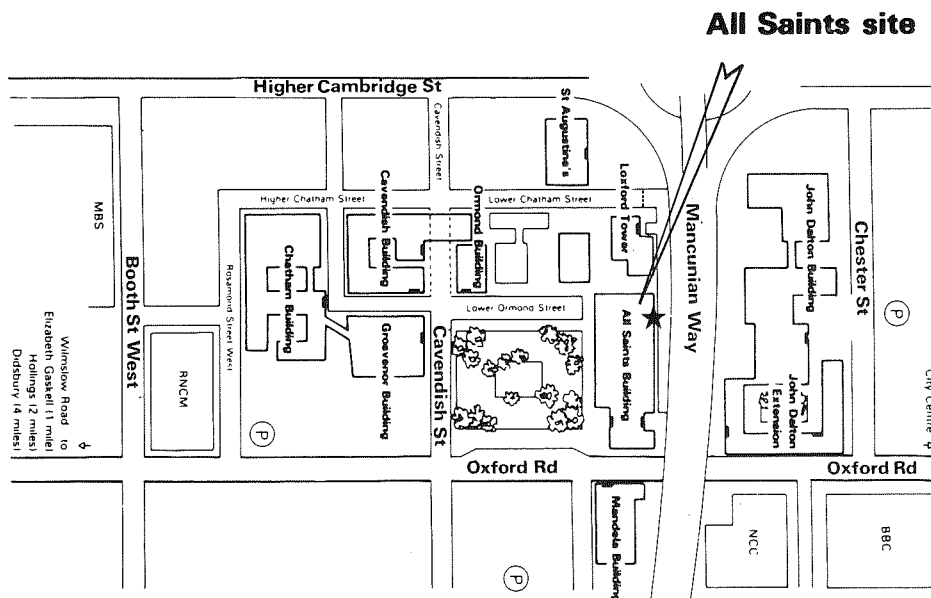
SEMINAR 1988

COMBINED NORTHERN AREAS' REGIONAL CONFERENCE

Third (3rd) of three National Seminars are being held to consider A.G.M. proposals of Club restructuring and attaining Charitable Status.

MANCHESTER LECTURE THEATRE,
(All Saints Building) Manchester Polytechnic,
Oxford Road Manchester M15 6DH
SUNDAY 27TH NOVEMBER, 2.00PM

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



COP SHOP Mike Crewes

Winter is nearly with us. Yes, I know summer went some time ago but with the change of season, a change of driving conditions. Some tips to stay on the road and the right side of the Law in the meantime.

This is the time to really take a thorough look at the car; check everything and I mean *everything*. It is not only the cold that affects the car, but things like road salt, grit and frozen surfaces that break up also have their toll.

Grease everything that needs it, any little niggly faults that have been occurring for some time may break down soon. A cold, wet winter's night is not the time to break down. Check the anti-freeze - when the engine is frozen solid it is too late. Change the oil, as thick, dirty oil will make the car more difficult to start on cold mornings. Check all of your lights, as you are going to need them more now. Make sure your wipers work and that the blades are good. Plenty of water in the washer bottle with anti-freezing agent helps. If you've got a convertible, make sure that the rear windows are still clear. If they are not, you may be committing an offence by failing to maintain your glass - OK, I know they're not glass but it still applies. If your windows are frost covered, clean them before you drive off, otherwise you also commit the same offence. A good tip is to start the engine and while it warms up, clean the windows. Lubricate the door locks with graphite dust, not oil as it freezes and graphite doesn't (available from any locksmith shop).

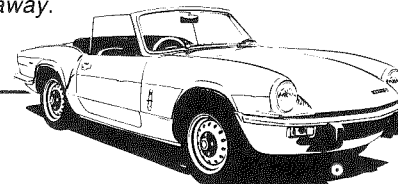
If your lights are faulty, there are three basic offences you may commit: failing to maintain obligatory lights (side, head etc.); failing to maintain brake lights and failing to maintain indicators. There are, of course, other offences but if you properly maintain your lights, you'll be on the right side of the law.

Check your tyres are still good, 1mm of tread is too little; you shouldn't leave your tyres so late to change them. Change them when there is only 2 or 3mm left. I know this is more expensive but how expensive is your life? When you wash your car, clean the inside of all the windows - a damp chamois is all that it requires and stops them steaming up so quickly.

These are all relatively cheap and simple tips that most sensible drivers carry out regularly, but you'd be surprised the number that don't. A little advanced preparation can save a lot of trouble, when it really counts.

Lastly, if you are unfortunate enough to break down, push the vehicle out of the way to a safe, non-obstructive place. Have a safe winter, it'll be spring before you know it.

If you have a query on Road Traffic Law, why not write to me: Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ, enclosing a S.A.E. please. Remember, help is only 28p away.



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Inside Opening Handle	£3.50
Bonnet Locks (PAIR)	£9.50
Wiper Blades Stainless	£3.95
Wiper Arms Chrome/Stainless	£4.95
Wiper (Pump Type) Switch	£12.50
Petrol Cap Chrome	£3.95
Herald 'SHIELD' Badge	£12.50
'TRIUMPH' Letter Sets	£10.00
'HERALD' Boot Scroll	£9.50
13/60 Headlamp Bezel	£18.00

CHROME FITTINGS:

Spit IV/GT6 III

Inside Door Handle	£10.90
Inside Handle Repair Kit	£6.90
Outside Handle Repair Kit	£2.95
Stainless Wiper Blades	£2.95
Stainless Wiper Arms	£3.95
Wiper Wheel Boxes INC nut	£7.90
Window Winder Handle	£3.50
Matched Pair Doorlocks	£9.50
Bonnet locks (PAIR)	£9.50
Rear Wing Corner Chrome	£13.50
Rear Wing Corner Black	£12.50
Chrome WHEELNUTS each	£1.50

COOLING:

Water Pump Her/Spit	£18.50
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Hose Set Herald (state)	£14.50

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ALL OTHER PARTS STOCKED

STEEL PANELS:

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Front Footwell (Ribbed)	£23.00
Front Wheelarch Repair	£15.00
Front Wing Corner	£14.00
'D' Plate	
Front Light Panel (13/60)	£25.00
Front Lower Valance (F/Glass)	£19.00
Original Doorskin	£19.00
Lower Rear Wing & Arch Repair	£22.00
Original Rear Valance	£19.00
Rear 1/4 Valance	£16.00

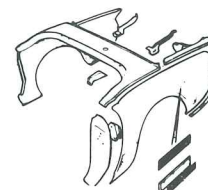
ALL OUTRIGGERS IN STOCK

STEEL PANELS:

Spit IV/1500 GT6 III

Front Wings	£29.50
Rear Wings	£69.00
Boot Floor	£36.50
Outer Sill (Original B.L.)	£19.00
Full Floorpan	£27.00
Front Footwell Only	£9.90

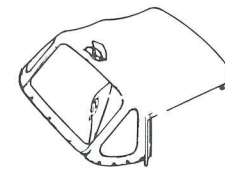
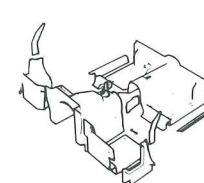
ALL OTHER PANELS STOCKED



TRIM & RUBBER SEALS:

Herald/Vitesse

Window Channel	£7.50
Windscreen Seals	£16.00
Draught Excluder from	£9.50
Doorglass Weatherseal	£7.50
As Above Her/Vitesse	£7.50
Hoods (Original Quality)	£75.00
Carpet Sets Superior Quality Tufted & Fully Bound	£75.00



Spitfire/GT6

Windscreen Seals	£16.00
GT6 Tailgate Seals	£16.00
Bright Insert for above	£6.50
Cover Clip	£0.90
Carpet Sets as above	£65.00
Hoods (Original Quality)	£65.00

CLUTCHES (New With 24000 Mile G.Tee)

Herald/Spit	£32.00
Vitesse/GT6	£42.00

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New Rear Hub/Stud Assembly	£49.00
Rotoflex Couplings inc Bolts	£16.95
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Rear Shocker Mounting	T.B.A.
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We also stock many other parts most of which are included in our new catalogue FREE on request.

A range of SECONDHAND parts are now available.

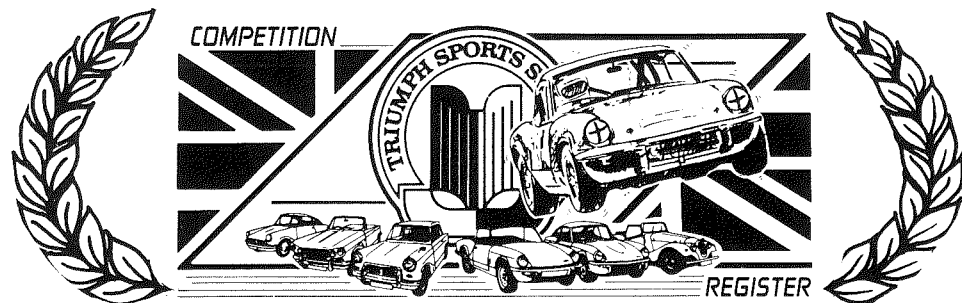
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TSSC RACE CHAMPIONSHIP

MALLORY PARK 30TH JULY

Tony Lindsey-Dean

1st	27	Gareth Thomas	Mod 6 cyl.	Best Lap 1:00:3
2nd	3	Edward Wilkins	Mod 4 cyl.	Best Lap 1:00:6
3rd	68	Ian Nash	Mod 6 cyl.	Best Lap 1:01:8
4th	9	Nick Bishop	Mod 4 cyl.	Best Lap 1:04:7
5th	11	Chris Smith	Mod 4 cyl.	Best Lap 1:06:0
6th	22	Stefan Antolik	Std 4 cyl.	Best Lap 1:11:7
7th		Jon Low	Mod 4 cyl.	Best Lap 1:15:2

Retirements: Lap No.

1	10	David Lancaster	Mod 4 cyl.	Best Lap 1:17:2
4	38	Kevin Ginger	Special	Best Lap 1:00:4
9	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 1:00:5

Conditions: Fine with clouds.

SNETTERTON 14TH AUGUST

1st	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 1:26:9*
2nd	11	Chris Smith	Mod 4 cyl.	Best Lap 1:37:4
3rd	17	Duncan Taylor	Mod 4 cyl.	Best Lap 1:38:5
4th	9	Nick Bishop	Mod 4 cyl.	Best Lap 1:38:6
5th	22	Stefan Antolik	Std 4 cyl.	Best Lap 1:45:1

Non Starters:

no.	3	Edward Wilkins	Mod 4 cyl.	Engine failure
no.	68	Ian Nash	Mod 6 cyl.	Engine failure
no.	10	David Lancaster	Mod 4 cyl.	Engine failure

Conditions: Fine with clouds

*denotes lap record

DONNINGTON 29TH AUGUST

1st	4	Paul Lucas	Mod 4 cyl.	Best Lap 1:34:6*
2nd	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 1:36:2*
3rd	3	Edward Wilkins	Mod 4 cyl.	Best Lap 1:38:9
4th	7	Peter Cranwell	Mod 6 cyl.	Best Lap 1:38:8
5th	28	Colin Elstrop	Std 6 cyl.	Best Lap 1:42:1
6th	11	Chris Smith	Mod 4 cyl.	Best Lap 1:45:3
7th	22	Stefan Antolik	Std 4 cyl.	Best Lap 1:55:3
8th	23	Paul Martin	Std 6 cyl.	Best Lap 2:01:2
9th	17	Peter Cann	Mod 4 cyl.	Best Lap 2:04:2

Retirements: Lap no. 2

9 Nick Bishop

Conditions:

Sunny and dry.

SNETTERTON 18TH SEPTEMBER

1st	38	Kevin Ginger	Special	Best Lap 1:25:1*
2nd	3	Edward Wilkins	Mod 4 cyl.	Best Lap 1:25:5
3rd	68	Ian Nash	Mod 6 cyl.	Best Lap 1:30:4
4th	11	Chris Smith	Mod 4 cyl.	Best Lap 1:35:0
5th	22	Stefan Antolik	Std 4 cyl.	Best Lap 1:34:4
6th	17	Peter Cann	Mod 4 cyl.	Best Lap 1:41:1

Retirements:

Lap no.

5	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 1:24:1*
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*Denotes new lap record.

Conditions: Cloudy, track dry

LYDDEN 2ND OCTOBER

1st	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 52:40*
2nd	68	Ian Nash	Mod 6 cyl.	Best Lap 52:40*
3rd	7	Peter Cranwell	Mod 6 cyl.	Best Lap 53:20
4th	11	Chris Smith	Mod 4 cyl.	Best Lap 56:30
5th	17	Duncan Taylor	Mod 4 cyl.	Best Lap 57:10
6th	22	Stefan Antolik	Std 4 cyl.	Best Lap 57:20
7th	23	Paul Martin	Std 6 cyl.	Best Lap 60:00*
8th	43	Jon Low	Mod 4 cyl.	Best Lap 62:10
9th	3	Edward Wilkins	Mod 4 cyl.	Best Lap 52:60*

Conditions: Sunny and dry

*Denotes new lap record

TSSC RACE CHAMPIONSHIP - POINTS

POINTS TABLE

No.	Driver	ROUNDS								
		1	2	3	4	5	6	7	8	9
3	Edward Wilkins	6	4	6+1	-	4	6+1	2+1	-	-
4	Paul Lucas	1+1	6+1	-	-	6+1	-	-	-	-
7	Peter Cranwell	4	1	-	-	2	-	3	-	-
9	Nick Bishop	-	-	4	3	1	-	-	-	-
10	Dave Lancaster	-	-	1	-	-	-	-	-	-
11	Chris Smith	-	2	3	6+1	3	4	6	-	-
17	Duncan Taylor	-	-	-	4	-	-	-	-	-
17	Peter Cann	-	-	-	-	2	3	4	-	-
22	Stefan Antolik	-	-	3+1	3+1	3+1	3+1	3+1	3+1	-
23	Paul Martin	-	-	-	-	2	-	-	-	-
26	Gareth Thomas	-	-	6+1	-	-	-	-	-	-
38	Kevin Ginger	3+1	1+1	1+1	-	-	3+1	1	-	-
43	Jon Low	-	-	2	-	-	-	3	-	-
44	Nick Ogden	-	3	-	-	-	-	-	-	-
66	T Lindsey-Dean	-	1+1	1	3+1	3+1	1+1	6+1	-	-
68	Ian Nash	6+1	6	4	-	-	3	4+1	-	-
19	John Bateman	-	4	-	-	-	-	-	-	-
28	Colin Elstrop	-	-	-	-	3+1	-	-	-	-

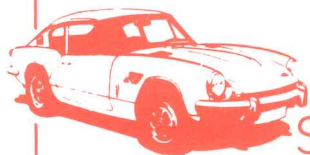
*Denotes shared car

Winners in classes of less than three starters score half points

+ Denotes extra point for fastest lap in class

Championship Points Positions up to Round 7:

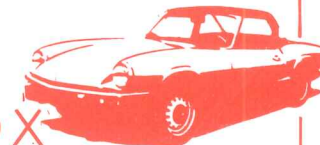
1st	Edward Wilkins	31 points	Mod Spitfire 1300
2nd	Ian Nash	25 points	Mod Vitesse 2300
2nd	Chris Smith	25 points	Mod Spitfire 1500
4th	T Lindsey-Dean	20 points	Mod Vitesse 2300
4th	Stefan Antolik	20 points	Std Spitfire 1300
6th	Paul Lucas	16 points	Mod Spitfire 1300
7th	Kevin Ginger	13 points	Special GT6 2680
8th	Peter Cranwell	10 points	Mod GT6 2500
9th	Duncan Taylor	8 points	Mod Spitfire 1500
9th	Nick Bishop	8 points	Mod Spitfire 1300
11th	Gareth Thomas	7 points	Mod Vitesse 2000
12th	Paul Martin	6 points	Std Vitesse 2000
13th	Peter Cann	5 points	Mod Spitfire 1500
14th	John Bateman	4 points	Mod GT6 2500
14th	Colin Elstrop	4 points	Std GT6 2000
16th	Nick Ogden	3 points	Mod Spitfire 1300
17th	Dave Lancaster	1 point	Mod Spitfire 1300



CLASSIC CAR AUTOMOTIVE

HERALD • VITESSE • SPITFIRE • GT6

ST MICHAELS WAY, MIDDLE WICH, CHESHIRE CW10 9DX



BRAKE PARTS

Master cylinder Herald, Spitfire	£26.50
Master cylinder Vitesse, GT6	£28.95
Master cylinder Tandem Spitfire 1500	£82.00
Master cylinder Tandem Vitesse, GT6	£85.00
Master cylinder seal kit Single systems	£2.99
Master cylinder seal kit Tandem systems	£12.00
New Lockheed Servo installation kit all models	£85.00

Servo overhaul kit late GT6 MKIII	£39.50
Caliper assy type 12 Herald, Spitfire (exch)	£35.00
Caliper assy type 14 Herald, Spitfire (exch)	£28.00
Caliper assy type 16b Vitesse, GT6 (exch)	£35.00
Caliper assy type 16b Vitesse, GT6 (exch)	£35.00
Caliper seal kit all type 12	£7.50 pair
Caliper seal kit all type 14	£3.99 pair
Caliper seal kit all type 16b	£7.50 pair
Caliper seal kit all type 16b	£6.99 pair
Caliper piston (GIRLING) type 12	£7.99 each
Caliper piston (GIRLING) type 14	£6.95 each
Caliper piston (GIRLING) type 16b	£7.00 each
Caliper piston (GIRLING) type 16b	£7.00 each
Caliper piston (NON GIRLING) type 14	£4.99 each
Caliper piston (NON GIRLING) type 16b	£5.99 each
Caliper piston (NON GIRLING) type 16b	£5.50 each
Brake pad set (GIRLING) Herald, Spitfire 67 on	£4.50
Brake pad set (GIRLING) Vitesse, GT6	£9.50
Brake pad set (universal) Herald, Spitfire 67 on	£5.50
Brake pad set (universal) Vitesse, GT6	£6.95
Brake discs new Herald, Spitfire	£10.50 each
Brake discs new Vitesse, GT6	£12.50 each
Pad anti-squeal shim kit type 12	£2.50
Pad anti-squeal shim kit type 14	£2.50
Pad anti-squeal shim kit type 16	£3.50
Pad anti-rattle spring clips type 14	£50p each
Pad anti-rattle spring clips type 16	£35p each
Pad retaining pins all models	£50p each
Pad retaining pin fit clips all models	10p each
Small sachet of anti-squeal grease	50p
Front wheel cylinders Herald	£5.50 each
Front wheel cylinder seal kit (does 4 cyls)	£3.50
Front brake shoe set (GIRLING) Herald	£7.49
Front shoe return spring set Herald	£2.50
Front flexible brake hose (GIRLING) all	£5.50 each
Front brake adjuster set Herald	£8.00
Rear wheel cylinder Herald, Vitesse	£6.99 each
Rear wheel cylinder Spitfire MK I,II,III	£6.99 each
Rear wheel cylinder Spitfire MK IV, GT6 Mk II	£7.35 each
Rear wheel cylinder Spitfire 1500	£6.99 each
Rear wheel cylinder GT6 - 72 not MK II	£6.99 each
Rear wheel cylinder GT6 72 on	£9.25 each
Rear wheel cylinder seal kit all (axle set)	£3.00
Rear wheel cyl fitting kit boot & clips	£2.15 each
Rear brake shoe set (GIRLING) all models	£7.49
Rear shoe return spring set all models	£2.00
Rear shoe hold down clip set all models	£2.15
Rear flexible brake hose (GIRLING) all	£5.50 each
* Rear flexy brake hose Vitesse, GT6 right hand	£6.50 each
Rear brake adjuster manual adjust brakes	£6.25 each
Rear brake adjuster self adjust brakes	£2.65 each
ABV Automatic bleed valves set of 4 all models	£5.50
Bleed screw short Girling	75p
Bleed screw long Girling	95p
Three way brass union	£3.99

BRAKES CONTINUED

Four way brass union	£5.99
Five way brass union	£8.50
Hydraulic brake light switch	£6.00
Fluid reservoir extension for master cylinder	£4.50
Filter element for Girling type servo	£1.95
Brass male/female brake pipe unions	20p each
Pure seamless copper brake pipe 25ft roll	£7.00
Servo vacuum hose 3ft length	£4.50
Small copper washer for brake flexy hose	8p each
Servo non return valve for Girling type servo	£6.99
Servo non return valve in-line type	£8.00
Plastic brake pipe clips single	15p each
Plastic brake pipe clips double	18p each
Plastic brake/fuel pipe clips	35p each
Fully made up copper brake pipe sets, tailor made for every model with brass unions plus all required chassing clips	£19.50
Silicon brake fluid 1 litre bottle	£13.25
Silicon brake fluid 500ml bottle	£7.00
Silicon brake fluid 250ml bottle	£3.75
Hand brake cable front all models	£2.00
Hand brake cable rear Herald, Vitesse - 66	£2.00
Hand brake cable rear Spitfire MKI-4, GT6 MKII	£2.15
Hand brake cable rear Spitfire 1500, GT6 MKIII	£3.50

BUSHES AND MOUNTINGS

Front wishbone bush all models	50p each
Front shock absorber bottom bush all models	£1.00 each
Front shock absorber top bush kit all	£3.00 each
Anti-roll bar bush small or large	95p each
Rear radius arm bush Herald, Spitfire	50p each
Rear radius arm to link bush GT6 non roto	50p each
Rear radius arm to chassis bush GT6 non roto	£9.00 each
Rear radius arm bush Vitesse, GT6 rotolux	£1.00 each
Rear spring eye bush all models	£3.50 each
Rear wishbone bush Vitesse, GT6 rotolux	£4.05 each
Engine mounting all 4 cyl	£3.50 each
Engine mounting all 6 cyl	£5.00 each
Gearbox mounting non overdrive	£10.50 each
Gearbox mounting overdrive	£10.50
Diff carrier rear mounting bush all	£3.50 each
Diff front lower mounting rubber all	25p each
Diff front upper mounting rubber all	£3.50 each

CLUTCH COMPONENTS

Master cylinder all models	£26.50
Master cylinder seal kit all models	£2.99
Slave cylinder Herald, Spitfire 67 on	£18.50
Slave cylinder Herald, Spitfire 67 on	£20.50
Slave cylinder Spitfire 1500	£23.50
Slave cylinder Vitesse, GT6	£24.50
Slave cylinder seal kit Herald, Spitfire	£1.50
Slave cylinder seal kit Spit 1500, Vitesse, GT6	£2.50
Copper pipe master cyl to slave cyl	£3.00
Rubber boot for master cyl also does brake	£1.95

Mechanical clutch parts we now offer an option to buy either brand new Borg & Beck units or economy quality remanufactured units.

BORG & BECK UNITS

Pressure plate (coil spring) Herald, Spitfire	£25.00
Friction plate (coil spring) Herald, Spitfire	£14.00
Release bearing for above	£6.00

CLUTCHS CONTINUED

Pressure plate (diaphragm) Herald, Spitfire	£16.00
Friction plate (diaphragm) Herald, Spitfire	£14.00
Release bearing for above	£6.00
Pressure plate Spitfire 1500	£23.00
Friction plate Spitfire 1500	£17.50
Release bearing for above	£6.00
Pressure plate Vitesse 1600	£30.00
Friction plate Vitesse 1600	£16.00
Release bearing for above	£6.00
Pressure plate Vitesse 2ltr, GT6	£30.00
Friction plate Vitesse 2ltr, GT6	£18.00
Release bearing for above	£6.00

QUALITY REMANUFACTURED UNITS

Pressure plate (diaphragm) Herald, Spitfire	£12.00
Friction plate (diaphragm) Herald, Spitfire	£8.00
Pressure plate Spitfire 1500	£16.50
Friction plate Spitfire 1500	£9.50
Pressure plate Vitesse 2ltr, GT6	£18.00
Friction plate Vitesse 2ltr, GT6	£10.00

All release bearings as with above Borg & Beck units

STEERING & SUSPENSION

Steering rack (exchange) all models	£29.50
Steering rack gaitors all models	£4.50 pair
Steering column to rack U/J all models	£13.50
Steering rack mounting clamp all models	£8.00
Steering rack clamp bush all models	£1.25
Steering column inner bush all models	£1.75
Steering arm rack to upright all models	£6.50
Track rod end all models	£4.95 each
Top ball joint all models	£7.00 each
Lower brass trunnion all models	£10.50 each
Trunnion bush & seal kit all models	£2.25 each
Trunnion top dust cover	£5.50 each
Ignition lead set all 4 cyl models	£8.50
Ignition lead set all 6 cyl models	£8.50
Spark plugs Champion copper core all models	90p each
Distributor low tension pigtail all Lucas type	£1.50
Air filter all models	£3.00
Oil filter Herald, Spitfire	£2.50
Oil filter Vitesse & GT6 with oil cooler	£1.75
Oil filter VIT without oil cooler	£3.00
Universal fuel filter all models	£1.50

ELECTRICAL COMPONENTS

Starter solenoid all	£6.50
Starter motor (exchange) all	£14.50
Alternator Lucas type (exchange)	£20.00
Alternator Delco type (exchange)	£31.00
Dynamo short type (exchange)	£14.50
Voltage regulator for models with dynamo	£18.00
Horn push pencil all	£3.25
Headlamp steel backshell assy all 7 in	£5.50
Fitting kit for above	£1.35
Rubber backshell gasket for above	£4.50
Light unit retaining back rim for above	£4.50
Light unit retaining front plate for above	£4.50
Outer chrome bezel snap-on fit type	£10.00

STEERING & SUSPENSION CONTINUED

Rear wheel outer bearing kit Herald, Spitfire	£7.50
Rear wheel inner/outer bearing kit Herald, Spit	£9.00
Rear wheel bearing kit Vitesse, GT6 rotolux	£10.00
Rear wheel bearing kit GT6 non roto (as Spitfire)	£10.00
Rear hub special HT nyloc all models	£1.50
Rear shock absorber all models	£9.99 each
Rear lever arm (exchange) Vitesse 2ltr	£12.50 each
Rear leaf spring Herald, Vitesse, GT6, Spit 1500	£45.00
Rear leaf spring Spitfire MKI,II,III	£35.00
Propshaft/halfshaft U/J all models	£35.00
Rotolux coupling Vitesse, GT6 non genuine	£13.75
Rotolux coupling plus bolts Vit, GT6 genuine	£21.00
Rotolux coupling short bolt	75p
Rotolux coupling long bolt	£1.65

COOLING PARTS

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII,III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

IGNITION PARTS

Distributor cap all 4 cyl models	£2.50
Distributor cap all 6 cyl models	£3.00
Rotor arm all models	80p
Contact set all models	£1.00
Condenser all models	£1.00
Ignition coil all models	£9.00
Ballast resistor when fitted	£4.50
Ignition lead set all 4 cyl models	£5.50
Ignition lead set all 6 cyl models	£8.50
Spark plugs Champion copper core all models	90p each
Distributor low tension pigtail all Lucas type	£1.50
Air filter all models	£3.00
Oil filter Herald, Spitfire	£2.50
Oil filter Vitesse & GT6 with oil cooler	£1.75
Oil filter VIT without oil cooler	£3.00
Universal fuel filter all models	£1.50

ELECTRICAL COMPONENTS

Starter solenoid all	£6.50
Starter motor (exchange) all	£14.50
Alternator Lucas type (exchange)	£20.00
Alternator Delco type (exchange)	£31.00
Dynamo short type (exchange)	£14.50
Voltage regulator for models with dynamo	£18.00
Horn push pencil all	£3.25
Headlamp steel backshell assy all 7 in	£5.50
Fitting kit for above	£1.35
Rubber backshell gasket for above	£4.50
Light unit retaining back rim for above	£4.50
Light unit retaining front plate for above	£4.50
Outer chrome bezel snap-on fit type	£10.00

ELECTRICAL CONTINUED

Spring clip holds snap-on chrome bezel	£2.00
Sealed beam unit 7in 60/45 watts	£4.00
Sealed beam unit 5 3/4in dip	£4.50
Sealed beam unit 5 3/4in non dip	£4.50
Halogen headlamp conversion kit 7in with bulbs	£18.50
Extra powerful Halogen bulb 100/80 watts	£4.35
20 amp relay for use with above bulbs (2 per car)	£2.50
Standard Halogen bulb 60/55 watts	£3.50
Front flasher lens Herald, Vitesse	£5.75
Front sidelight complete Spit MKI,II, GT6 MKI	£8.95
Front sidelight lens only as above	£4.00
Front flasher complete Spit MKI,II, GT6 MKI	£8.95
Front flasher lens only as above	£4.00
Front side/flasher light complete Spit 3.4,1500	£17.50
White lens only for above	£4.00
Amber lens only for above	£4.00
Above lamp also does GT6 MKII & III	£4.00
Rear stop/tail lens only for above	£6.00
Rear stop/tail lens only Spit MKI,2,3, GT6 MKI,II	£6.00
Rear flasher lens only for above	£8.95
Rear flasher lens complete Spit MK3, GT6 MKII	£9.95
Rear flasher lens only for above	£4.00
Reversing light complete Spit MK1,2,3, GT6 MKI,2	£4.00
Reversing lens only for above	£8.95
Rear light unit complete Spit MK4,1500, GT6 MK3	£18.00
Amber lens only for above	£4.00
Red lens only for above	£5.00
White lens only for above	£4.00
Steering column light switch Herald, Vitesse	£14.00
Steering column light switch GT6 1,2, Spit 1-3	£14.00
Steering column light switch GT6 3, Spit 4, 1500	£18.00
Steering column indicator switch all	£18.50
Dash mounted ignition switch	£7.00
New barrel & keys for above	£2.75
Stop light switch all	£1.75
Oil pressure switch	£ 2.25
Basic electric horn	£5.50
Battery isolator switch all	£6.50
Wiper wheel box all	£18.50
Chrome brass nut for wheel box all	£1.00
Flasher relay Herald, Vitesse	£3.00
Flasher relay Spitfire, GT6	£2.50
Hazard warning relay Spitfire, GT6	£3.25

TRIM FASTENERS

Durable dot button & socket for hood/tonneau	22p each
Metal stud for above goes on body	8p each
Plastic stud for above Spitfire 1500	22p each
Door trim steel spring clip top of door	12p each
Door trim steel spring clip sides of door	9p each
Outer weatherstrip clip on door Spit, GT6	10p each
Outer weatherstrip clip on door Herald, Vit	7p each
Inner weatherstrip clip on door all	7p each
Rear moulding trim clip Spitfire, GT6	18p each
Clip for trim around rear lights as above	7p each
Clip for rear wing trim Spit, GT6 to rear	7p each
Clip for rear wing trim as above to centre	7p each
Plastic badge clips all	4p each
Carpet retaining fastener/ring all	28p each
Strip for above	8p each
Wash moulding trim clip/vivet Herald, Vit	22p each
Wheel arch to bonnet rubber seal clip Her, Vit	22p each

GENERAL HARDWARE

Caliper mounting bolt all except late GT6	65p
Caliper mounting bolt GT6 72 on	99p
Disc to hub bolt all models	30p
Flexible brake hose half nut/lock washer all	7p
Rear wishbone pivot bolt Vitesse, GT6 rotolux	75p
Brake drum attachment screw all	10p
Top ball joint fixing HT bolt/nyloc all	24p
Lower trunnion HT bolt/nyloc all	60p
Front wishbone pivot HT bolt/nyloc all	30p
Split pin for front stub axle all	4p
Nyloc nut for rear of front stub axle Herald, Spit	15p
Nyloc nut for rear of front stub axle Vitesse, GT6	30p
Radiator arm HT bolt/nyloc Vitesse, GT6 rotolux	43p
Bottom of front shock absorber HT bolt/nyloc all	43p
Special stud for end of anti-roll bar all	40p
Top rear shock absorber fulcrum pin Her, Spit	£2.50
Top of rear shocker HT bolt/nyloc GT6 rotolux	£3.25
Rear trunnion HT bolt/nyloc Herald, Spitfire, GT6	60p
Rear spring eye HT bolt/nyloc as above	60p
Rear spring eye HT bolt/nyloc Vitesse, GT6 roto	68p
Rear trunnion HT bolt/nyloc Vitesse, GT6 roto	£3.45
Propshaft for halfshaft HT bolt all	30p
Rear diff carrier HT bolt/nyloc all	£3.25

NUTS & BOLT PACKS

UNF nuts/bolts/washers 1/4, 5/16, 3/8, 1/2" to 2	£7.00
UNF as above but over double quantity	£14.00
UNF nylocs 1/4,5/16,3/8 diams qty 75	£3.50
UNF nylocs 7/16, 1/2, 9/16 diams qty 35	£4.00
UNF plain nuts 1/4 to 1/2 diams qty 130	£4.00
Plain or spring washer packs	£3.00
UNF nut & bolt tray 1/4 - 5/16 diams qty 340	£8.50
UNF plain nut tray 1/4 - 1/2 diams qty 325	£8.00
UNF nylocs tray 1/4 - 5/8 diams qty 160	£9.00
Plain washer tray 3/16 - 5/8 diams qty 600	£8.00
Lock washer tray 3/16 - 5/8 diams qty 1080	£8.00
Body washer tray large diam repair washers	£9.00
Sell tapper trays various types from	£9.00

Revised Suspension Kit
The kit does cover both sides of any model, some people thought they needed two kits.
The points covered are as follows:-
The steering rack mountings, the lower steering U/J, the front wishbone fulcrum brackets to the chassis, the front wishbone pivots, top ball joint and lower brass trunnion fixings to wishbones, front shock absorber fixings to both top plate and wishbones, brake discs to hubs, front caliper mountings, all the bolts, nuts and washers associated with either type of vertical link, nyloc and castle nuts for stub axles, all anti-roll bar fixings including the special HT studs at the ends, the front suspension lowers to chassis, engine mountings to towers, the bonnet stay to top of towers, finally the brake three-way unions to the front of the chassis.
Quite comprehensive as you can see, every item is the correct part for its particular firm, all bolts are high-tensile to current British Standards, all items are fully zinc/passivate plated to help withstand weathering, it also helps to make the finished job look good. It's not just a mixed bag of nuts and bolts either, there are 16 points covered by our kit, each separate point has its own individual pack number and there is a key to these numbers provided so it's simple to find any particular part, this saves a great deal of time when actually assembling the front suspension.
The cost to members of this new kit is just £12.50 plus VAT.

ALL PRICES ARE PLUS VAT AND POSTAGE
Opening Hours - Mon to Fri 9.00am to 5.30pm Sat 10.00am to 2.00pm

WHY NOT USE YOUR CREDIT CARDS

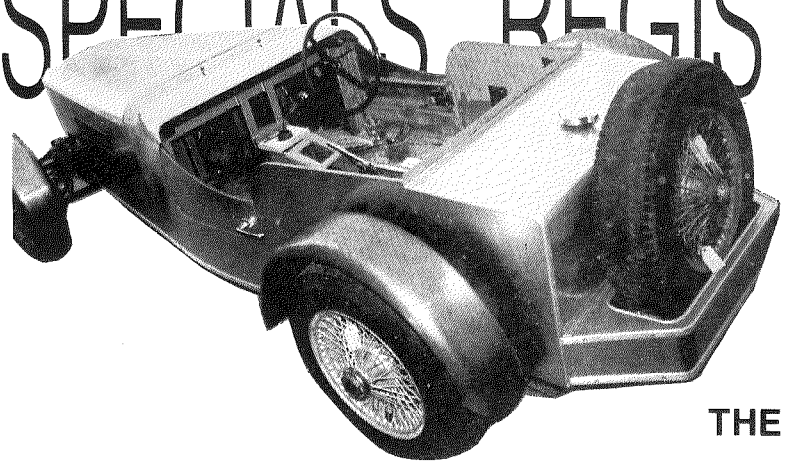
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Access



SPECIALS REGISTER



**Dennis
Graves**

THE BEGINNINGS

During the period 1984 to 1986 I constructed my Burlington Arrow. A two year period during which I increased my knowledge of mechanics and learnt a great deal about my dog.

I had in the past rebuilt a couple of engines (Ford and BMC) and in addition to carrying out all my own car servicing had tackled various repair tasks. I had, however, never attempted anything as complex as the project I was about to commence. So for this reason I began my "build" with a certain amount of trepidation.

I chose to build an Arrow because I wasn't sure if I had the ability to see it through from beginning to end. If I couldn't I would only lose what I had spent to date in time and money. In short I would not have £2000 tied up in a fibreglass body which I would have to resell at a, probable, loss. Anyway, as things turned out my misgivings were unfounded.

THE BUILD

To explain in detail all of the aspects of the build would not only fail to hold your attention but would fill the pages of the "Courier" many times over. So I thought I would recall some of the aspects which caused me problems and briefly mention the easy "bits".

Modifying and refurbishing the chassis up to a stage where

I could roll it in and out of the garage was not a problem. Refurbishing the engine and gearbox and fabricating the steel hoops around which the body was built was also relatively straight forward. What did cause me difficulty was space or rather lack of it. On various occasions I needed to be able to stand 15 to 20 feet away from the car and "eye" the body line. For instance it

was difficult to see the line between scuttletop and radiator cowl when working in the confines of a small domestic garage. Lining up the mudguards was also a task for which I needed to see the whole length of the car. There were an incredible number of instances when the car was rolled out of the garage, viewed, job lined up and returned. Apart from the weight of the car it was invariably raining and in many cases snowing. Decidedly unpleasant.

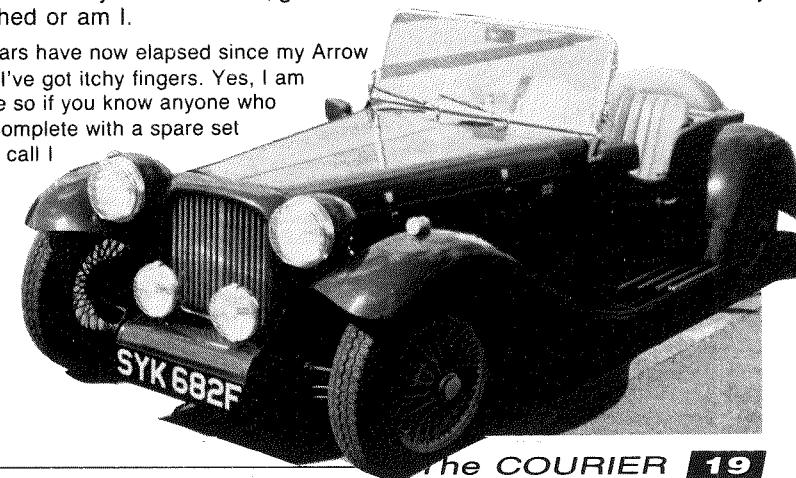
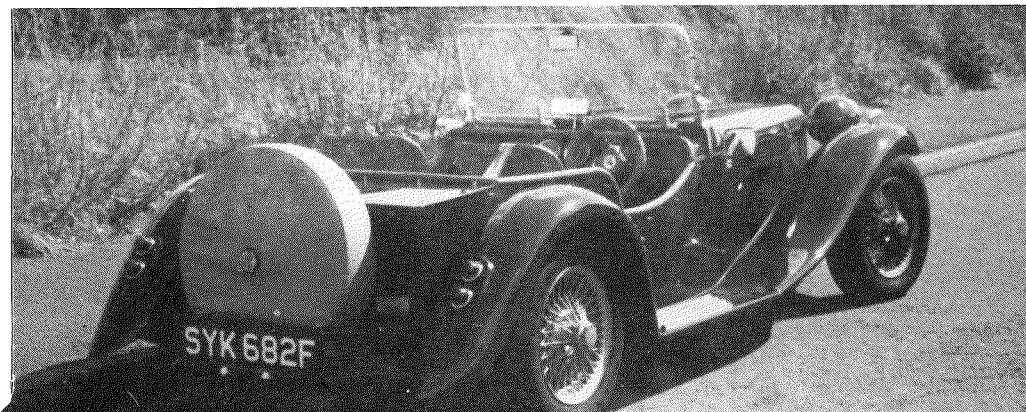
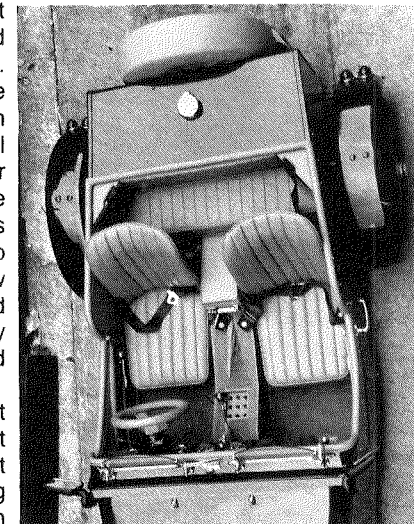
Building the internal structure of the car (propshaft tunnel and rear seat) was a task which I thought would be completed reasonably quickly, in fact, it took days. Forming the sides in marine ply was also incredibly time consuming, however completely skinning the body in aluminium was straight forward, simple and enjoyable. I feel this aspect was so enjoyable because it was a major milestone. When completed the wooden "boat" in the garage miraculously changed into a car. It was recognizable and more to the point friends that used to poke fun now stood and viewed my part complete Arrow with what bordered on amazement. Offers of help poured in and one even offered to buy it on the spot. Unfortunately the hardest task of all was just around the corner or should I say located on each corner.

Mudguards, Mudguards, Mudguards - I am sure that not only did they give me nightmares and sleepless nights but the location of these four demonic devices aged me at least twenty years. I balanced them on the wheels using old tin cans, I clamped them with G clamps, made wooden frames to support them and even tied them up with bits of string but there was always one that wasn't right. The wife stopped speaking to me and the dog used to hide at the sound of my footsteps. Eventually after what seemed an age I got them right, everything balanced and the effect was stunning - another milestone was achieved. At last the household returned to normal, peace was restored and even the dog would approach me albeit cautiously.

I eventually finished the car, the paint job being carried out professionally (lack of space) as was the hide trim. An MOT followed as did insurance and tax. I was finally finished and on the road, however as a well known comedian says "there's more".

Twelve months after my first drive I decided to fit a fold down full width screen and wet weather gear. Unfortunately, to my mind, the Arrow with mudguards does not look right in this configuration, it looks top heavy. So, you've guessed it, off came the mudguards and on went a full set of flowing wings and running boards. Yes that's right the dog started hiding again (I'm sure he's neurotic) and the wife started muttering about monastic (?) retreats. My Arrow (or is it a Beretta) is now complete and has taken on a toally new character, gone is the Brooklands Racer - in is the Stately Tourer. I'm at last finished or am I.

FOOTNOTE Two years have now elapsed since my Arrow was first on the road and I've got itchy fingers. Yes, I am going to build another one so if you know anyone who wants an Arrow/Beretta (complete with a spare set of mudguards) give me a call I can't wait to get started again. ★





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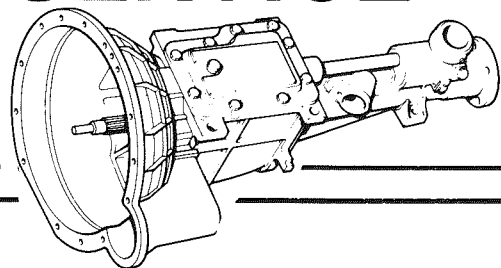
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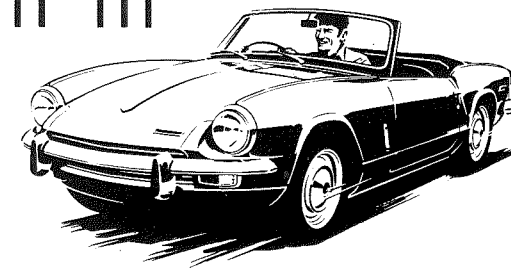


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SPITFIRE I II III REGISTER



Nick Lord

OK - who was it?

I thought I'd erased the memory of that dreadful woman!

No report last month as I was sunning myself in Yugoslavia. Not a Triumph to be seen, only thousands of Zastavas defying time and motion to keep going.

I haven't heard from many of you over the last few months so I assume our fleet of Spitfires is running perfectly. Maybe all your problems are stuck in the post, or are you just saving them all for that winter re-build?

My own Spitfire is now permanently on the road again. My most recent change has been to swap the SU HS2's for a Weber 40 DCOE, and the change in conjunction with my earlier tuning, is very satisfying.

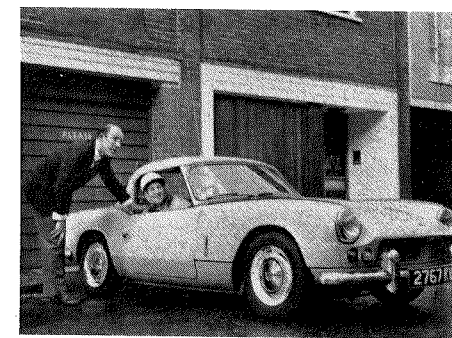
It's always nice to meet new TSSC members but I was quite surprised the other day when discussing our extensions with an architect to find that he was a Club member with a MkIII Spitfire!

Did you all get September's issue of 'Practical Classics', with the Spitfire/GT6 supplement? I thought it was a good article which can only serve to promote the classic status of early Spitfires. It was a little unfortunate that the Spitfire 4 photographed had non-original carpets, steering wheel and clocks, which detract from the original spartan state.

Why does everybody knock our 4 and MkII hoods? All the buying guides and various owners moan about having a hood that has to be dismantled along with the frame. To my eye, a car with the hood completely put away looks far neater than one with the hood folded behind the seats. Also, it takes approximately two minutes to put up or take down and be back in the driving seat, even faster in a storm! What's wrong with that?

Some snippets of information for MkIII owners: there were 65,320 built and numbers started at FD 00,001. The earliest I have on record is FD 424, owned by a gentleman in Woldingham, Surrey. I still have about two hundred MkIIIs to enter. Life is very hectic these days so progress on this has slowed.

This month's picture shows Stirling Moss and pupil Valerie Pirie, who signed to drive a Spitfire in the International rallies of 1964 and 1965.



**Spitfire for
Stirling Moss Team**

Valerie Pirie, who signed on 1st May to drive a Triumph Spitfire in international rallies during the 1964/65 competition season, is seen here with her chief, Stirling Moss, who has tutored her over the past six years as a rally and racing driver. Valerie is wearing the same crash helmet which Stirling Moss wore in his many years as the world's most exciting Grand Prix driver.

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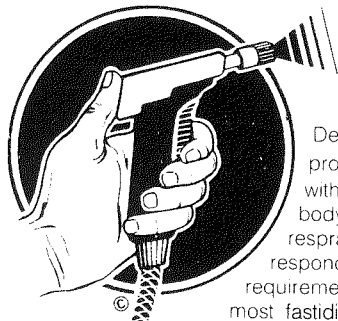
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HERALD REGISTER

Chris Longhurst



HERALD 1200 - FRONT SIDE LAMPS

Herald 1200's are fitted with two basic styles of side lamp. They either have a "small" single bulb (side lamp/flasher combined), or a double bulb system with a separate flasher; the amber colour is achieved by an orange covered glass cover over the bulb.

The small single bulb variety either found on bonnets with a hole of the same size as the lamp backing (fig.1) or mounted in a 'blanking' plate which covers the hole for a large double bulb system (fig.2). The blanking plate (kit 573603) is bolted over a rubber gasket; the bolt holes go through the large double bulb fitting holes. In theory the small single bulb lamp should be fitted from body GA 3833, YA 474 until GA 83026, YA 80404; although in practice I believe a lot of later cars continued to be fitted with small single systems.

You may want to "upgrade" your lights to a double system with amber flasher - useful as many drivers of "modern" cars seem not to recognise a white



Fig 1 - Small single bulb type direct to bonnet (1964)

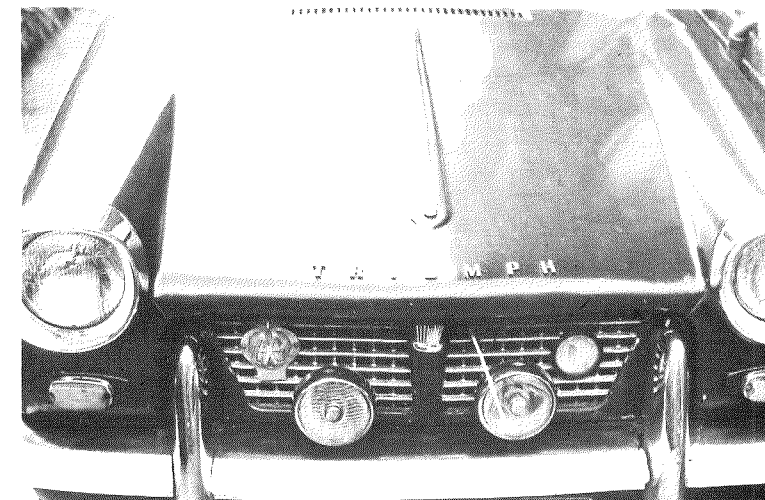


Fig 2 - Small single bulb type on blanking plate (1963)

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flash as a turn signal! This conversion is easily achieved if you have a small single bulb system fitted to a blanking plate - simply (!) remove the plate (the nuts will probably break off rather than undo), clean up the area and fit a later large double bulb system. If there is no plate I'm afraid a large hole would need to be cut out - ok on a daily use car maybe where practicality rather than originality is paramount - otherwise not recommended.

The large double bulb systems (fig.3) were officially fitted from body GA1, YA1 to G 3832, YA 472 (ie very early 1200 MKI's) and on later cars (MKII's) from body GA 83027, YA 80404. Two large double bulb systems were used, which are, in practice, interchangeable. Earlier cars (MkI, MkII) have a more pointed lens (Pt No. 505492) whereas later cars (introduction date not known) have flatter lens (518483 RH, 518482 LH) which are "handed" - in practice I have managed to fit the same lens to either side! 13/60 Heralds all have large double bulb systems, either of the pointed (early) lens or flat (late lens) types.

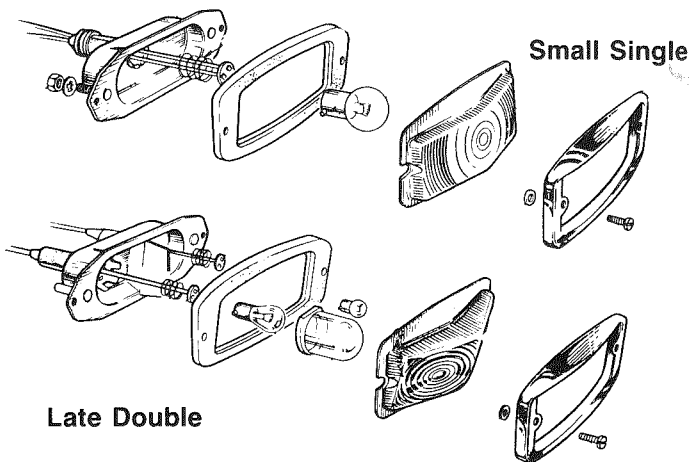


Fig 3 - Large double bulb type (export convertible)

TABLE 1
Part Numbers (Side Lamps)

	Small Single	Large Double Pointed Lens	Flat Lens
Rim	510761	505491	505491
Rim Screw	510763	513561	510757
Lens	510762	505492	518483 RH 518482 LH
Rubber Gasket	510764	122229	122229
Body	510766 + 508545	506619 + 508537 505854	506619 + 510907 505854
Amber Cover	-	-	-
Bulb	502287	-	-
Bulb (Side)	-	59467	59467
Bulb (Flasher)	-	502379	502379
Complete Unit	131284	205526	216416 RH 216417 LH

VITESSE MkII REGISTER



Andy Bonner

With the ever improving standard of preparation of Club cars, one of the things that can let down even the best rebuild is the condition of the badges.



- A: Bonnet Front
- B: Front Wings (2 off)
- C: Aluminum shroud over reversing/number plate light
- D: Boot Lid
- E: Bootlid locates with D

The illustrations show what are required for the Vitesse MkII. It is possible to have replicas made; some specialists may even make a one-off for you but the good news is that Classic

Reproductions now have the original tooling for the MkII and will start re-making the 'correct' badges in around 6 months time, with the Triumph boot badge coming first.

They are already producing the Vitesse script for early cars and the sample that they sent me looks excellent. Also available are replacement commission plates and other useful items (a catalogue is available).

Their address is:

CLASSIC REPRODUCTIONS
991 Wolverhampton Road
Old Bury
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Tel: 021-544 4444

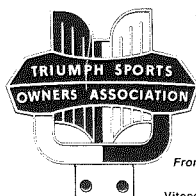
Judging by the scarcity of good secondhand badges around the autojumbles etc., I am sure that there is a market for them. If you are interested, perhaps it would be a good idea to phone Classic Reproductions to give them some idea of demand.

To any traders/manufacturers having parts re-made for the MkII: if you let me know, I will be happy to inform members through these pages.

Incidentally, with the exception of Malcolm Reynolds, nobody has replied to my request for information on page 7 of Courier 99. Also, I have had not one suggestion/request for what you want to see on this page (ref. Courier 98 page 25).

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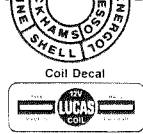
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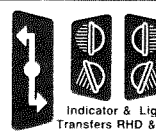
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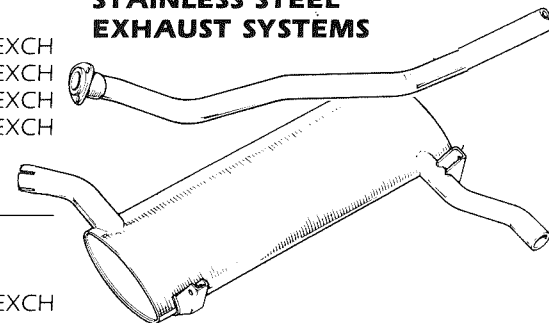


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BOND EQUIPE REGISTER

Peter Jacklin



Those of you who have seen my 4S will agree that, whilst it is basically sound and in reasonable mechanical condition, it really does deserve a paint job. Well, I have sold my Spitfire and intend using the proceeds to finance a professional re-spray. So watch out next year for a brilliant white Equipe complete with new carpets!

The reproduction Equipe script badges are selling well, so get your order and money in the post quickly before the 'Sold Out' signs go up (£11.95 including P&P only from your Bond Register Secretary).

My apologies to those who have written to me over the last few weeks; it has been a busy time in our household recently but I am at last catching up on my correspondence.

Now for the 2-litre spares/originality guide:

ENGINE	1998cc 6 cyl. HC serial nos. (MkI and II as Vitesse) Carbs - Stromberg 150CD, 6AC needles C.R. 9.25 to 1, Distributor - Lucas 25D6
GEARBOX	Vitesse/GT6 4-synchro
DIFFERENTIAL	3.89 to 1
CLUTCH	8½" Diaphragm
DYNAMO	Lucas C40L
REGULATOR	Lucas RB340
COOLING SYSTEM	11 pt. capacity
FUEL TANK	Herald Estate (9 gallon)
CHASSIS	Modified Vitesse (MkI or II Vitesse rear suspension as appropriate)
BRAKES	Front 9.7" disc, rear 9" x 1¼" drum
TYRES (Orig Equip)	5.60 x 13 or 155 x 13
BODY	DOORS - Bond doorskins on modified Herald/Vitesse shells with Spitfire III door handles BULKHEAD - modified Herald/Vitesse (new screen frame) All other major panels by Bond

TRIM

MkI DASH - Vitesse MkII - Bond black basketweave
SEATS & OTHER TRIM - black PVC by Bond
Leather bound STEERING WHEEL, grey CARPETS

LIGHTING

Stop/Tail/Indicator - Lucas Part No. L748
Number Plate - Lucas Part No. L743
Front Side/Ind. - Lucas Part No. L584



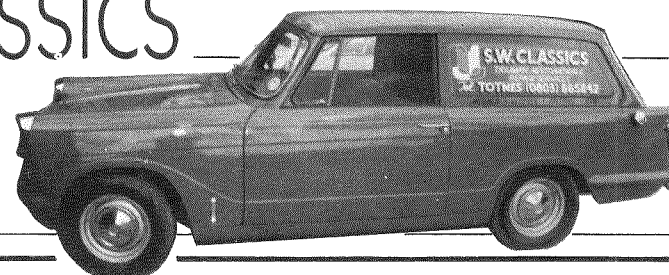
Replacement door skins are available from John Kipping.

Replacement hood covers for 2-litre convertibles are available from the Car Hood Company (01-969 7148) and also Earlwood Motor Products (051-709 1072). The former company supplied the hood fitted to 633 BOO, Kevin Derry's car and it looked very good. I have no experience of Earlwoods products.

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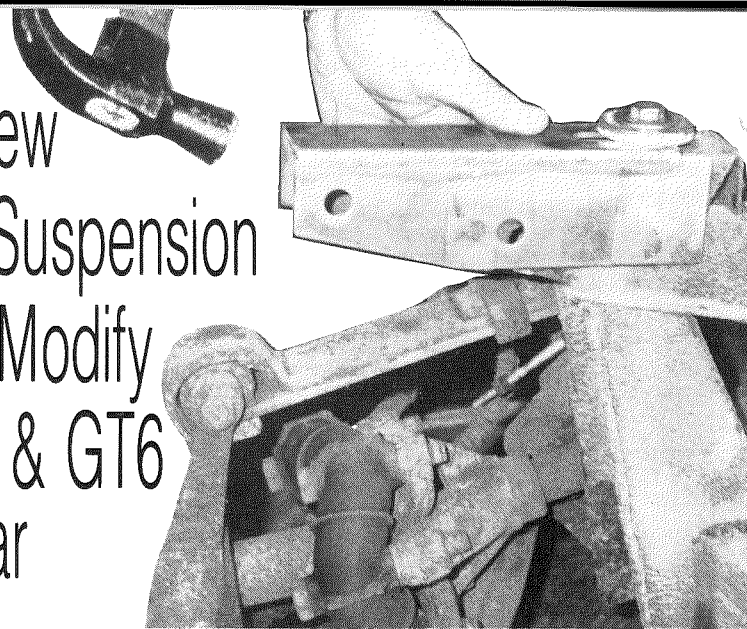
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Fitting the new TSSC Rear Suspension Brackets to Modify Vitesse MkII & GT6 Rotoflex Rear Suspension



Kevin Martin

PLEASE NOTE: GT6 Rotoflex models will require new, shorter shock absorbers, i.e. as fitted to GT6 MkI and late GT6 MkIII (non-rotoflex)

Club members owning Vitesse' or GT6's with rotoflex rear suspensions will be familiar with the problems faced as their cars age. The lever arm shock absorbers fitted to the Vitesse are becoming difficult to obtain, and owners with MkII or early MkIII GT6's will be aware of the problems of fatigue to the inner wheel arches caused by the constant flexing of that area and the effect of rust to the body where the upper shock absorber bracket is welded.

The advantages of converting a Vitesse MkII to this shock absorber arrangement hinge around the greater efficiency of telescopic over lever-arm units with the resultant improvement in handling. An added feature is the possibility of using up-rated units such as Spax adjustables (as available from TSSC Special Offers). With a Rotoflex fitted GT6, the frequently met rust problem around the upper mounting bracket ceases to be an MOT problem, and the constant pounding of the body shell by the shock absorber is removed (which surely exaggerates the rust problem), leading possibly to a more quiet ride.

To overcome all these problems, the TSSC had developed a kit including a pair of brackets which bolt directly on to the chassis arm. These use the existing holes through which shock absorbers are mounted on earlier models, and allow telescopic shock absorbers to be fitted without fouling the Rotoflex coupling. Details of ordering this TSSC Special Offer can be found on pages 36 & 37 in this issue of The Courier.

How to Fit the Brackets:

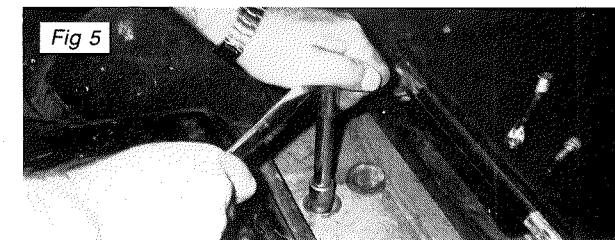
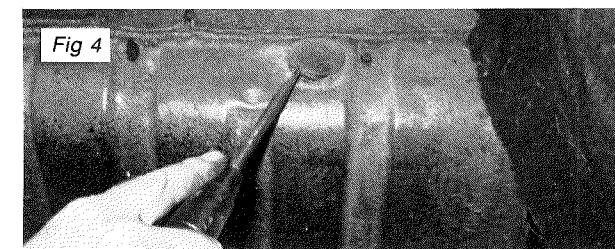
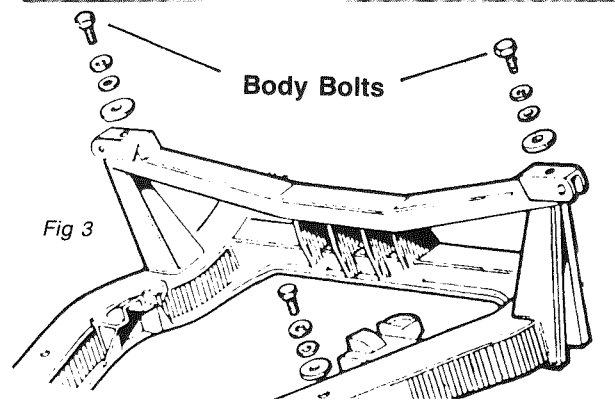
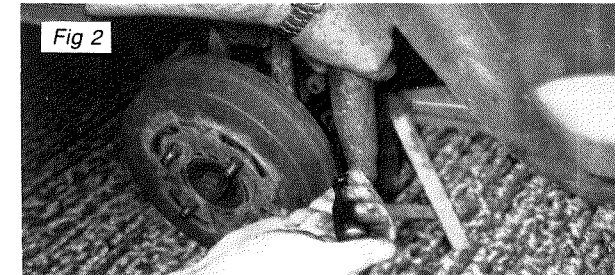
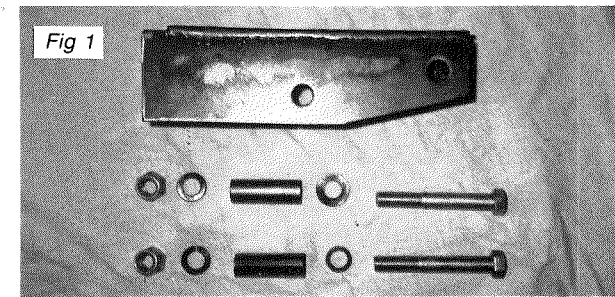
This article refers to fitting brackets to a Rotoflex GT6 but the procedure is very similar on a Vitesse.

Before carrying out any work on the rear suspension, jack up the rear of the vehicle and ensure that it is safely supported on chassis stands, then remove the wheels, Fig. 1 shows one half of the complete TSSC kit.

The first step in the procedure is the removal of the existing shock absorber. This is most easily achieved by taking the weight of the suspension with a jack under the hub and freeing the old unit from its top and bottom attachments, using a small lever if necessary (Fig. 2).

To ease fitting of the new brackets, the mounting point should be cleaned with a wire brush and smeared with a little grease or Waxoyl. The mounting point on the chassis is easily identified, it is the highest point of the chassis, just above where the road spring appears from under the car.

The next step involves slackening off (but not removing) the two pairs of bolts which hold the rear of the body to the chassis (Fig. 3). Access to all these bolts is gained from within the car. The rear of this pair is located under the tunnel housing the traverse spring, hidden by two rubber grommets in that tunnel. These need to be levered out using a screwdriver, then slackened off (Figs. 4 and 5). The other pair is located under the occasional seat (if fitted) behind the driver and are also hidden by rubber grommets. Once these bolts are all loosened, a jack and a strong piece of wood to spread the load can be used under the rear of the floor pan to inch the rear of the body away from the chassis to give the small amount of clearance required to insert a bracket over the chassis arm and under the body mounting pad. The bracket should be inserted by feeding its slot under



any packing washers currently used. The bracket will need gently tapping into position (Fig. 6) using a light hammer. Make sure that you use the correct bracket for the side of car, ensure that the larger hole on the side of the bracket is facing the front of the car, and therefore matches the holes on the chassis.

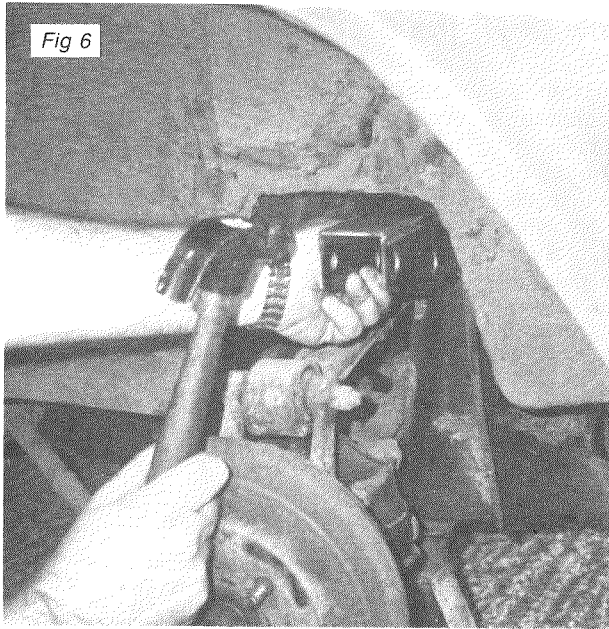


Fig 6

From this point on, the remaining photographs of the work were taken using a rolling chassis which happened to be available, this allowed unobscured photographs of each step to be taken. Figure 7 shows the bracket being tapped into place on the bodyless chassis. When the holes through the side of the bracket align with those through the chassis arm, tap in the shorter of each pair of bushes (Fig. 8), insert a bolt with a washer each side of the bracket and then fully tighten using a nyloc nut provided.

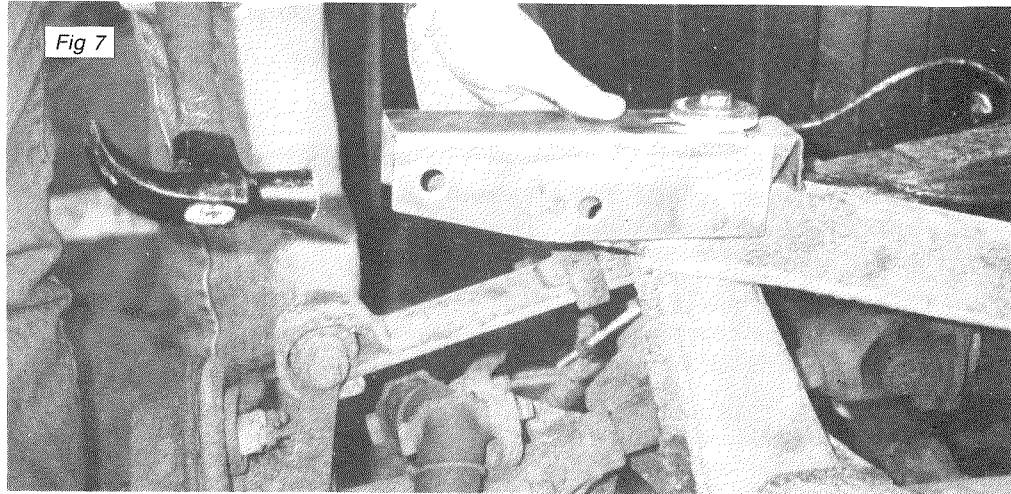


Fig 7



Fig 8

The upper end of the shock absorber with rubber bushes in place should now be inserted (Fig. 9) into the end of the bracket lining up all the holes. The steel bush (the longer of each pair) now needs to be tapped home through the front hole of the bracket (or squeezed into place using a 'G' clamp) and the bolt inserted with one washer each side of the bracket. The lower end of the shock absorber can now be



Fig 9

positioned on its mounting point and both ends of the shock absorber can now be fully tightened (Fig. 10). Figure 11 shows the completed assembly.

This whole procedure can now be repeated on the other side of the car. Once this has been done, the jack should be removed from under the floor pan and the bolts which hold the body on to the chassis should be fully tightened. On replacing the wheels and removing the chassis stands, the car is now ready to be test-driven.

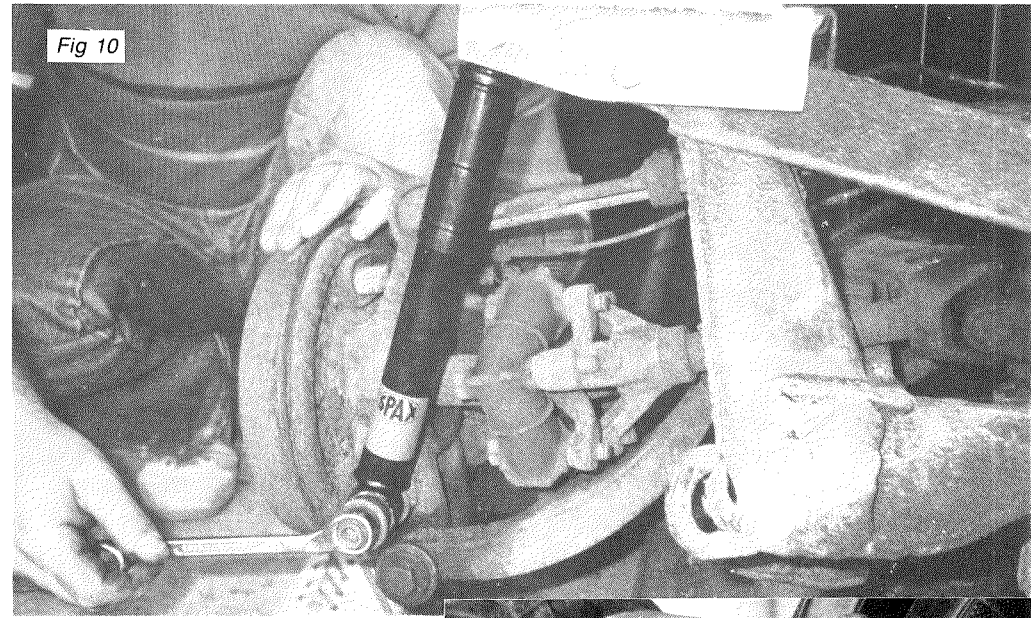


Fig 10

TORQUE SETTINGS

	lbs/ft
Body to chassis	12-14
Bracket to chassis	42-46
Damper top mounting	42-46
Damper bottom mounting	30-32
Wheel to hub	38-42

Tools Required

- Car jack (scissor or trolley)
- Chassis stands (Axle stands)
- Large screwdriver/lever
- Spanners/socket set
- Torque wrench
- Wire brush

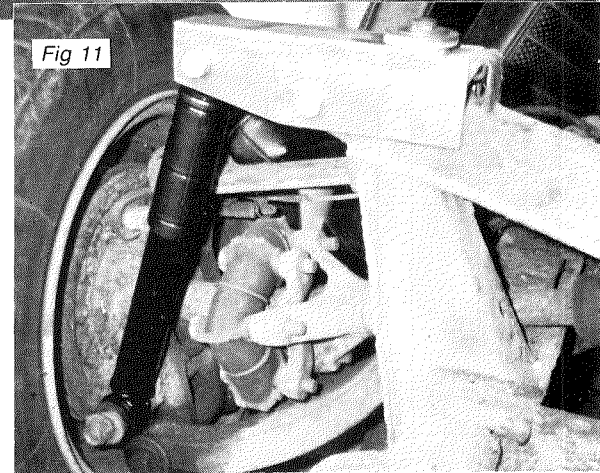
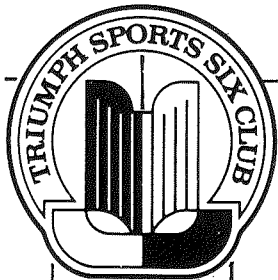
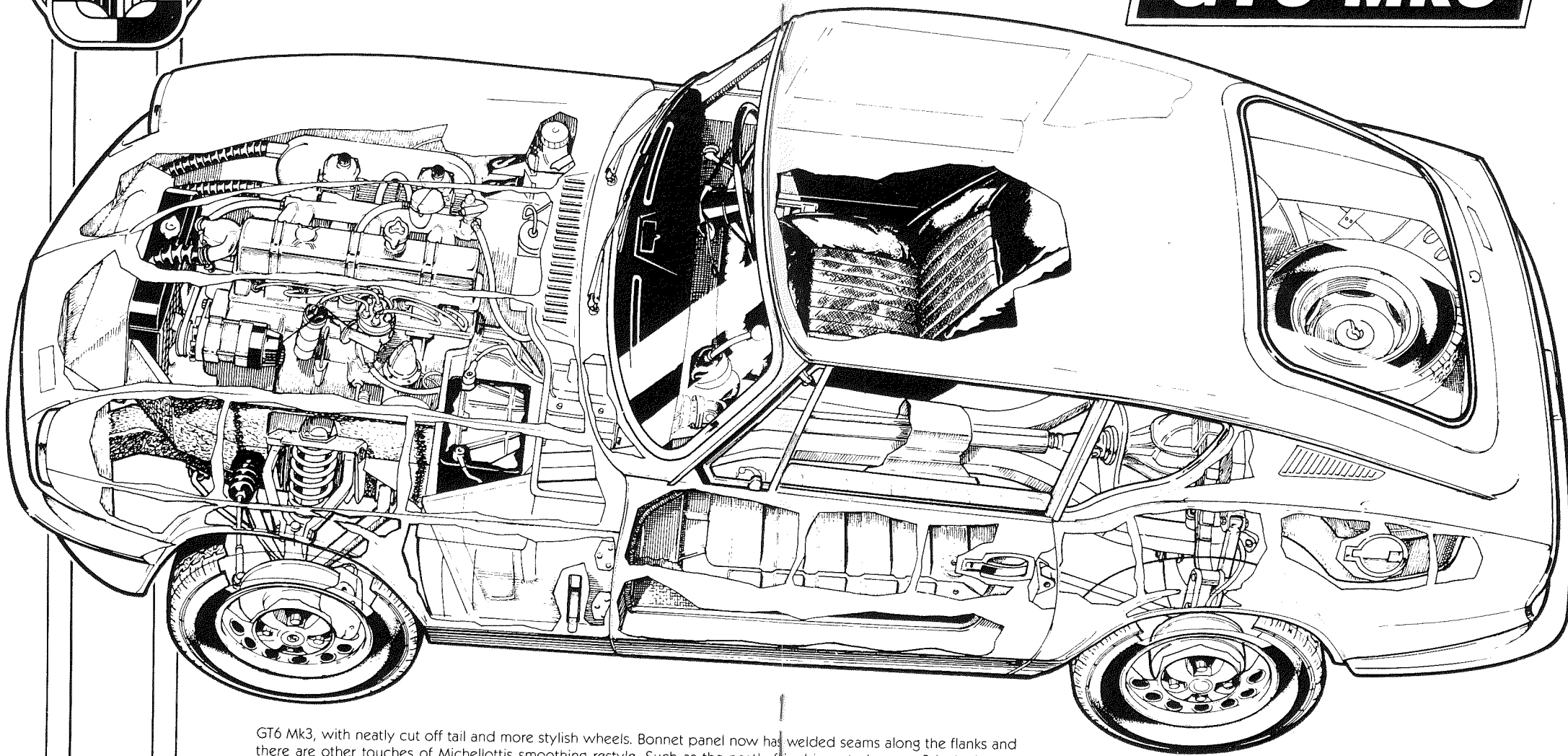


Fig 11



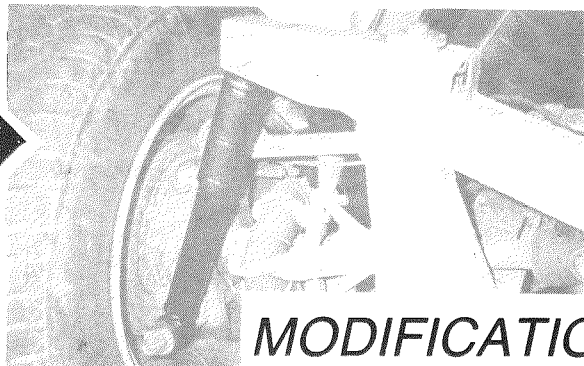
GT6 Mk3



GT6 Mk3, with neatly cut off tail and more stylish wheels. Bonnet panel now has welded seams along the flanks and there are other touches of Michellotti's smoothing restyle. Such as the neatly flared in petrol cap, a 2 inch deeper windscreen to improve headroom. As you can see the GT6 Mk3 shares many body panels with its sister model the Spitfire MkIV as a result of the range styling revamp.



REAR SUSPENSION



MODIFICATION

For Vitesse, Bond Equipe MkII and GT6 Rotoflex

We first mentioned the possibility of producing suspension brackets to enable the lever arm dampers on Vitesse and Bond Equipe MkII's to be replaced by the Spax shock absorbers sold by the Club, in the July Courier. Since then I have received many phone calls from members wanting to know how soon they could obtain this modification. To my surprise, the phone calls have been roughly divided equally between Vitesse and GT6 owners. I say to my surprise because I had thought that it would be mostly Vitesse/Bond Equipe owners who would be interested, being attracted by the improvement in handling. In fact the problems for GT6 owners with rotoflex suspension, which are associated with the shock absorber mounting directly on to the inner wheel arch, seem to be more prevalent (and worse!) than I first thought.

So the advantages and reasons for fitting this kit differ between the three cars. For the Vitesse/Bond Equipes the advantage is being able to replace those nasty lever arm dampers. They can be costly to replace and in fact I believe these days you mostly have to have your own rebuilt, meaning that the car is off the road. Also it is commonly accepted that lever arm dampers are not as efficient as telescopic dampers, so even direct replacement with standard shock absorbers should improve handling and of course fitting these brackets mean that uprated shock absorbers can be fitted giving an even bigger improvement.

For the GT6 I have already said the advantage of fitting these brackets is to overcome the problems associated with the existing shock absorber mounting points. These problems are basically that the inner wheel arch

often (usually!) rusts around this mounting. The action of the shock absorber can also cause fatigue and tears in the metal around this point. This will of course accelerate any failure due to rust. In either case the resulting breaking away of the shock absorber will mean instant MOT failure (and appalling handling!). These brackets of course will not prevent this rusting, but they should stop MOT failure and make repairs less critical, i.e. they will no longer be structural, therefore a cheaper or good DIY repair may be practical and you will no longer need to buy new shock absorber mounts. Another possible advantage, though I am not sure how noticeable it would be, is that any damper transmitted noise or ride harshness is no longer transmitted straight into the body, but instead goes to the chassis. As I say I am not sure how noticeable this difference would be so how

much of an advantage this is remains to be seen.

The disadvantage for BOTH Vitesse/Bond Equipe and GT6 owners is that on top of buying this kit you will also have to buy new shock absorbers, though I venture to suggest that if you haven't replaced them in the past you probably need new ones anyway. GT6 owners might think that they can re-use their old dampers; this is in fact not the case as using these brackets mean that a shorter shock absorber is required, i.e. as fitted to the GT6 MkI and late GT6 MkIII.

The kit which has been developed by the TSSC includes everything that you require to make the 'conversion' except the new shock absorbers, but these are also available from TSSC Offers - see below. A full fitting article appears elsewhere in this Courier, which shows how easy the fitting is.

TSSC OFFERS ORDER FORM

PLEASE NOTE: ALL PRICES INCLUDE VAT, P&P IS EXTRA WHERE STATED

TSSC rear suspension brackets for Vitesse MkII, Bond Equipe MkII & GT6 Rotoflex models.

PLEASE NOTE: Telescopic shock absorbers will be required for the first two and GT6 require shorter shock absorbers than are presently on the car (i.e. as fitted to GT6 MkI and non-Rotoflex GT6 MkIII. These are available below.

REAR SUSPENSION BRACKETS:

Brackets and fitting kit £30.00
Postage & Packing (UK only) £3.00

SPAX SHOCK ABSORBERS: - Adjustables are fully adjustable on the car

Front adjustables (all TSSC cars) £56.00
Postage & Packing (UK only) £4.75
Rear Adjustables (all TSSC cars) £52.00
Postage & Packing (UK only) £4.75
Front standard replacement (all TSSC cars) £32.00
Postage & Packing (UK only) £4.75
Rear standard replacement (all TSSC cars) £28.00
Postage & Packing (UK only) £4.75

FRONT ROAD SPRINGS:

Standard replacement springs £27.50
Postage & Packing £4.95
10/15% uprated springs £33.00
Postage & Packing (UK only) £4.95

SPRING COMPRESSORS:

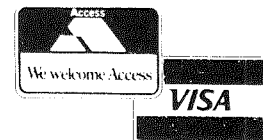
Per set £11.50
Postage & Packing (UK only) £1.95

TOTAL PAYMENT

Overseas Postage & Packing costs on application

Send payment to:

TSSC OFFERS, 13 Common Rise, Hitchin, Herts SG4 0HN
Members wishing to use Access or Barclaycard enclose
Card Number expiry date and full name appearing on the card



INFORMATION REQUIRED

Car (model and mark) Year

Name Membership No.

Telephone No. Address

Allow 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels

**PLEASE NOTE THE FOLLOWING INFORMATION IS AVAILABLE ON REQUEST
COST OF SUPPLYING THE ABOVE AND ALL TSSC OFFERS TO FIT OTHER CARS -
MEMBERS ONLY**

OVERSEAS POSTAGE RATES AVAILABLE ON REQUEST

**WRITE FOR DETAILS TO THE ABOVE ADDRESS
(UK ENQUIRIES ENCLOSE A STAMPED ADDRESSED ENVELOPE)**

Photostat page if you do not wish to deface you Courier

TSSC/SO/1188



MALTESER'S SPITFIRE

Hi there you Triumph nuts, this is yet another story of one of those Triumph nuts who is about to tell you about his club car. This might seem like nothing special to you but, believe me, it has taken me quite an effort to find the time and patience to do so because it takes me ages to get down to writing letters (this one has taken me 2 years!) but when I do I can't seem to stop writing. So you have been warned. Pour yourself your favourite long drink, make yourself comfortable and try not to dose off while reading through this one!

It all started way back in 1983 when I was the proud owner of a cool and sporty-looking Mini, but still it wasn't a sports car. I always had a craze on Spitfires and dreamt of owning one, but here in Malta it is very difficult to find one in good nick because they tend to get thrashed around out here. My elder brother, Ronnie, had told me of one belonging to the father-in-law of a car salesman friend of his which wasn't for sale but still off I went to have a look, just to try my luck.

There she was, my dream car. A metallic light blue 1969 Spitfire MkIII, looking slightly tatty i.e. very little dents here and there, faded paintwork and slightly damaged seats, but otherwise in sound condition

without rust anywhere and it even had factory-original chrome wire wheels. Unfortunately no deal was made that time, as this car salesman said that his father-in-law wasn't interested in selling it. So, there was poor Pierre back to his dreams of owning a Spitfire.

The time was October 1983 then and I had been dating my girlfriend, Noreen, for a year already (I'm still with her now and we're soon to be married hopefully - ah yes, it happens to the best of us!) who had a great dislike for Minis! Can you imagine how I used to feel when she used so say that my Mini looked like a match-box on four wheels! Well besides that, one fine day early during

October 1984 that same car salesman phoned me up to see if I was still interested in the Spitfire, but I told him that it wasn't wise for me to buy the Spitfire then as I was thinking of settling down with my girlfriend - that was a poor excuse to cover up for the fact that I didn't have the cash to buy it, and so I told him goodbye! I kept on wondering how he had still remembered, even after a year had passed, about me or how he got my phone number. The evening came by and it transpired that this was all Ronnie's doing and he thought I was going to take the opportunity immediately. Later in the evening I told Noreen about what had happened and what I had done and to my

delight she was furious! "What?!" she said "you had a chance to buy a sports car and you didn't! Flog the mini and buy your Spitfire". Well that's all it took to get the ball rolling for me!

So my dear Mini had to go, and it had to go fast because the Spitfire was up for sale. First Ronnie's car salesman friend tried to help me sell the Mini but I wasn't pleased with the offers so it was decided to advertise it in the papers and wait and see. During the painful wait while I was on my lunch-break I popped over to the car-dealer to get an idea on what they would offer me for the car, you know, just for kicks. The next thing I knew was that I was phoning work to apply for an afternoon off because I was car-less! Yes that's right, the Mini, my pride and joy, had become history!

Off we went all together, Ronnie, his wife Miriam, Noreen and myself to collect the Spitfire that same afternoon. There again she was this time looking slightly tatterier but, none the less, all there. "That's it" I told Noreen. "Which one?" she said "Do you see any other sports car around?" I said, because the Spit was parked in a garage full of saloon cars. "Oh, it's not quite like I thought it was," was her reply. I began to sweat "Don't worry love, I know she is tatty, but that's no problem I'll get her tidied up" I said. "Oh, it's not its condition I was talking about, it's about its shape" she said. At this point in time I was about to have a heart attack - she thought I was going to buy a Jaguar E-Type! She said she was just kidding, not that I believe her though. Anyway, I paid the chap and she was mine!

Now I had to face reality: I wanted to get the Spit restored to its original glory. Man, what a never-ending story that proved to be. I'll try to tell you this story in the least possible lines, so here goes.

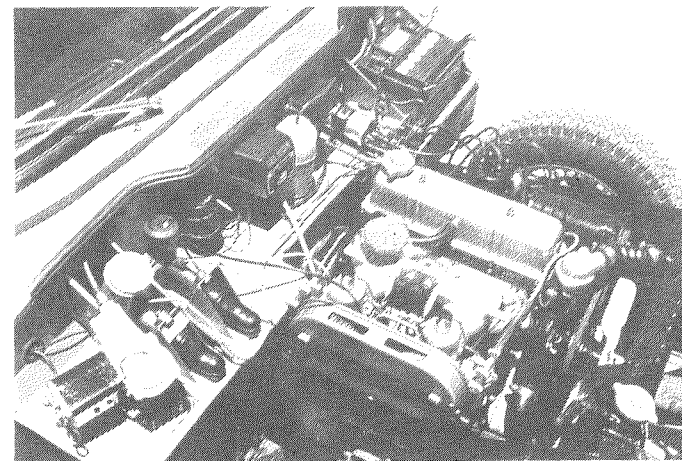
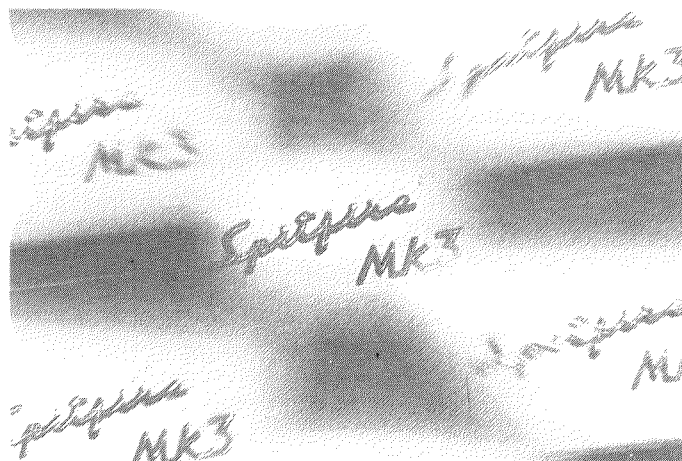
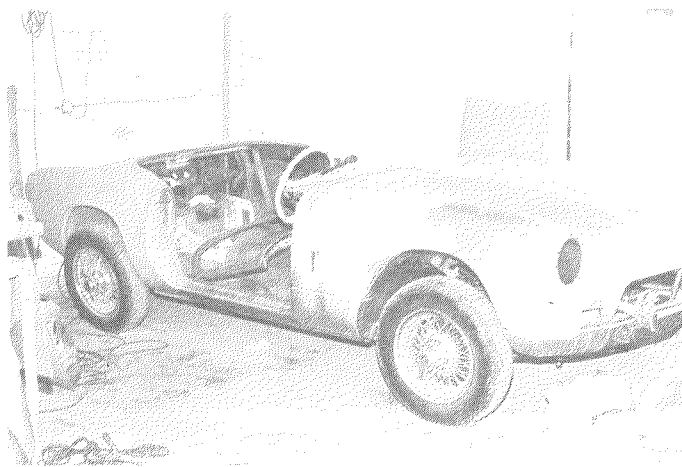
First I cured its leaking radiator. The car used to suffer from pre-ignition and that I tried to cure by trial and error i.e. unblocking and flushing the radiator, removing the thermostat, fitting colder plugs etc. but to no avail. Then came the cleaning of the wire-wheels which proved to be a real nightmare, as they had underseal splashed all over from behind and it was seeping out to the front side of the wheels but the end result was worth it, because they were still in A1 condition. The interior wasn't too bad either after it was cleaned out, in fact, this too was in A1 condition except for the mats which had cigarette burns in them. The engine compartment needed cleaning and repainting of the only rusty area which was where the master cylinders are sited. The engine was cleaned and painted and given a service and tune-up by Ronnie. Well, with regards to the body for the time being I would drive the car around with its little dents and faded paintwork until my mechanic/sprayer Tommy would give me the green light to do the restoration job. A burgular alarm was also installed by my friend, Ian, who is an electrical wizard.

Well, after this primary and temporary do-up I had about 10 months of driving around and getting acquainted with my "new" pride and joy during which I discovered what fun open top driving is! (that is if you are accustomed to breathing dust and diesel fumes as is the case here in Malta!).

During this time I traced the clonking noise coming from behind while taking up drive or breaking as being worn out wheel splines and adaptors. I had this rather costly problem rectified by a local engineering works which engineered new splines for me on my original wheels and adaptors.

The time was more or less September 1985 and here began a lengthy nightmare. After having spent all day driving around with no problems at all the 2nd and 3rd gears decided not to engage anymore. So I had the car towed to Tommy's and since the gearbox had to come out we decided that we should carry out the whole restoration of the car i.e. gearbox and engine overhaul, panel beating and spray. Tommy estimated that this would take about one or two months at the most - as a matter of fact it took him one year. The trouble with the gearbox was a broken circlip which holds a cluster of gears on some shaft I was told and that was no problem really. While the engine was being dismantled I had the crankshaft and camshaft skimmed and then disaster struck. Tommy could not find brand new camshaft bearings anywhere out here.

I asked a cousin in the U.K. to help but he told me that Spitfire



parts are very difficult to find and that I should try to look for them in a local scrapyards - can you imagine finding new camshaft bearings in a scrapyards?! Well that's a very helpful relative for you. I was very misled by him, in fact I didn't even bother to look up some car magazine for some addresses. The situation got worse when Tommy told me to remove the car from his garage until I got the bearings. So it was towed to my Dad's garage covered up with a dust sheet and forgotten for about a month. At last somebody came to my rescue. It was Ian's Dad who got the bearings for me after returning from a business trip in the U.K. He even gave me their invoice and wrote to those suppliers (who were British Sports Car Centre) asking for quotations and they had everything I required and I duly sent for them and received the parts within a month. By the way everything I purchased from the U.K. was brand new so I didn't have to "look or them in a local scrapyards".

I got to know of the T.S.S.C. through Ronnie from an advert which appeared in a "Classic & Sports Car" magazine he was reading and I became a member during Jan/Feb 1986. You sure can find Spitfire parts in the U.K. thanks to the T.S.S.C. - keep up the good work boys!

Seems like all systems go now, eh? Well it wasn't. It took ages for Tommy to recontineue and finish the work on the car and I can't recall how many numerous times I pestered him to get the job done.

I just had to provide myself with some means of transport during all this time and this is where Noreen really came to

the rescue by providing me with her little Fiat 500 which was about to go to the breakers. To cut a very, very long story short my brother sorted out the Fiat's mechanicals and I did the body work patching/spraying and the end result was not bad for my first time D.I.Y. job considering that it looked like it had been lying on the seabed near the Titanic for 75 years! The Fiat's still going strong today after being rescued 3 years ago and she helps preserve my Spitfire which I use only on weekends and holidays (that is, if the weather is O.K. of course).



At long last it was September 1986 when the Spitfire's restoration had been completed. The car was sprayed in Ford metallic cosmos blue and the seats had been re-upholstered. The pre-ignition, which we at last found out to have been caused by some previous owner's "wise" decision to skim the cylinder head too much, had gone after Tommy fitted 2 cylinder head gaskets to gain that amount of cylinder head that had been skimmed off. The job Tommy did was superb all around, except that he didn't tell me that he used the old synchro-rings in the gearbox, consequently I had to double-clutch when changing down gears or else I would hear a terrible grinding noise in the gearbox. So I ordered them from British Sports car centre, who duly sent me the wrong ones! (Some guys have all the luck!) so telegrams and over-seas calls galore and they were replaced very quickly! This job deprived me of my Spitfire for another month.

After this it was really all systems go. I've fitted a Kenlowe Fan to prevent the car's tendency of getting a bit too hot for comfort when caught in traffic and I'm very pleased with the fan's effectiveness. My friend Ian has recently fitted a stereo to my Spit and that has been a real relief because I can't hear any more odd sounds one usually hears in any car being driven on Maltese roads! So finally, I can now really enjoy going for a spin in the good old Spitfire. She turns quite a few heads too, especially in convertible form. Noreen now loves it too - even though it isn't an E-type!

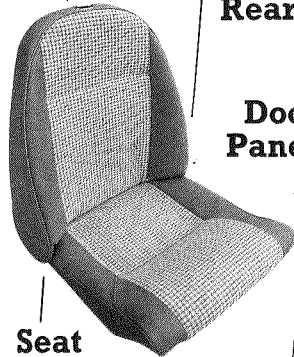
Here's to wrap this one up - are you still awake you lot out there?! I must say a big thank you to the following: Ronnie for "persuading" me to buy the Spit in the first place and for his invaluable technical assistance and advice. Noreen for all her support and patience during the restoration job. My friend Ian for his electrical work, my Dad for the use of his garage. The T.S.S.C. for their help and very informative "Courier" and "Turning Circle" magazines and last, but not least, you folks out there who are reading this Maltese Triumph Nut's story. Happy Motoring! ★

Interior trim for Spitfire MkIII, MkIV (1970-75) and 1500 (1975 on) models.

All items are made to the original design & colour specification including: seat covers, door panels, rear cockpit panels, etc. etc.

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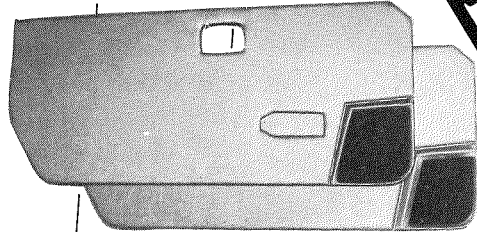


Seat Cover Kits

Rear Wheel Arch Kits

Door Panels

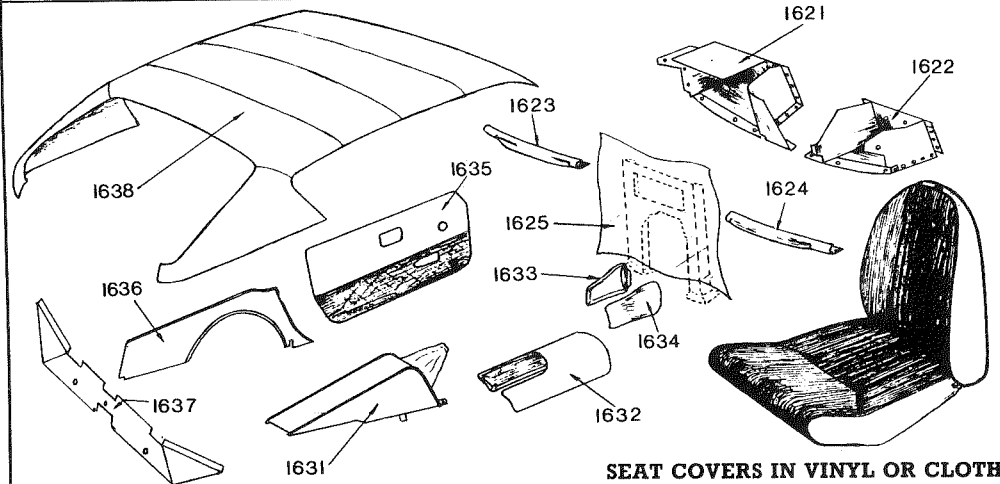
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PIRELLI



CLASSIC MARATHON

18th - 25th June 1988

John and Alison Woolley

Part 1

We first heard about the Classic Marathon in December 1987. At that time June seemed a long way away, we didn't have a suitable car, and I don't think I believed we would really do it.

However, we sounded out my mother about 'child care', sent off our fifty pounds deposit and received a copy of the regs, together with an entry form. Entry was said to be by invitation only, I couldn't see that we were likely to be 'invited' somehow....nothing daunted John filled in the form, wrote out a cheque and sent it off. We were accepted.

Time started passing rather quickly. John sorted out a suitable car and started to work on it (rather to the detriment of people waiting to have their own cars worked out). His ambition was to have the car ready for the Historic Rally Car Register's A.G.M. on 8th May, which was also to

serve as a drivers meeting. Well the car was ready so we were even more committed (you will realise by now that I was not quite as enthusiastic about all this, mainly because my navigation skills were decidedly rusty and I was sure I would get us totally lost).

John went to the Annual

General Meeting which was held in the morning, and I followed on for the afternoon's drivers meeting, having parked the children on suitably generous friends (mother was in Spain). Once there I was greatly relieved to discover that I seemed to know quite enough about navigation to be going to be

able to cope....in fact one person put up their hand to ask 'what are tulpijs?!' I started actively to look forward to the event.

Scrutineering was to be held at the Charles Follet Porsche garage in Whitechapel, suitably close to Tower Bridge, from whence we were to start the following morning. Also five minutes walk from the two hotels into which the lot of us (crews, officials, service-crews and press) had been booked. We arrived terribly early for our time of 2.30 but were asked to go straight in as some of the previous cars (we were number 78) had not arrived. I had been worrying about scrutineering, convinced that they would find a stupid reason why we would not be able to start, and all the effort would have been for nothing. In the event, of course, scrutineering passed off with no bother at all....I should know that as a scrutineer himself John would make sure the car was ready to start the event. We were all restricted to only six tyres, which were duly marked with indelible yellow paint. We were given a 'Pirelli Classic Marathon' sunstrip to put on the rear window....we were a bit concerned that we were going to be made to remove our T.S.S.C. one, but there was no question of that. We queued to sign on, gave a deposit against non-payment of hotel bills and finally, we were handed the enormous brown envelope containing road book, supplements, time cards, ferry tickets and everything else necessary for the trip.....our 'Rally Pack'.

As we did not have to be



at Parc Ferme on Tower Bridge until 4.30 we thought we should check into our hotel, the Barbican, and take a look at the road book. After half an hour driving around the Barbican area we returned to scrutineering to ask directions from a friendly policeman! The hotel turned out to be about a twenty minute drive (funny five minutes walk) from Tower Bridge! However we finally found it, leaving the poor Vitesse parked out in the street as there was no car parking space.

Arriving on Tower Bridge later that afternoon was like entering some sort of time-warp. There were around a hundred cars from my childhood (and some from before). The whole effect was quite extraordinary. We were parked between an MG Magnette, crewed by two gentlemen in boaters and cravats, and a 1967 Ford Anglia with three people in it. Further up the running order were the Jaguar XK120s, Austin Healey 3000s, Howetts and Lagondas, considered perhaps to be more photogenic than our little Triumph Vitesse.

While hanging around the bridge waiting for the drivers briefing, the strap on my sandal broke. Not an auspicious start. John repaired it with welding rod and black sticky tape....if that was all we were going to have to worry about.....!

The drivers' briefing was a noisy affair. So noisy in fact, that the same questions were asked, and answered, several times. However, Philip Young managed to make all the points he wanted to and answered

everyone's queries. Once the meeting broke up we made our way back to the hotel, arranged to share a taxi with another crew, had a quick meal and headed for an early night. Whether it was an unfamiliar bed, noise in and around the hotel, or just plain nerves, we neither of us had much sleep that night.

Sunday morning dawned reasonably fair, and after a quiet panic as the crew with whom we were sharing the taxi got held up by the multitude of American tourists in the lifts, we set off for Tower Bridge.

We were not due to start until 9.09 so all the early cars had left before we arrived at the bridge. We were somewhat disconcerted by the fact that our (Brantz) clock was half a minute out with 'rally time'...(was all that effort spent setting the thing to GMT to be wasted?), but we found out later that it had been done on purpose to start us on half minute intervals.

We had an easy run to Lydden where the first 'special test' was to be held. The early numbers must have hit heavier traffic as later that day all the road penalties for that section were cancelled due to 'unusually heavy traffic'. Nevertheless we arrived in good time, and took our place in the queue waiting to attempt the test. The course used part of the circuit and some of the rally-cross course, interspersed with a few bollards to slow us down a bit. I finished the test a quivering wreck in the passenger seat as John threw the car all over the

place (or so it seemed to me!), to finish with a time of 58 seconds which was actually the sixth fastest time, although it left us eleventh as several people had the same times.

I was still shaking when we arrived at Dover to catch the 12.30 sailing to Calais. All the cars were loaded together and it must have made quite a sight as we made our way up the ramp.

We were meant to 'regroup' at the first time control after disembarking at Calais, with a view to getting back into some sort of running order. However it was all fairly chaotic and we set off when directed towards Rhiems.

The route was mostly Motorway and we made very good time; the road timing had been done on an average of around 50 mph (more for motorways, less for the mountain roads to come). Once I had stopped nagging John to slow down we pressed on in the wake of an Aston Martin DB4 prototype (John did not like being passed by that one!). Once we came off the motorway we experienced much heavier traffic and I began to wonder about the wisdom of having stopped for that cup of coffee....However there had been a slight accident on the way into Rhiems and once we were past the remnants of that, we arrived at Piper Hiedsteck in good time. At the champagne reception we met several other competitors and service crews, and decided that in future it would be wiser to press on nearer to the next time control before stopping for a break!

The 'party' broke up when Philip Young announced that if we didn't catch the bus, which was about to depart for the hotels, we wouldn't get any dinner. There was a mass exodus to the waiting coach, and some people had to wait behind for the next one as it couldn't accommodate us all.

We were safely checked in and eating our dinner before the next wave arrived. They discovered that some of the pre-booked rooms had been given to 'non-official' service crews and 'hangers on' and there was no room for them. Poor Philip Young was summoned from his dinner at a neighbouring hotel to sort it out. Some competitors had to carry their luggage back up the road to the other hotel, others, including two chaps from Bristol found that they had to share a double bed when they would not otherwise choose to do so! However 'Madame' promised to supply a camp bed so we settled down to a very enjoyable and alcoholic dinner. Some of the guests were disturbed later that night by the sound of hopeless giggling as one competitor struggled to manhandle a fully made up camp bed up a spiral stair case to his room!

Monday morning saw the first of what became the familiar late arrival of the buses. We were all up reasonably bright and early, and had breakfasted ready to be collected at 7.30 am for our return to Parc Ferme and an 8 am start. However at 7.45 we were told that the buses had not even set out to collect us yet....there followed a scramble to get the early numbers lifts in

cars belonging to service crews and officials, but in the end the start was delayed half an hour to allow us all to get there in time.

We set off to the old Rhiems circuit and a passage control in the pits. They are very decrepit now, but the last time John saw them was in 1969 when they were still in use. Then on to Pevy hillclimb test. I was so nervous, after our thrash round Lydden, that my teeth were chattering at the start! However half way up the hill I decided I was enjoying it and at the top John and I said, with one breath, 'that was fun'. Our time of 1 minute 23 seconds was 8 seconds behind the Volvo leading our class but did not leave us hopelessly out of touch with such a long way still to go.



Then followed the long run south towards the sun and Aix les Bains. Most of the route was motorway again as this was considered the quickest way to get everybody to the Alps. In mid-afternoon we stopped for a quick break and John carried out a few running repairs while I searched for postcards.

The last hour's run into Aix les Bains seemed to have pretty tight timing so the latter part of the day found us travelling down some French country lanes rather faster than the normal tourist. At one point we managed to cross a level crossing just before the barrier came down, otherwise we would have been held up, chewing our nails, while a slow goods train rumbled by.

Safely into Aix les Bains we were, eventually, all taken by bus to our hotels, scattered throughout the town. Our hotel was remarkably cheap, 70 francs (seven pounds) for a double room with bath, and we had an excellent meal in the very French restaurant. Unfortunately we discovered later that perhaps the trout wasn't as good as we had thought it as we were both up in the night with the runs! Quite a few of those staying in our hotel spoke no French at all, and as the proprietor didn't speak English, most people had stuck to the simplest menu...just as well we didn't recommend the fish!

Tuesday's run was meant to start with a hillclimb outside Aix les Bain. Unfortunately, due I think, to the non-cooperation of the local motor club, they were unable to close the road and it had to be cancelled. We were late arriving at the first time control out of Aix, having been held up at a succession of red traffic lights in the morning rush hour. We should have dropped a minute but luckily everyone else was late as well so the penalties were cancelled. We still went up the hillclimb but, of course, as the road was not closed it was no longer a timed section. At the top we had an incredible view down into Italy, and there followed a scenic run along a reservoir towards the Italian border. We encountered several herds of cows on the road which made things more interesting as they did not take kindly to ninety odd rally cars passing through them on what was becoming a smelly and slippery surface!

We arrived at the border to be welcomed by the Italian border guards who shook our hands and relieved us of our Pirelli caps given us at the start. We discovered later that practically every car had given them something, so quite what they did with a hundred or so caps I don't know!

Our next time control was at the Pirelli Test track near Turin where we were to do a circuit of their tyre testing track. The plan of the test had been printed in the road book and then changed in a supplementary addition issued later. For some reason John wanted to know what the old test had looked like before they changed it, and succeeded in muddling himself up sufficiently that at one point he completely lost his way and we dropped several seconds on our time. A lesson in how not to do things. Nevertheless we certainly enjoyed the lunch given by Pirelli at the track which fortified us for what turned out to be a dreadful drive into Milan.



We were allowed to leave the control when we were ready and as John was not feeling too cheerful after his disastrous time on the test track we set off early. No one had made allowances for the amount of traffic in rush hour Milan. We spent what seemed an eternity in a crawling queue of cars as most of Milan's workforce headed for home. The time was enlivened somewhat by watching rally cars, who had stayed on the Pirelli's lunch, desperately weaving in and out of the stationary queues of traffic in an attempt to check in at Monza on time. We were lucky, we checked in with a minute to spare, but there were plenty of long faces as we waited for the buses to take us to the hotel.

Tuesday night was the only night when the entire rally entourage were able to stay at the same hotel. Pirelli put on a dinner for the crews and officials with guest of honour Sandro Munari and a Lancia Stratos. John was quite convinced I wouldn't have the nerve to ask Sandro for his autograph, but I did, and my signed menu is now a treasured souvenir. The proceedings were greatly cheered by an announcement, during the evening, that all road penalties on the last run to Monza, had been scrapped....a pity we didn't stay longer at the lunch?

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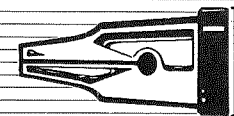
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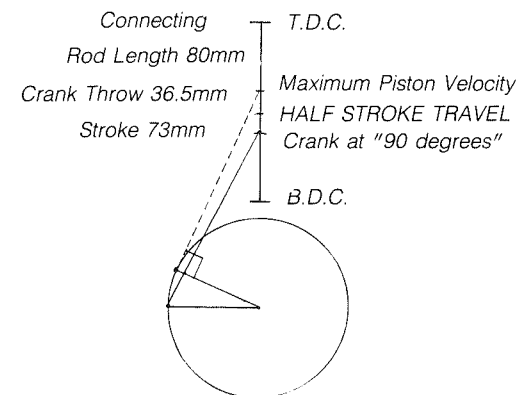
Pen to paper



COMMENT

After reading the comment by Mr David Evans BSc (hons), I felt I had to write to prevent readers from harbouring a serious misconception about the dynamics of the engine.

Maximum piston velocity is not attained when the piston is half-way along its stroke travel when the crank is at "90 degrees". Maximum piston velocity is attained when the angle between the connecting rod centre line and the line connecting the main and crank-pin centres is 90 degrees. Furthermore, when the crank is at "90 degrees", the piston will have completed more than half its stroke travel. This is because the piston, connecting-rod, crank arrangement does not obey the rules of simple harmonic motion. The Diagram says it all.



James J Gilmour - Pinxton, Notts

HEARTFELT PLEA

I have been threatening to write to 'The Courier' for some time and feel that I cannot put it off any longer.

I am Martin Brown's wife (ex Vitesse 1600/MkI Sec.) and as such, seem to answer most of the telephone calls meant for him. The majority of calls we receive these days are from members of the Club with technical queries. This I fully accept as part of his role as Vitesse Register Secretary. What I do object to, is the timing of most of these calls. Can it please be made very clear that the Register Secretaries are *not full time employees* of the Club. Martin already as a full time job and I also have a job which takes me out for some of the time. When I am at home, I am plagued by idiots ringing up between 9 am and 5 pm and then even after 10 pm some nights; with run of the mill technical questions. Granted even I can answer some of these - I've been asked so often before - but they don't believe a woman on the whole and only ring back again to be told the same thing!

One more thing - I might as well get the whole lot off my chest while I'm at it - it's all very well for some of the other officers of the Club to put telephone number N/A after their names in The Courier, but has it ever occurred to anybody who people ring up instead? Right first time! One Herald person even rang the Club's Head Office for advice only to be told to contact Martin, presumably because he's the next best person on Heralds. Most people want a question answered quickly and as such, the telephone is the obvious piece of equipment to use - not the post box. If people are prepared to take on Club jobs, they should therefore be prepared to take Club phone calls, not expect other people to do the work for them. I am sure the people involved will have god excuses for not wanting the 'phone ringing at all hours of the day and night - if so, let's hear them.

Anyway, I feel much better now and I'm not quite the ogre I must sound, even though the man who rang this morning (10.8.88) on our only day off together for ages, must think I am! I had

run down two flights of stairs from my lie-in in the attic bedroom only to pick up the 'phone at 9.15 am to speak to - yes, you've guessed it - another Triumph nutter. If the person in question is reading this, please forgive me for being so abrupt but perhaps you understand why now!

Right! I've said all I want to say now. We probably won't get any phone calls now. Everybody will be too frightened to ring in case they get me on the other end. Incidentally, I'm quite fond of Vitesse too really and never drive anything else.

Margaret Brown - Slimbridge, Glous.

MASTER CYLINDERS

In reply to Martin Marrison's letter in the September Courier, I should like to point out that in my article which appeared in the June Courier, I said "There appears to be differences on the home market, so please check first".

This is because being here on the continent, I have dealings with mainly LHD and export cars. The reference to later Spitfires having a rectangular master cylinder (fig. 5) is correct as BL states these were fitted to cars on the UK market from chassis number FH 130001. Chassis number FH 130000 seems to have been built in 1979 (I intend to find out exactly when all models left the factory as soon as I get around to it). Martin mentions chassis number FH 12699 - there must be a digit missing here. I would suggest that although his car may have been registered in 1980, it was however built some time prior to this. If he writes to the British Motor Industry Heritage Trust, Archive and Library, enclosing a £5 search fee, they will tell him exactly when his car was built, along with all other details. He only has to quote the chassis number.

As to Angie Ingles' letter in the same Courier, while I can't tell what the problem is this far away, here is a tip.

Some years ago, I had a VW Polo which was making a mechanical knocking noise only when it rained. After many visits to garages, I was told it was the front shockers. When this was proved wrong, I was told it was the wheel bearings. This also proved to be incorrect. After many months of searching, I found out by accident that it was a crack in an exhaust bracket.

As to Angie's car: if it was my car, I would remove the exhaust completely and get someone to give me a short tow to see if the noise was still there. Even if it isn't the exhaust, it will at least eliminate it from the search.

And finally, I did especially like Graham Mountford's wiper motor article.

David Herriman - Venlo, Holland

BLUEPRINTS

I write concerning the Michelotti 'blue-print' of the Triumph Vitesse 1600 Coupe that was reproduced in the centre pages of issue 96 of The Courier, and am surprised that neither of the 'Vitesse Register Secretaries' has made any comment on this.

This is a bit more than just a drawing as one (and probably only one) did exist, and it was in a fully built condition although in all probability no more than a one-off design study.

Although I haven't converted the shown dimensions from millimetres to inches, you will probably find that they match exactly with those of the Vitesse 6 with respect to the track and wheelbase as underneath the body would be the Vitesse rolling chassis. Thus can be ruled out the comment referring to monocoque construction.

The drawing would date from 1963 (probably mid to late '63) and at a casual glance it looks remarkably like Opel's Manta A Series of six years later. The fully built car differed from the drawing in that the rear quarter glass was a bit shorter-finishing almost in line with the top of the rear screen.

A quite similar vehicle designed by Michelotti did make it into limited production (built by Vignale) in Italy and badged as a Triumph 2000, known as the 'Italia'. Under the Italia's beautiful body was to be found the rolling chassis of the TR3 - certainly a car to drool over.

Whether this Vitesse Coupe ever came close to a similar production arrangement is interesting to consider.

Graham Mountford - North London Area Organiser

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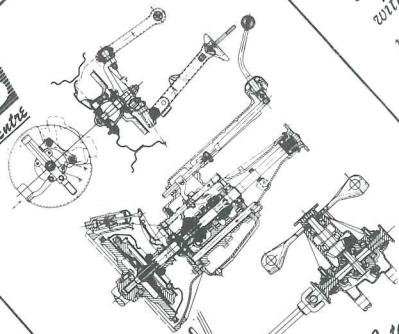
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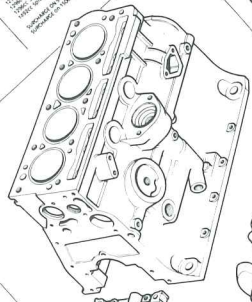


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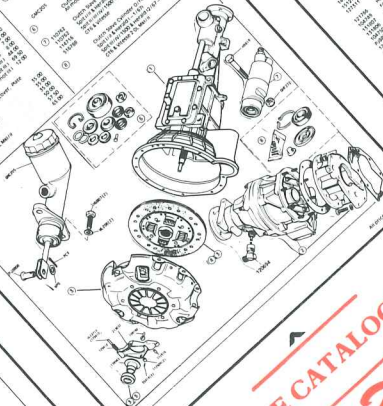
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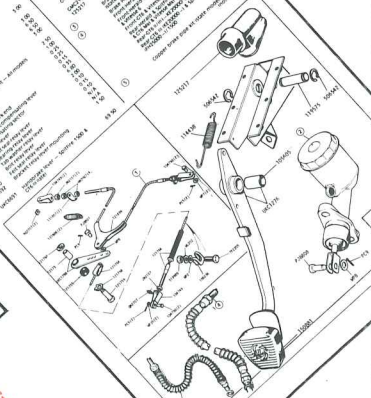


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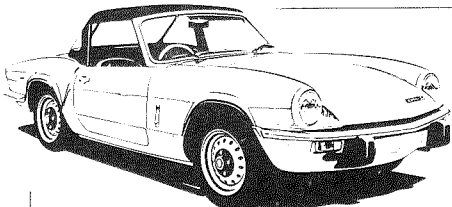
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1500 66-71..... £7.13				
GT6 66-67..... £7.33				
67-70..... £7.33				
70-72..... £7.13				
72-73..... £8.71				
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Most models..... £5.38				
GT6 70-72..... £6.26				
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New Girling..... £30.67				
Spitfire MkII IV..... £30.67				
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Spitfire 67 on..... £53.17				
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Spitfire..... £25.22				
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GT6 66-68 Rear outer..... £7.44				
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THE 1ST NORTHERN IRELAND CLASSIC CAR SHOW

"Have you washed the wee car yet?" asked by better half. The wee car in question is a 1971 Triumph Herald convertible which, two days previously, had failed it's MOT for a horn that sounded continuously as you turned right!! "I'll do it tomorrow", I replied. Since the escapade at the MOT centre, I'd lost heart in VUF 967F. "You'd better do it today, the show's tomorrow", and off she trailed to watch another 'soap opera' on T.V. The show mentioned was to be the 1st Northern Ireland Classic Car Show at the Antrim Forum. Paul Robinson, our section leader and inspiration behind the TSSC in Northern Ireland, had entered my Herald, Stephen Kernohan's very clean 1973 MkIV Spitfire, Peter Waller's 1147cc Herald-based Burlington and Dessie O'Neill's Vitesse MkII.

I drove down on Wednesday night after washing the car, and met the others at the Antrim Forum. The TSSC had been allocated a section inside the Main Hall. I drove into the hall a few minutes late, (sorry Paul) to find "classic cars" of all makes and shapes being arranged in their display areas. Some cars had arrived on low-loaders and some even had covers over them! When I arrived, Paul, being the artistic type, spread our cars out in front of the TSSC banner. Miles of plastic chain link had been obtained and along with the potted plants, posters and pictures, made "our stand" look very well. Dessie and his friend started to clean up the Vitesse and really had the car looking super clean. Stephen's Spitfire got an instant "stick-on" badge and a couple of borrowed seats to make it look the best Spitfire ever built. Peter Waller's Burlington is a real credit to him. This car is probably the best finished kit-car in the world!!! Peter brought a picture album which showed the various build-up stages and he is still not happy! As for my Herald, the wee car got the wheels specially cleaned courtesy of a toothbrush and even though I say it myself, the car looked splendid wearing it's Honeybourne hardtop.

Over the three days the crowds gradually grew and it was wonderful to meet so many TSSC members, potential members and ex-members all of whom I hope will turn up in their thousands at the next meeting.

Why our stand or cars didn't win any of the prizes I'll never know. Should a car that arrives on a trailer covered up and pushed into place be termed a car? This was the first classic car show held in Northern Ireland and hopefully this will be the start of many.

Finally, a big word of thanks must go to Peter, Rob and Albert for getting me a lift home, the girlfriends for the posters, the brown 'Spitty', the friends who polished Dessie's car and even my better half for getting me to wash the car.

DOUNE CLASSIC WEEKEND

AUGUST 1988



DOUNE - STIRLINGSHIRE

An Account By Andy Bee

The sixth Doune Classic Weekend in August saw a small but enthusiastic turnout of Triumph owners to represent the TSSC and take on the rest of the world.

Saturday morning got off to a slow start with a few bleary eyes and sore heads (who keeps revving that engine?) from the previous evening's visit to Doune's Woodside Hotel for the Noggin N' Natter evening (*now do you Nog in public?*). The sun popped it's head round the clouds long enough to warm up the mud and puddles from the evening's downpour and went back into hiding for most of the rest of Saturday. By about 11.30 am, all the participating cars were lined up in rows of various marques (ours included the new shape Triumph 'Sierra' and an example of a two-litre Triumph 'Chrysler'!), for the days convoy to Loch Tay. The route was a good one, taking us along main roads, dual-carriageways and through villiages which stopped and started as hundreds of classics rolled past.

Then we made a left turn and



TSSC Club Stand Tayside (third place best club stand)



Left to Right: Janis & Cameron's Spitfire, Brian Mortimers best Spitfire, Andy Bannermans Spitfire Six, Archie Boyles GT6.

left civilisation altogether, winding up through hillsides the like of which I last saw in 'The Italian Job' (you know, the one with Michael Caine and those Minis). The scenery was impressive, if not breathtaking all the way up to Loch Tay, although some of the time the route was along single-track footpaths I thought.

The stop for the 'Mini Highland Games' at the half-way point was a welcome rest for both driver and car, and we all relaxed in the drizzle by throwing logs and dragging each other across the grass in the tug-of-war. We all thought that the MG team had an unfair advantage here: their anchorman. He was six feet tall and built like a Volkswagen.

The convoy set off back towards Doune after everyone had devoured all of the barbecue offerings and we headed downhill along roads

which did for our brakes what the uphill climb had done for our clutches. (Now I finally know what the mysterious term 'brake fade' really means). Still, I think everyone made it back safely for the disco in the evening.

The efforts of all members present on the Sunday were well rewarded by the unexpected third place prize for the Best Club Stand, despite the fact that the centerpiece happened to be a blue Sierra estate! Still, it did have a TSSC badge on it (thanks, John Malcolm for the Club equipment).

The other highlight of the Sunday was the neck-and-neck final in the Gymkhana between our 'Triumph Tigers' and the 'Not so old Codgers' of the TR Club. Both teams had finished the Semi-Finals with times of 3 mins. and 16 secs., having beaten Porsches (3 mins. 37

secs.), TVRs (4 mins. 19 secs.), Astons (3 mins 57 secs.) and, of course, MGs (3 mins. 44 secs.), on a muddy grass obstacle course. The Tigers' GT6 III, modified Herald 13/60 and Spitfire Six (with a damaged front wishbone from an encounter with a local in a Fiesta), finally had to give in to the Codgers' two TR6s and a TR7 after an unfortunate attack of butterfingers (no, the ball goes *into* the bucket!). Still, the runners-up trophies look nice next to the family silver.

Congratulations to Chris and Hugh Roberts from Plymouth for winning the Club Concours with their superb dark blue GT6 MkIII. Take care of that shield Hugh and watch out, it seems prone to falling over!

Everyone came out smiling, despite the uncertain weather and final downpour and it seems an enjoyable weekend was had by all.

See you there next year



RESULTS

Club Concours

Overall Winner

Hugh Roberts

GT6 MkIII PJV 850M

Best Vitesse
Best GT6
Best Herald
Best Spitfire

Ian Robertson
Hugh Roberts
Ian Wheeler
Brian Mortimer

CSY 923D
PJV 850M
FWC 758H
JEN 789G

Event Gymkhana (second place)

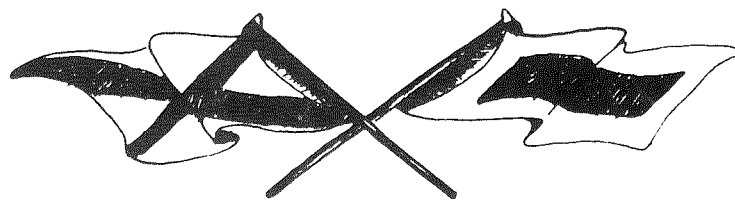
GT6 MkIII
Spitfire Six
Herald 13/60

Archie Boyle
Andy Bannerman
CAD 444K

Ian Robertson
William Thomson
Shawn & Dave

Also third place for Best Club Stand

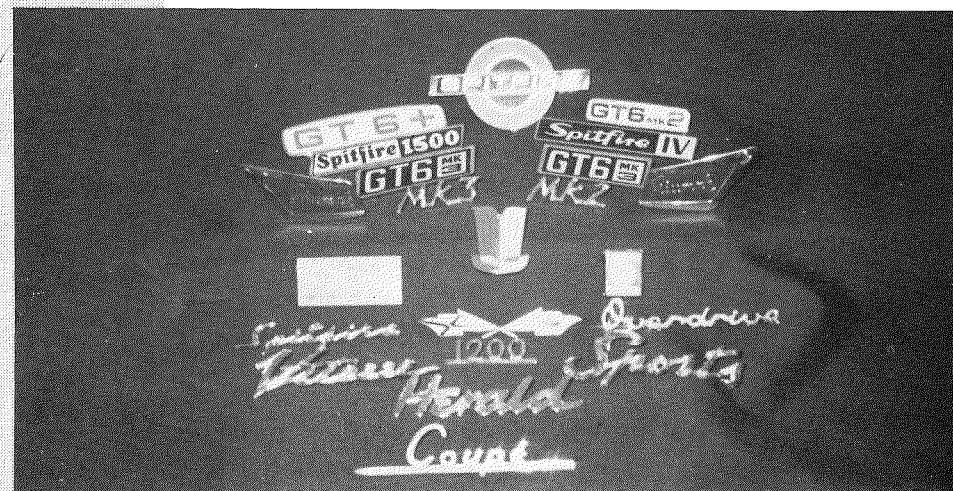
B



for
British

Badges

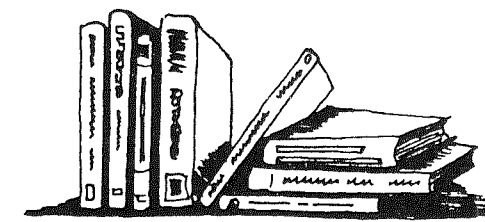
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'Spitfire 4' Scroll	£7.50	'GT6 Mk.2' Tailgate	£12.95
'Mk.2' (Spitfire)	£4.95	'TRIUMPH' GT6 Mk.2 Tailgate	£19.50
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S

for
Sports

Books



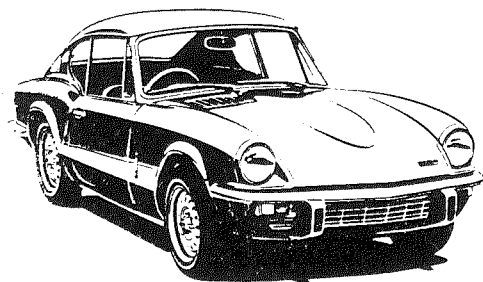
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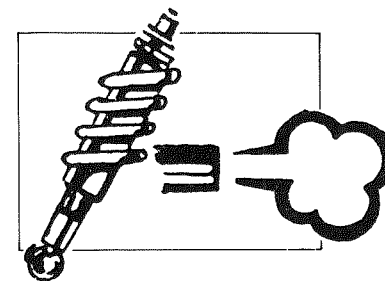
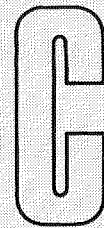


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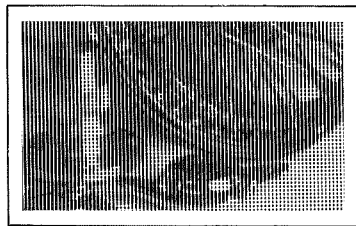
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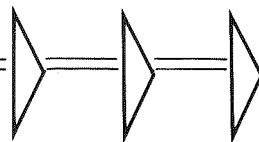
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All magazine material must be received by the 15th of the month prior to month of publication

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