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TRIUMPH SPORTS SIX CLUB - DEC 1988

102



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 102

DECEMBER 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

GT6 MkIII 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

MAGAZINE ... WHAT MAGAZINE ?

APOLOGIES

Why did your Courier arrive late? Have you found it's been getting later and later over the past few months? Your magazine should reach you by the 1st of the month but why doesn't it? Here are some of your questions answered:

As the Club has grown and the size of the magazine along with it, deadlines and post times have become much more critical. Last month there was an unfortunate misunderstanding between the Printer and the Mailing House which caused further delays in posting. This created havoc at the Club Office where over 800 telephone calls were received from members wanting to know where their magazines were. As a result of this, and after much consultation with both the Printer and the Mailing House, we have decided to tighten up our magazine procedure, so please take note of the following:-

NEW DEADLINES:

Magazine Copy - 15th of the month prior to publication (unchanged).

Area News: 10th of the month prior to publication.

Classified: 15th of the month prior to publication (unchanged).

The magazine will go to print on the 16th of the month and be posted on the 24/25th of each month - ample time for delivery to you by the 1st of the month. If you don't receive your Courier it will be because it has been held up in the post so *do not call the Club Office until at least the 7th of the month* - we cannot change our system of mailing as it is the best alternative we have. Again apologies for last month. Let's hope that we now have got the system right and we will all benefit from the improvements.

As we see 1988 slip away, Jo and I wish you all a Happy Christmas and a Safe New Year.

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Incorporating 24 page Area Review & Classified + M17+ Insurance Pack

PRESIDENTS

INTRO



John Griffiths

GREAT NEWS FOR MEMBERS AGED 17-24

The great news this month is that an Agreed Value insurance scheme has been arranged for members aged 17-24. We're calling it the M 17+ scheme. A new brochure has been designed and is enclosed with this Courier together with a Valuation certificate.

To help you get on the road at reasonable cost, we have designed the scheme so that it is cost flexible. In other words you can select the type of cover you can afford. For the first time, a third party fire and theft option is available at half the cost of fully comprehensive cover, but most importantly, still with Agreed Value cover. In addition, discounts are available if the limited mileage option is selected.

We're very excited about it and hope you will be too. We're only sorry we couldn't have done it earlier in the Club's history, but now it's here, it's got to be a winner. Don't hesitate to let us know what you think!

THE M 25+ Scheme

We haven't forgotten our members over 25 years either! Tangible improvements have been introduced which are summarised below. Incidentally, to differentiate the two schemes, this one will from now on be known as the M 25+ scheme.

(i) Third Party Fire and Theft option: half the cost of fully comprehensive cover, but still with Agreed Value cover!

(ii) The limited Mileage options have been increased, with the top band now being 6000 miles.

For 1989, net premiums are going up just 4.5% in nearly all cases, which keeps the rates very competitive.

Both schemes are now underwritten by the Dominion Insurance Company, which is a leading UK Motor Insurer.

One other change to the Scheme, is in respect of the Valuation system. Because values are tending to become more inflationary, it has been decided that Valuations should be undertaken annually in future rather than 2 yearly at present.

You will be pleased to note that we have accordingly decided to *reduce* the Re-Valuation fee from £6 to £5 (inc. VAT). The initial Valuation fee remains at £10 (inc. VAT).

For many members this will be a no change position, as lots of you recently have been re-valuing your car(s)

voluntarily on an annual basis, mindful of how values have shifted upwards.

If you are over 25 and want to know more about the M 25+ scheme, please ask for one of our new brochures from the Club's office.

WHAT IS MEANT BY A "NET PREMIUM SCHEME"?

A number of you have been asking recently exactly what we mean by a "Net Premium" scheme. I hope the following comments may help to explain this rather unique, but key benefit of the TSSC Insurance scheme.

What we mean by a "Net Premium" Scheme

The Premium of a conventional Motor Policy is calculated with a discount for the number of years you can prove that you have held a Private Car Policy and have not made a claim. This is known as a No Claim Discount. If you make a claim you will lose part or all of the discount unless the insurer is able to make a recovery of the money paid out....so even if you're not to blame, you could still lose your Discount!

A "Net Premium" scheme ignores No Claim Discount, but still sets the premiums at a level equivalent to a full No Claim Discount rate. As such you have nothing to prove and nothing to lose. Because there isn't a No Claim Discount in the premium, the premium remains "net" even after a claim - much better than a "protected" No Claim Discount!

Why has the TSSC chosen a "Net Premium Scheme"?

For insurance purposes, *each* vehicle must earn its own No Claim Discount. Many TSSC members run their TSSC vehicle as a second car. This means many will not have earned a maximum No Claim Discount on this second vehicle so under a conventional policy, their premium would be much higher because the discount would be less. This equally applies to anyone using their Club car as a first vehicle who doesn't yet have a full No Claim Discount.

The Dominion (Club's insurer) recognises that the driving experiences of TSSC members is better than the "average" motorist and has therefore calculated the premiums on the experience of the TSSC and not on the "average" motorist.

Summary of key benefits

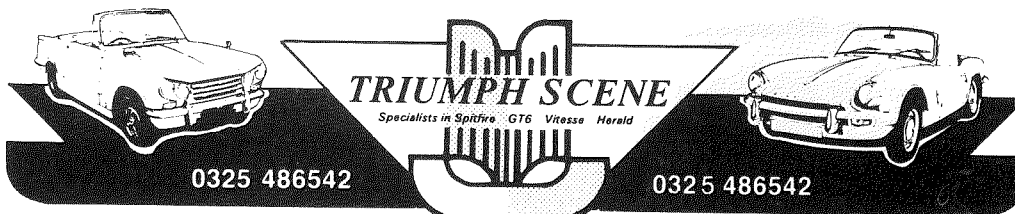
- Premiums remain "net" even after a claim....there is no No Claim Discount to lose!
- Much cheaper premiums for someone using their Club car as a second vehicle
- Saving for anyone who hasn't got a full No Claim Discount
- Simple premium structure enables members over 25 to work out how much their insurance will cost.

IMPORTANT

If you currently have No Claim Discount on your TSSC car, you can transfer this to another vehicle.

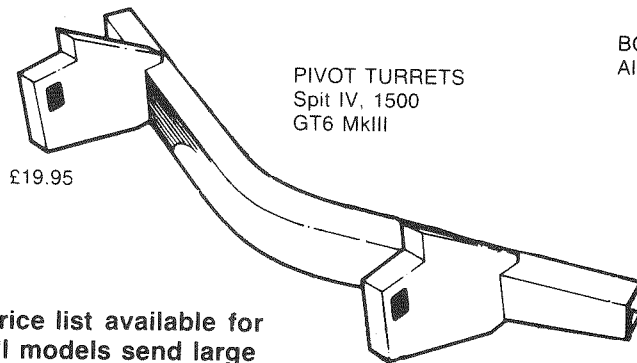
If you wish to retain your No Claim Discount for the future you should provide proof of it to the Club's Broker (Footman James). Any additional claim free period you gain under the TSSC scheme will also automatically be added to your total. So long as you register this proof at the outset, the Brokers can provide any new insurers with confirmation of your No Claim Discount, should you require it.

Happy, safe motoring.



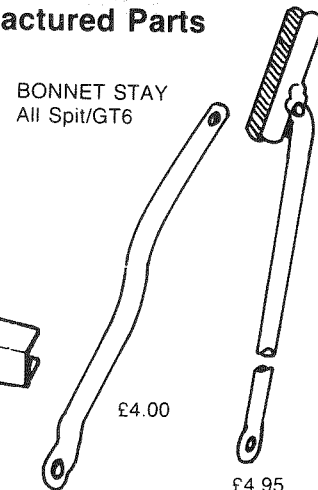
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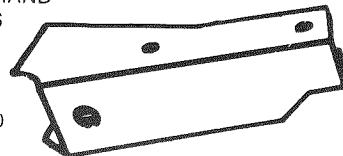
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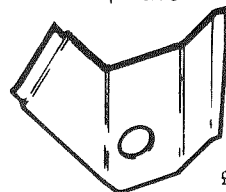
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Full or Part Restorations a speciality (only persons with an appreciation of quality craftsmanship need apply). Free collection service anywhere in UK on major work.!

PHONE NOW FOR FURTHER DETAILS
ALL PRICES PLUS CARRIAGE + VAT

BOOKS FOR CHRISTMAS

For anyone preparing a Christmas present list, there are two new very exciting books out on Club cars which should be in any self respecting TSSC enthusiasts library!

The first one is in the Classic and Sportscar File series, authored by the Club's honorary member, Graham Robson. Entitled TRIUMPH SPITFIRE AND GT6 FILE, it is presented in a clear straight forward, easy to read manner with some superb colour photos of cars known well to us in the TSSC! But its not just a history book, it covers sensible and practical advice on the models to buy, options to look for and honest comments on good and bad aspects. There's also detailed photos of what to look for when buying (rust areas etc.).

You can read it cover to cover in an evening or perhaps twice in one day! A lot of you will probably know much of what is in the book, but for anyone contemplating buying a GT6 or Spitfire for the first time it will prove invaluable. For the rest of us, its just great to read about Club cars! It's nicely priced at £8.95 as well!

The second book is a major new work on Club cars which really is something special. Entitled GUIDE TO PURCHASE and D.I.Y. RESTORATION OF THE TRIUMPH SPITFIRE, GT6, VITESSE and HERALD it covers its subject in the depth of detail not previously seen.

It is a book which has been in the making for a long time. As a result it is a quality book and attention to detail is first class. The book has been written in the main by our very own General Secretary (good old Pete) and also features input from Eddie Evans (Top Traders fame). Pulled together by the now well known Lindsay Porter the book represents the "Bible" on restoration. It is the detail, the clear concise text, supported by 900+ illustrations that makes it such a winner. Members of the TSSC will already be aware of Peter's attention for detail, which makes tackling any job a real possibility for many TSSC members. There is so much in this one that you will be able to use it again and again. At £14.95 (one tank full of petrol!) it represents incredibly good value.

Both of the above books can be purchased from Triumph Bookshop (see advert on page 11)

INFORMATION BROCHURE

Members attending the "Seminars" will have had the opportunity to see and read an Information Brochure which summarises what we as a Club want to do to contribute to the future of Standard Triumph and in particular in respect of Triumph cars built upon the Herald chassis frame. Copies of the Brochure have also been sent to all registered Area Organisers.

If you haven't seen a copy and would like one, please contact your Area Organiser or the Club's office.

The Brochure contains the key elements of the revised Memorandum of Association (i.e. rules by which we operate) which will form the basis of our application to the Charity Commissioners, probably later this month.

I am delighted that at the time of writing (1st November) members attending the Midlands and South Seminars have voted unanimously in favour of the proposed Memorandum changes.

CHRISTMAS FESTIVITIES

Pam and I are taking the responsibility this year for arranging the "not to be missed" Winter Weekend. Please see details elsewhere in this edition.

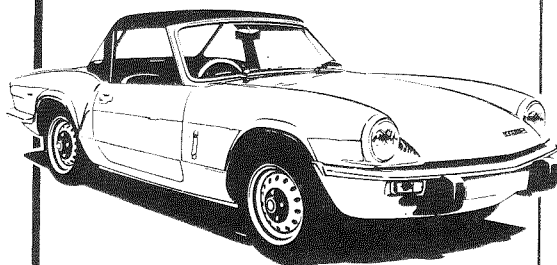
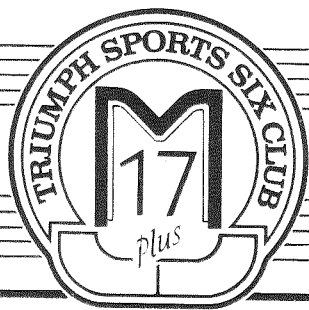
Many of you will be having your own Area Christmas Do's. We hope everyone has a great festive time but don't forget to order your taxi!

Happy Christmas and here's to another exciting TSSC year ahead.

John M. Griffiths, President.

Calling Vikki Benson

All your TSSC friends out here in Triumph Land are very sorry to hear that you are laid-up in hospital. We sincerely hope you will make a speedy recovery and be fit and well for the 1989 season.



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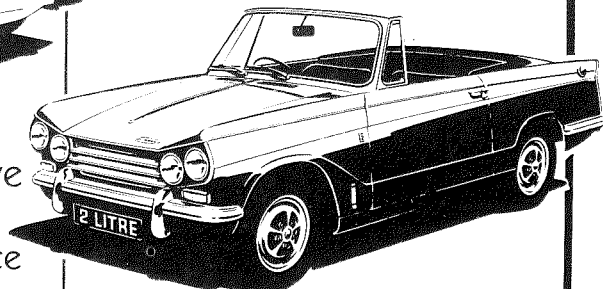
CAR	COMPREHENSIVE WITH AGREED VALUE	COMPREHENSIVE WITH AGREED VALUE BUT WITH 3000 MILE LIMIT	THIRD PARTY FIRE & THEFT WITH AGREED VALUE	THIRD PARTY FIRE & THEFT WITH AGREED VALUE, BUT WITH 3000 MILE LIMIT
HERALD	£370	£296	£185	£148
SPIRIFIRE (EXC. 1500) VITESSE 1600	£670	£536	£335	£268
SPIRIFIRE 1500 VITESSE 2ltr. 4 Cyl. BOND	£844	£676	£422	£338

* THE ABOVE RATES ARE BASED ON A 19/20 YEAR OLD LIVING
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HERALD	£118	£132	£155	£184
SPIRIFIRE (EXC. 1500) VITESSE 1600	£173	£186	£211	£248
SPIRIFIRE 1500 BOND 4 Cyl. VITESSE 2 ltr.	£181	£211	£272	£307
GT6 BOND 6 Cyl KIT CARS	£229	£258	£284	£366

N.B. These rates do not apply to SPECIALS or MODIFIED CARS - these can be
considered separately

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NEWS REVIEW



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

SPITFIRE EXHAUSTS:

A new TSSC Special Offer item which, unfortunately, came too late for the new catalogue, is a replacement, uprated performance, stainless steel rear box for the Spitfire IV and 1500. As with the other TSSC stainless steel exhausts, these are made by Bell's and are guaranteed for life. They are fitted using the same standard exhaust mountings already on your car and will fit on to your existing mild steel downpipes, or can be used in conjunction with the Club's stainless steel downpipes. The improvement in performance is achieved by obtaining a smoother flow of gases through the box. Instead of the gases entering the box then immediately turning through 90° and then again turning through 90° when leaving the rear box which effectively slows down the flow, these boxes turn the gases gently outside the box (out through twin large bore pipes). This does mean that the box is smaller so the exhaust note is louder and more sporty. The cost is £69.95 plus £11.50 P&P. For more details or to order, contact:

TSSC Special Offers,
13 Common Rise, Hitchin, Herts SG4 OHN
- tel: (0462) 56315.

CARBURETTORS:

We are presently discussing the possibilities with a major carburettor specialist to supply overhaul kits and exchange carburettors via TSSC Special Offers. However, it does look as if there is a particular problem with Stromberg 150s. It may or may not be possible to overcome this problem, but in the meantime if anybody has converted Club cars to run on SUs rather than Strombergs, please contact: Jonty Wild, 13 Common Rise, Hitchin, Herts.

1989 EVENTS:

Anybody contemplating running or organising National, Regional TSSC events or participating in National or Local Shows in the name of the Triumph Sports Six Club during 1989 should contact Jonty Wild at the earliest opportunity as the 1989 TSSC Events Calendar is now being compiled on (0462) 56315 or 13 Common Rise, Hitchin, Herts. SG4 OHN. Also read the article elsewhere in this Courier called TSSC Events 1989.

UNSOCIAL HOURS

I can only concur with Margaret Brown regarding her comments in last month's Courier. Although any problems members may need solving might seem the most important thing to them at the time, please remember that all our hard working Register Secretaries are unpaid enthusiasts working in their spare time and, as such, have day or even shift-work full time jobs to contend with. They too deserve to be able to have some free time to themselves and their families, so please, no more late night phone calls. In at least one case, though I hope not with Margaret, an answer of, "I'm afraid he's not at home at present", from a Register Secretary's wife was met with abuse from some moronic member. Obviously, this sort of behaviour, whatever the problem, is just not on. So again, please think before you pick up the phone next time or one day there might not be any numbers left to call.

AGM 1989

It might seem a long way off, but for those members interested, the 1989 AGM is to be held in early February 1989 - exact date not yet fixed. Due to a number of requests, the venue is planned to be moved further north this year to around Nottinghamshire. I'd be happy to receive any resolutions members may wish to put, in writing, by mid January. The planned Agenda will appear in January's Courier. May I remind Register Secretaries and especially Area Organisers that they need to be re-elected each year, so look out for the dreaded forms - the latter via the Area Liaison Officer, Mike Crewes. Please help everyone out by returning them as soon as possible. Thanks.

Pete Williams General Secretary

VITESSE Mk2 EXHAUSTS

As my previous suppliers quote N.L.A. when a request for a Vitesse MkII exhaust system (mild steel) is asked for, I thought the following information would be useful to other members who are searching for such a system:

Pt. No. S 3618 pipe - retails £30.86 - paid £15.43 + vat
Pt. No. S 3619 silencer - retails £40.10 - paid £20.05 + vat

These items were supplied to me on 9th September, 1988 from QUALITY PARTS LTD., Mill Lane, Warton, Preston. The name of the local 'factor' is: C.V. THOMPSON & SON LTD., 104-106 Southampton Street, Reading RG1 2QX. Tel: Reading (0734) 590528, 571061.

Bryan Grace - Reading

CAR STOLEN

My 13/60 Herald estate was stolen on 27th October, 1988 from opposite the Birmingham Childrens Hospital, Ladywood Middleway, Ladywood, Birmingham, where I was taking my son to be treated for leukaemia. The car is Damson Red and the registration number is YDH 800G. I would be most grateful if you could keep an eye out for my car and if you have any details as to its whereabouts, please contact me, Philip Smith on (0283) 43722 - I would be most grateful.

TSSC CALENDER/EVENTS PLANNER

This new venue by the TSSC to produce full colour Wall Calendar/Events Planner has been well received its also been fully laminated to give that special look only £1.95 each from the club office

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Herald 1200	£19.95	£21.95
Herald 13/60	£19.95	£21.95
Herald Servicing Cards	99p	£1.50
Handbooks		
Herald 13/60	£5.00	£5.50

Parts Catalogues

Herald 13/60	£14.00	£15.00
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SPITFIRE

Workshop Manuals	UK	O'seas
Spitfire 4/11/111	£19.95	£21.95
Spitfire 4/11/111 Dutch	£18.00	£20.00
Spitfire IV	£18.00	£20.00
Spitfire 1500	£18.00	£20.00
Spitfire IV/1500 French	£18.00	£20.00
Spitfire IV/1500 Dutch	£18.00	£20.00
Parts Catalogues		
Spitfire MKIV	£14.00	£16.00
Spitfire 1500	£14.00	£16.00
Handbooks		
Spitfire 4	£5.00	£5.50
Spitfire MK11	£5.00	£5.50
Spitfire MK111	£5.00	£5.50
Spitfire MK111 Swedish	£5.00	£5.50
Spitfire MKIV	£5.00	£5.50
Spitfire MKIV German	£5.00	£5.50
Spitfire 1500	£5.00	£5.50
Spitfire 1500 U.S.A.	£5.00	£5.50
Spitfire 1500 Canada	£5.00	£5.50

Parts Catalogues

Spitfire MKIV	£14.00	£16.00
Spitfire 1500	£14.00	£16.00

Handbooks

Spitfire 4	£5.00	£5.50
Spitfire MK11	£5.00	£5.50
Spitfire MK111	£5.00	£5.50
Spitfire MK111 Swedish	£5.00	£5.50
Spitfire MKIV	£5.00	£5.50
Spitfire MKIV German	£5.00	£5.50
Spitfire 1500	£5.00	£5.50
Spitfire 1500 U.S.A.	£5.00	£5.50
Spitfire 1500 Canada	£5.00	£5.50

RESTORATION GUIDES

How to Restore Sheet Metal Bodywork		
How to Restore Paintwork		
How to Restore car interiors	Price	
How to Elec.&Ign. Systems	UK	O'seas
How to Restore Fibreglass	£8.75	£9.50
How to Restore Upholstery	each	
How to Restore Classic Car Engines		

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The complete restoration guide: Lindsay Porter new edition	£10.95	£11.95
SU Carburettors	£9.50	£10.00
Stromberg Carburettors	£9.50	£10.00
Weber Carburettors	£9.50	£10.00
Electrical Manual	£9.95	£10.95
(Haynes Publishing)		

BROOKLANDS BOOKS

Triumph Vitesse & Herald 1959/71	£7.50	
Triumph GT6 1966/1974	£7.50	
Triumph Spitfire 1962/1980	£7.50	
Spitfire Collection No. 1 1962/1982	£6.50	
Road & Track Triumph Sports Cars '58/67	£7.50	
Road & Track Triumph Sports Cars 67/74	£7.50	
Road & Track Triumph Sports Cars '74/82	£7.50	
Triumph TR2/3 1952/60	£7.50	
Triumph TR4 & TR5 & 250	£7.50	
Triumph TR6 1969/76	£7.50	
Triumph TR6 Collection	£6.50	
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VITESSE

Workshop Manuals	UK	O'seas
Vitesse '6'	£19.95	£21.95
Vitesse 2LMK1/111	£19.95	£21.95
Handbooks		
Vitesse '6'	£5.00	£5.50
Vitesse MK1	£5.00	£5.50
Vitesse MK11	£5.00	£5.50

Parts Catalogues

Vitesse 2 Litre MkII (Would also suit MKI)	£14.00	£15.00
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GT6

Workshop Manuals	UK	O'seas
GT6 MK1/11/111	£19.95	£21.95
Parts Catalogues		
GT6 MK111	£14.00	£16.00
Handbooks		
GT6 MK1	£5.00	£5.50
GT6 MK11	£5.00	£5.50
GT6 MK111	£5.00	£5.50

TR

Workshop Manuals		
TR2/TR3	£22.00	£24.00
TR4/4A	£22.00	£24.00
TR5 (complete)	£34.00	£36.00
TR6	£22.00	£24.00
TR7	£18.00	£20.00

Parts Catalogues

TR2/3	£16.00	£17.50
TR4	£16.00	£17.50
TR4A	£16.00	£17.50
TR6	£14.00	£15.50
TR7	£14.00	£15.50

Handbooks

TR4	£5.00	£5.50
TR4A	£5.00	£5.50
TR6	£5.00	£5.50
TR7	£5.00	£5.50

STAG

Workshop Manual	£22.00	£24.00
Handbook	£5.00	£5.50

2000/2500/2500S/1300/TOLEDO 1500/DOLOMITE & SPRINT

Workshop Manuals		
2000/2500	£22.00	£24.00
1500	£18.00	£20.00
1500TC	£18.00	£20.00

Parts Catalogues

Toledo 1971/72	£14.00	£15.50
Dolomite Sprint	£14.00	£15.50
1500 RWD	£14.00	£15.50
1500 FWD	£14.00	£15.50
2000 & 2500	£14.00	£15.50
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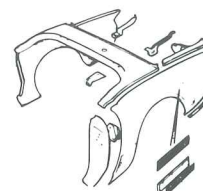
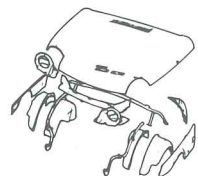
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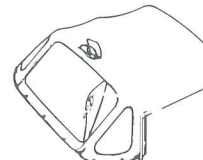
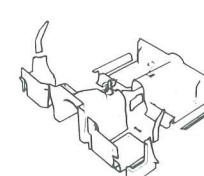
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1989 Events Calendar

Jonty Wild

The time has arrived for me to start compiling the Events Calendar for 1989. It is very important if you are considering running a National or Regional TSSC Event, that you give me the proposed date as soon as possible. The same applies to anyone having dates of National and Regional shows at which the TSSC will be represented.

I want to be able to publish the 1989 TSSC Events Calendar as early as possible, hopefully in January or February and therefore, well in advance of the 'season'. It really is vital to the success of your event for it to be in that first issue of the Calendar and to have Club backing. The first issue of the Calendar is printed on a two colour, separate sheet, which is given to all existing members, all new members joining and is often given away to interested parties at major shows. Because of the cost of printing, it is not possible to reprint with changes, so if you miss the first issue, you will not get into this version of the Calendar.

It is also vital that your event is officially recognised by the Club. If you do not register it, you will not receive financial help, appear in the magazine, receive Club equipment or receive any other Club assistance available and remember, event dates are accepted strictly on a first come, first served basis and it is important to avoid embarrassing date clashes.

So if you are organising or helping to run one of the types of events mentioned, or know anybody who is, then contact:-

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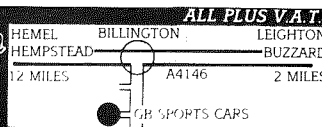
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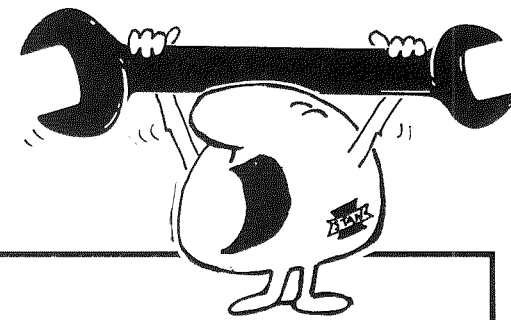
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Technical Tip



EXHAUSTS

I am writing with regard to the article 'Spitfire Tuning on the Cheap' in Courier 94.

A few months ago I had to replace the back box of my MkIV due to rot. When I asked around for prices, I was quoted at least £50. Not wanting to pay this much I decided to go to my local A.T.C. because they've often been able to help me in the past.

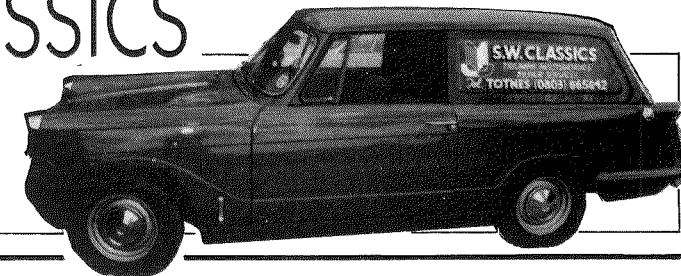
After searching through various exhausts, we came up with a Vauxhall Viva middle box which, with slight shortening, fitted perfectly on to the centre pipe. Total cost £10.25. This is also a straight-through silencer, which seems to have increased power.

N. Page - Grimsby, South Humberside

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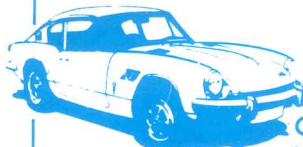


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Master cylinder seal kit Tandem systems	£12.00
New Lockheed Servo installation kit all models	

Servo overhaul kit late GT6 MKIII	£85.00
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Caliper assy type 14 Herald, Spitfire (exch)	£35.00
Caliper assy type 16p Vitesse, GT6 (exch)	£28.00
Caliper assy type 16p Vitesse, GT6 (exch)	£35.00
Caliper seal kit all type 12	£35.00
Caliper seal kit all type 14	£39.99 pair
Caliper seal kit all type 16p	£7.50 pair
Caliper seal kit all type 16pb	£6.99 pair
Caliper piston (GIRLING) type 12	£7.99 each
Caliper piston (GIRLING) type 14	£6.95 each
Caliper piston (GIRLING) type 16p	£7.00 each
Caliper piston (GIRLING) type 16pb	£7.00 each
Caliper piston (NON GIRLING) type 14	£4.99 each
Caliper piston (NON GIRLING) type 16p	£5.99 each
Caliper piston (NON GIRLING) type 16pb	£5.50 each

Brake pad set (GIRLING) Herald, Spitfire - 67	£4.50
Brake pad set (GIRLING) Herald, Spitfire 67 on	£7.50
Brake pad set (GIRLING) Vitesse, GT6	£9.50
Brake pad set (universal) Herald, Spitfire 67 on	£6.95
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Brake disc new Vitesse, GT6	£12.50 each
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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
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Hand brake cable front all models	£2.00
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Hand brake cable rear Spitfire MKI-4, GT6 MKI	£2.15
Hand brake cable rear Spitfire 1500, GT6 MKIII	£3.50

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Anti-roll bar bush small or large	50p each
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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 rotolox	£1.00 each
Rear spring eye bush all models	£3.50 each
Rear wishbone bush Vitesse, GT6 rotolox	£4.05 each
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Diff carrier rear mounting bush all	£3.50 each
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CLUTCH COMPONENTS

Master cylinder all models	£26.50
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Slave cylinder Herald, Spitfire - 67	£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
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Rear lever arm (exchange) Vitesse 2ltr	£9.99 each
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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 rotolox	£10.00
Sealed beam kit GT6 non roto (as Spitfire)	£23.00
Rear hub special HT nylc 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	£3.75
Rotoflex coupling Vitesse, GT6 non genuine	£10.00
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Front flasher lens Herald, Vitesse	£5.75
Front sidelight complete Spt MKII, GT6 MKI	£8.95
Front sidelight lens only as above	£4.00
Front flasher complete Spt MKII, GT6 MKI	£8.95
Front flasher lens only as above	£4.00
Front side/flasher light complete Spt 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 Rear stop/tail light complete Herald, Vitesse	£18.00
Rear stop/tail lens only for above	£6.00
Rear stop/tail lens only Spt MKI 2.3, GT6 MKII	£6.00
Rear flasher light complete Spt MKI 2.3, GT6 MKI	£8.95
Rear flasher lens only for above	£4.00
Rear flasher light complete Spt MK3, GT6 MKII	£8.95
Rear flasher lens only for above	£4.00
Reversing light complete Spt MK1.2.3, GT6 MKI 2	£8.95
Reversing lens only for above	£4.00
Rear light unit complete Spt 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, Spt 1-3	£14.00
Steering column light switch GT6 3, Spt 4, 1500	£18.00
Steering column indicator switch all	£18.50
Dash mounted indicator 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 Herald, 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 Spt, GT6	10p each
Outer weatherstrip clip on door Herald, Vt	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 Spt, 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/ing all	28p each
Stud for above	8p each
Wash moulding trim clip/vet Herald, Vt	22p each
Wheel arch to bonnet rubber seal clip Her, Vt	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	£4.50
Flexible brake hose half nut/washer all	70p
Rear wishbone pivot bolt Vitesse, GT6 rotolox	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, Spt	15p
Nyloc nut for rear of front stub axle Vitesse, GT6	30p
Rear wishbone HT bolt/nyloc Vitesse, GT6 rotolox	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, Spt	£2.50
Top of rear shock absorber HT bolt/nyloc GT6 rotolox	£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

NUT & 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 plan nuts 1/4 to 1/2 diams qty 130	£4.00
Plan or spring washer packs	£3.00
UNF nut & bolt tray 1/4 & 5/16 diams qty 340	£8.50
UNF plan nut tray 1/4 - 1/2 diams qty 325	£8.00
UNF nylocs tray 1/4 - 5/8 diams qty 160	£9.00
Plan 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
Self 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 fitting, all bolts are high-tensile to current British Standards, all items are fully zinc-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 numbered 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 £1250 plus VAT.

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IT FOR YOU. Phone for details or call in for a cup
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(moulded g.box)	£43.00 + VAT	3.50
Herald/Vitesse	£37.00 + VAT	3.50
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COP SHOP

Mike Crewes

THE LAW ABOUT DRINKING & DRIVING

SCREENING BREATH TESTING DEVICES

Breath tests carried out at the roadside are for
screening purposes, to ascertain initially
whether the driver is likely to be over the limit.
These devices used must be approved by the
Home Secretary. The types used are:

- a) - Alcotest 80A
- Alcolyser

These consist of a plastic bag attached to a
glass tube containing yellow crystals. Alcohol in
the breath turns the crystals green.

- b) - Alcometer
- Alert

These measure the amount of alcohol in the
breath by electro-chemical analysis and the
result is indicated by lights.

The original breath testing equipment (a) was
found to be inaccurate erring to the benefit of
the person being tested. The police officer has
to determine, usually in poor light, if the crystals
had in fact turned green below a thin
demarcation line. The crystals at that point were
initially less affected by alcohol and were a paler
green. Only in good light could it be accurately
examined. These devices also gave inferior
results when inadvertently subjected to heat in
storage - or where they were normally kept, in
the glove-compartment of the police car!

In comparison the electro-chemical devices
(b) which have now almost completely replaced
the breathalysers, are very accurate indeed.



THE LION ALCOLMETER S-L2

Test Procedure:

To set - depress and lock 'SET' button. Attach disposable mouthpiece. Take sample - instruct subject to "Take a deep breath and blow into the instrument until I tell you to stop".

The subject must blow strongly enough to bring on light 'A' and long enough to bring on light 'B'. When light 'B' illuminates, press 'READ' button. If light 'B' does not come on, the subject has not provided a satisfactory sample (unless on pressing 'READ' button test proves POSITIVE) and may be arrested for 'failing to provide' and taken to the Police Station.

To obtain an indication of the subject's blood alcohol concentration, hold down 'READ' button and observe display lights as they rise to a maximum reading after approximately one minute.

Interpretation of coloured lights displayed:-

RED	Blood alcohol above 80 mg per 100 ml. POSITIVE TEST.
RED & AMBER	Blood alcohol between 70 and 80 mg per 100 ml. NEGATIVE TEST.
AMBER	Blood alcohol between 5 and 70 mg per 100 ml. NEGATIVE TEST.
GREEN	Blood alcohol less than 5 mg per 100 ml. NEGATIVE TEST.

The screening test should not be given until twenty minutes has elapsed since the last drink, to ensure that all the mouth alcohol has disappeared. The presence of mouth alcohol may give a false reading, which would only waste the time of all concerned.

If the test is POSITIVE, the subject may be arrested and taken to the Police Station.

BREATH TESTING AT THE POLICE STATION

In the course of an investigation as to whether an offence of drink/driving (S.5 or S.6 R.T.A. 1972) has been committed, a constable may require a person at a Police Station to provide two specimens of breath for analysis.

This will involve blowing into the mouthpiece of a machine situated at the station. Two machines have been approved - the LION

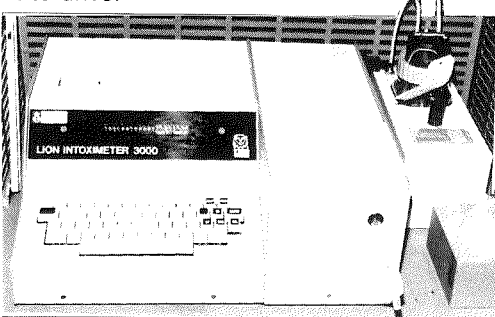
INTOXIMETER and the CAMIC BREATH ANALYSER. The devices give an immediate reading of the alcohol content of the breath. A 'print out' produced by the machines must be given to the driver and it will be evidence that the prescribed limit has been exceeded. The lower of the two readings will be used and the other disregarded.

The legal limit is 35 microgrammes of alcohol per 100 millilitres of breath. However, no person is prosecuted if the lower reading is 39 or less. Between 40 and 50 inclusive, the person has the option of replacing his breath specimen with a blood specimen.

A requirement for blood specimens can only be made at a hospital - when the driver is a patient - or at a Police Station when a constable believes there to be a medical reason why a breath specimen cannot be given or provided; or the breath analysis machine is not available or cannot be used; or the person is suspected of being unfit to drive through drink or drugs; or the person is genuinely unable to provide a breath specimen.

DETENTION AT POLICE STATION

If the person is over the limit and there is no likelihood of him driving, and can arrange for someone to take him home, he will be released. In other circumstances he may be detained until fit to drive.



If agreeable to take the test, the constable will take you to the LION INTOXIMETER 3000. He will then use his personal 'booking on code' to work the machine. The operator's name is typed in on the computer keyboard, together with your name and date of birth. The screen will clear and the machine will commence to automatically test a weak solution of alcohol contained in the jar outside the machine. This is also to check the calibration of the instrument using the external breath simulator. If this reading is outside the

A typical
LION INTOXIMETER 3000
'Print-Out'

TEST RECORD

LION INTOX. 3000/2091
SOUTHDOWN POLICE STN
WESSEX CONSTABULARY

FRI JUN 13, 1986

SUBJECT NAME-
PHILLIPS, CHARLES A.
DOB - 021236

SIGNATURE

TEST	UG%	TIME
STD	35	23.09GMT
BLK	0	23.10GMT
ONE	65	23.10GMT
BLK	0	23.10GMT
TWO	63	23.11GMT
BLK	0	23.11GMT
STD	34	23.12GMT

OPERATOR NAME-
852SMITH

I CERTIFY THAT IN THIS
STATEMENT, READING ONE
RELATES TO THE FIRST
SPECIMEN OF BREATH
PROVIDED BY THE SUBJECT
NAMED ABOVE, AND
READING TWO THE DATE
AND TIME SHOWN HEREIN.

SIGNATURE

If you have a reading of 36-39 you are still over the limit but will not be prosecuted. With a reading of 35 and under there is no offence. In both cases you may be detained if you wish to drive your vehicle, as you are either over the limit or likely to be. Normally you would be released if you can get someone to take you home. With a low reading - say up to 15 or so - you may be permitted to drive your car. A police doctor can be called at your request and expense to ascertain if you are fit to drive.

If you are over the limit and your reading is between 40 and 50 mg inclusive, then you will be asked if you wish to provide a blood sample to replace the breath sample reading.

The only sure way not to be caught is NOT TO DRINK AND DRIVE. During the Christmas 1985 period seven drivers were tested for every one found to be over the limit - a great success for the anti-drink/drive campaign! The police generally carry out these tests with great courtesy - do not blame them - they are just carrying out the law and helping to save lives.

I trust that this article has been informative but the subject is complex and difficult to condense into a few pages. Any queries I will be pleased to answer. If you have any other questions regarding Road Traffic Law, please contact me, **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middx. TW7 5JJ** - Remember, help is only 28p away.

predetermined range (32 to 37 inclusive) then the instrument will not proceed to the actual subject test stage. If this was the case the instrument would be disregarded and a blood specimen requested.

Presuming the instrument is correctly calibrated, which is usually the case, it would then clear itself of alcohol. During test/clearing, the screen would display "PRG" - "BLK".

Wait. The operator will attach a disposable mouthpiece.

Shortly the instrument will display on the screen - BLOW UNTIL STAR - "SUB". At this point the operator will instruct you to "take a deep breath and blow into the tube until STAR shows".

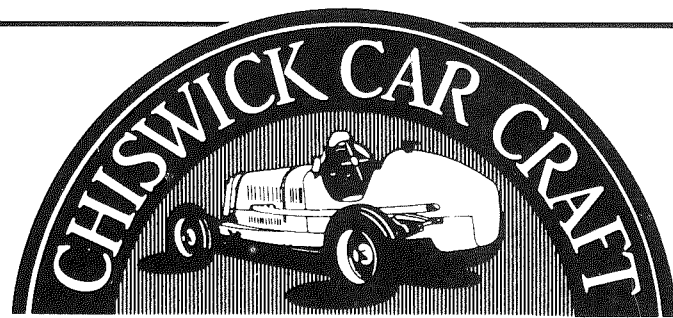
You will require to take a deep breath and totally expell the air from your lungs to complete the test and bring on the "STAR". You have three minutes to do this. It takes approximately 30 seconds to produce the test result on the screen.

The instrument will then again clear itself of alcohol and then the second test is a repeat of this first.

Following the second test, an additional automatic calibration test is also run to further substantiate the accuracy of their analysis.

The instrument the issues three identical 'Print-Outs' of the test. Both you and the Officer sign them. One copy will be handed to you. This will be used in evidence.

The test procedure is now complete. If the lower of the two readings is 40 or above, you are charged with the offence of 'excess alcohol' and upon conviction, can expect a minimum mandatory disqualification from driving for one year.



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BOND

Equipe

REGISTER

Peter Jacklin



Well, it is a year ago that I convinced myself that I ought to make the effort and do something on behalf of my fellow Equipe owners in the TSSC. What has been achieved in the past twelve months?

Firstly, we have had a Register article in every months magazine (thanks to Bill and Jo - sorry about the awful handwriting!) and I hope that some of the content has been of interest to you.

The Third Bond Equipe Weekend took place in June with a record turnout of over 30 cars and several other owners 'sans Equipe'.

After a slight hiccup the reproduction of boot badges got off the ground and most of the initial run have now been sold (your last chance - order one for Christmas, £11.95 only, direct from me). I hope to make the 1989 project bonnet badges - more details in the New Year.

Certainly I have found the job of Register Secretary to be most rewarding and interesting; the learning curve has been pretty steep and I still have a long way to go. Well, that's enough of this nostalgia lark - let's get down to business!

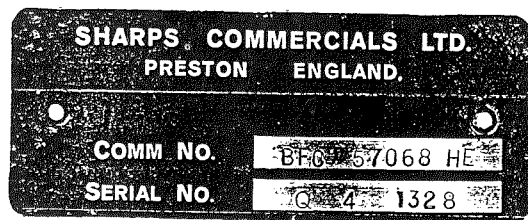
May I remind any new

owners to register details of their cars on an I.V.R. form. If this is done, I can keep the Register as up to date as possible. Also, if you can obtain the details of any non-club cars (first try to convince the owner to join the Club!) or any Equipes being broken in scrapyards,

this information will help me to make the Register more comprehensive.

Don't forget that the commission plate is on the LHS of the bulkhead, close to the bonnet catch plate. If your car is heavily undersealed, have a gentle dig as you may find a plate hidden underneath the gunge.

COMMISSION PLATE



THIS IS THE IMPORTANT
NUMBER IT IS THE BOND
VEHICLE NUMBER

SAME AS ORIGINAL
ENGINE No.

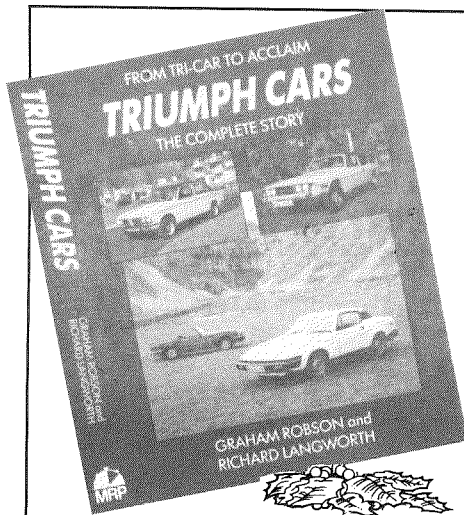
One subject about which I have had some enquiries is fibreglass repairs and I have been doing some research. However, it seems to me that any detailed advice is beyond the scope of these articles, so I recommend that you invest in a book. The two that I have obtained and found most interesting are listed below:-

1. **Fibreglass bodywork by Miles Wilkins - No. 3 in the Osprey Restoration Series.**
2. **Automotive Glassfibre by Dennis Foy published by M.R.P.**

Both of these publications have considerable information on the materials, tools and methods involved in the restoration of G.R.P. bodywork and the moulding of replacement panels. They are both aimed at the D.I.Y. market.

Once again a reminder to be very careful if you are carrying out any welding repairs to your chassis or the steel panels of your car. If you set fire to the G.R.P. bodywork, the result could be disastrous both to you and your vehicle. G.R.P. is destroyed by fire and in the process gives off toxic fumes - you have been warned!

Well, on that cheerful note, may I take this opportunity to wish all Equipe owners a Happy Christmas and a Prosperous New Year - may all your restoration dreams come true and let's see even more Equipes at the 1989 events, especially the Bond Weekend.



The ideal Christmas Gift

NEW BOOK ... NEW BOOK TRIUMPH CARS - The Complete Story

In this volume the world's two foremost Triumph experts have collaborated to produce a detailed history of one of Britain's most famous makes of car. The decade since this book was first published has seen Triumph, sadly, follow so many other celebrated motoring names into disuse, so this edition, fully revised and updated, is the definitive record, embracing everything from the 1923 four-cylinder 10/20 with its Ricardo designed engine through to the Honda-derived Acclaim which was the last model to carry the marque identity. Between cars and sports cars, some now only fond memories, others still cherished and often lovingly restored by their devoted owners. Pre-war there were models like the staunch little Super Seven and the impressive Gloria, Vitesse and Dolomite series. Post-war came the much-loved TR sports cars, saloons as diverse as the Renown, the Herald and the 2000/2.5, and some of the old names were used again, the Dolomite Sprint, in particular, receiving plaudits for its innovative and effective engine design.

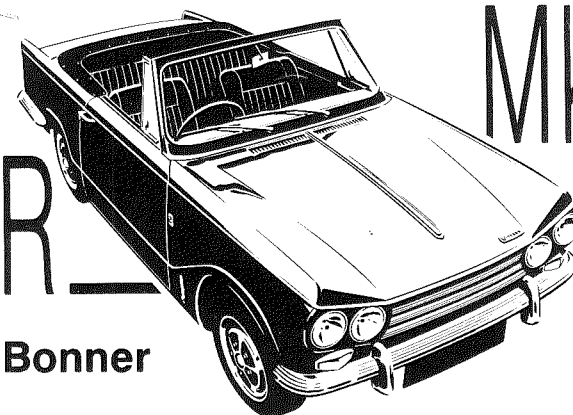
Divided into 17 chapters and illustrated by more than 500 pictures, the text details not only the cars and their engineering but also the distinguished and often controversial people behind the Triumph story, the men who led this volatile company through good times and bad, through the ravages of a world war, the exciting years of reconstruction and expansion, and on through the labyrinth of mergers, takeovers and corporate politics into the world of British Leyland and Austin Rover.

Supplementing the main text are comprehensive appendices which include technical specifications of all Triumph cars, production statistics since 1923, lists of company factories and outside body suppliers, descriptions of many Triumph-engined cars produced by other manufacturers from the early days of the Vale to the TVR of the 1970s, the addresses of clubs for Triumph owners and enthusiasts.

Comprehensive, deeply researched and well written - and illuminated too by the enthusiasm of the authors for their subject - this is an important addition to motoring history, of equal value to the serious student of the motor industry and the car enthusiast alike.

Triumph Bookshop Price £23.00 inc P&P
Welland House, 9 Acorn Close, Lubenham, Leics LE16 9SP
Telephone (0858) 32110 - Telephone orders welcome

VITESSE REGISTER



MkII

Andy Bonner

Have a look at the photograph is month, taken at Syon Park this year. As you can see, the number plates run in the same sequence, quite a coincidence. The car on the right is a one owner from new, and a known history example. The one shown on the left has had an extensive rebuild and has been brought up to nice condition but the current owner knows none of the car's history. Can anyone out there fill in any of the gaps in RKN 789G's past? Write to me please and I will forward it on.



For your amusement, I am including a photograph of my own MkII complete with MkI bonnet. The body is a bit tatty but mechanically it's now OK. Next year it will look better!



Thanks to Malcolm Reynolds and Tony Luxton for writing to me concerning steering column locks, as fitted to the last MkII's. We now have the earliest commission number fitted with a steering lock as 57671, which means that at least the last 439 cars were so fitted. Does anyone have a car with an earlier number that was fitted with a steering column lock from new?

TECHNICAL TIP:

It is possible in desperate circumstances to replace a new doughnut on the MkII without splitting the hub. This can be achieved by cutting off the old doughnut and levering on the new. To compress the new doughnut to line up the bolt holes, try using two large jubilee clips joined together and then tightened as necessary.

P.S. Can anyone help with the following:

WANTED: Vitesse 1600 engine and alloy rocker cover (Derrington, SAH etc.) and any tuning information for this engine?

Did you know that B.M.I.H.T. can do a production record trace on your MkII?

You must send your commission number and £5.00 for which they will send you the following information:
See letter

Incidentally, I have changed the key numbers in the letter!

It took approximately one month for mine to arrive and it gives the original specification which, fortunately, mine still has.

I expect this service may show up one or two 'bitzas' due to the Meccano nature of our cars. The address is:-

B.M.I.H.T.
Castle Road Studley
Warwickshire B80 7AJ



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Archive and Library

Castle Road Studley, Warwickshire B80 7AJ Telephone: 01827 551414

Ref: J81 Triumph (Pilot) Date: 6 October 1988

Dear Mr Bonner,

Thank you for your enquiry of 4 September concerning your Triumph Vitesse 2 litre Mark II convertible

We have researched the records and have the following information on your car:

Car/chassis number	HC57000-CV
Engine number	HC56907-HE
Body number	51889
Specification	BHP, home market
Colour, exterior	Signal red
Interior	Black (Amble)
Wheels (top)	Black
Date(s) built	18 March 1970
Date despatched	26 March 1970
Destination (dealer)	Iver Service Garage Ltd., Iver, Bucks.
Other numbers (where recorded)	Key numbers 325, 521

Details of equipment (where recorded)	Heater Black hood stick cover 155x13 Goodyear G.800 tyres
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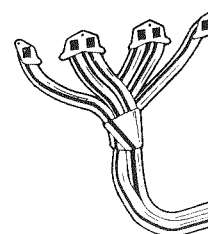
Other Information The registration mark DGN 855H, dated to 27 May 1970, was issued in London.

Your payment of £5.00 research fee received with thanks.

For the B.M.I.H.T.: Andy Ditlev Clausager - Archivist

To: Mr A D Bonner
47 Brambly Close
Basingstoke
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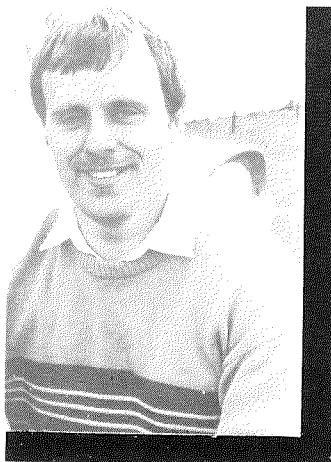
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HERALD REGISTER

Chris Longhurst

REGISTER UPDATE:

Since the last update (Courier 92), the Herald Register has increased by 415 vehicles. Growth of the Overseas part of the Register is lower (7.5%) than the UK section (10.5%); most of the new Overseas cars are in the MkI and MkII 1200 category.

Another MkI 1200 estate has 'crept' into the UK section; this particular model seems very rare now. I doubt if there are more than ten in daily use in the UK!

In contrast to Joe Midgley's experiences (Pen To Paper, Courier 100), Heralds still seem relatively common on the roads in my area. Heralds, Morris 1000's and early Minis all seem to be surviving well. The main 'casualties' from the early 1960's are Ford Anglias, Morris/Austin 1100's and 1300's and the Farina Austins which were fairly common five years ago. Although in general I agree with Joe's comments on securing spares now, I think that the spares situation, especially for mechanical parts, will be fairly good 20-30 years hence. This is partly because of the shared components with 'sports' (!) cars, such as Spitfires - manufacture of parts for these cars will continue through specialists for some years to come (famous last words from someone who has just spent three weeks searching for an accelerator pump diaphragm for a Solex B30 carb.!!)

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HERALD REGISTER (1 November 1988)

	U.K.	Overseas	Total	Group Total	Commission Sequence
948:					
Saloon	59	8	67	172	G -
T.C. Saloon	19	-	19		GY -
'S' Saloon	14	-	14		G - SP
Convertible	17	6	23		Y - CV
Coupe	34	15	49		Y -
1200 MkI (GA1 - 80000):					
Saloon	78	8	86	178	GA - DL
Convertible	27	9	36		GAS - CV
Coupe	29	2	31		GA - CP
Estate	6	-	6		GA - SC
Van	13	6	19		GA - V
1200 MkII (GA80001 +):					
Saloon	610	8	618	1163	GA - DL
Convertible	383	8	391		GA - CV
Coupe	22	4	26		GA - CP
Estate	95	-	95		GA - SC
Van	25	8	33		GA - V
1200 Export:					
Saloon	9	35	44	71	GB - DL
Convertible	10	15	25		GB - CV
Coupe	-	1	1		GB - CP
Estate	-	1	1		GB - SC
12/50:					
Saloon	269	6	275	278	GD - RS
Coupe (Aus.)	-	1	1		(GB - CP)
Sedan (Aus.)	-	2	2		(GB - DL)
13/60:					
Saloon	839	24*	863	2551	GE - DL
Convertible	1377	15	1392		GE - CV
Estate	293	3	296		GE - SC
TOTALS	4228	185		4413	

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HERALD — VITESSE — SPITFIRE — GT6

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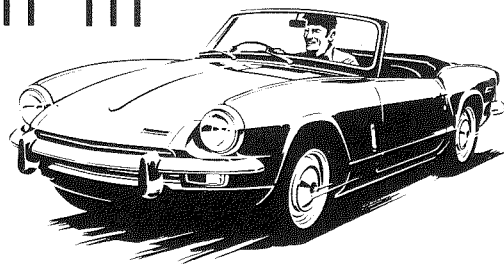
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SPITFIRE I II III REGISTER



Nick Lord

Motoring in the winter obviously brings a different set of problems for drivers than those encountered during the rest of the year.

Most of the time people seem concerned about whether the car will actually go, but during the winter, attentions are transferred to items like cleanliness and body-rot.

Your worst enemy during the winter is going to be that dreadful road salt. To anyone who disbelieves this, or hasn't yet come across it, it genuinely does attack metalwork if allowed to remain in contact with it and the best thing one can do is either guarantee the underside of the vehicle is sprayed with a special anti-corrosion oil or to clean the underside yourself at regular intervals if road salt remains on the streets for any length of time.

Any good garage will do the spraying for you. using a type of oil which does not come away even when deluged with heavy rain off the roads.

If you clean the car yourself, especially spray under the wings and use a soft brush in the creases until the water runs clear. Soften the jet when spraying around the rubber casings and steering joints.

Beware of some of these new 'turbo' and 'jet' washers available. I have experienced some which could easily pass

for a sandblaster!

De-icing agents can damage paintwork if you use a spray indiscriminately. Spray the glass but confine it to well within the glass area. Wipe the spray over the glass with a cloth or spray the cloth first and then wipe the screens. The agents will gradually thin out the layers of paint if left to drip on the paintwork.

A good idea is to start the car before doing this to get the heater (if you have one) working efficiently. A particular problem I've found is that, because the cockpit is so small, my breath quickly freezes on the inside of the windscreen!

A hard waxing at the onset of winter will help to preserve the body (you can even try it on the car!) but it doesn't last for long. Repeat the waxing process at reasonable intervals.

Check that water outlets in the bottoms of doors and the top of the bulkhead are free so that water cannot collect anywhere.

When cleaning the car, it

does not help to hose for evermore around the windows which wind down, for excess water runs down inside the doors, particularly if the fabric ridge on the outside edge of the door has worn badly.

Winter usually shows up the efficiency of windscreen wipers. Do not hesitate to replace faulty ones.

If you keep your car in a garage, make sure it is thoroughly dry before putting it away. Otherwise leave it out until it is dry.

If you are putting the car away for the winter, block the clutch apart and remove the road wheels. Apply a good layer of grease to all paint and chrome. When re-using the car after winter, clean out the engine with a good flushing agent to get rid of all the acids and impurities. Also, do not forget to pack your front trunnions with oil (not grease) on re-using, and thence every 6,000 miles. I have meant to mention front trunnions for a while now. The number of

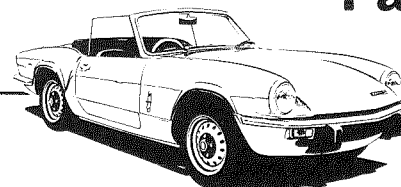
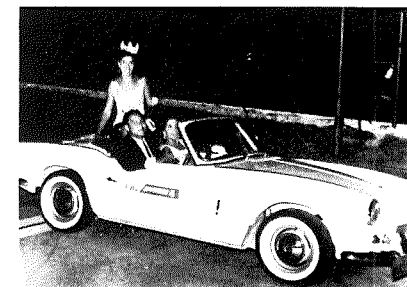
Triumphs I see with collapsed front suspension is amazing. All you need to do to prevent this, and prevent front trunnion wear, is to buy yourself a grease gun; if not already fitted, fit a grease nipple to both trunnions; finally, squirt oil into both trunnions until it oozes out all down your leg. If what is oozing out is white, or vaguely white, then there is water in the joint and you should replace both trunnions. Do not be content merely to expunge the water, for it will have already done its damage. At least one manual says use grease - do not! Grease is too inflexible for the trunnion to work properly and seizure will be the inevitable result.

This month's golden oldie shows the lead car in a beauty parade of 'Miss Caribbean' in Jamaica, August 1964. Look at that Mike - three in a Spitfire!

Beauty on

When beauty queens from seven West Indian Islands took part in the crowning of Miss Caribbean at the National Stadium, Kingston, Jamaica, in August, a Triumph 2000, TR4, Herald Convertible and five Spitfires were used to transport the competitors to the Stadium

Parade



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Spitfire MkIII	£85.00	GT6 MkII	£99.00
Spitfire MkIV	£92.00	GT6 MkIII	£99.00
Spitfire 1500	£92.00	The above prices exclude VAT	

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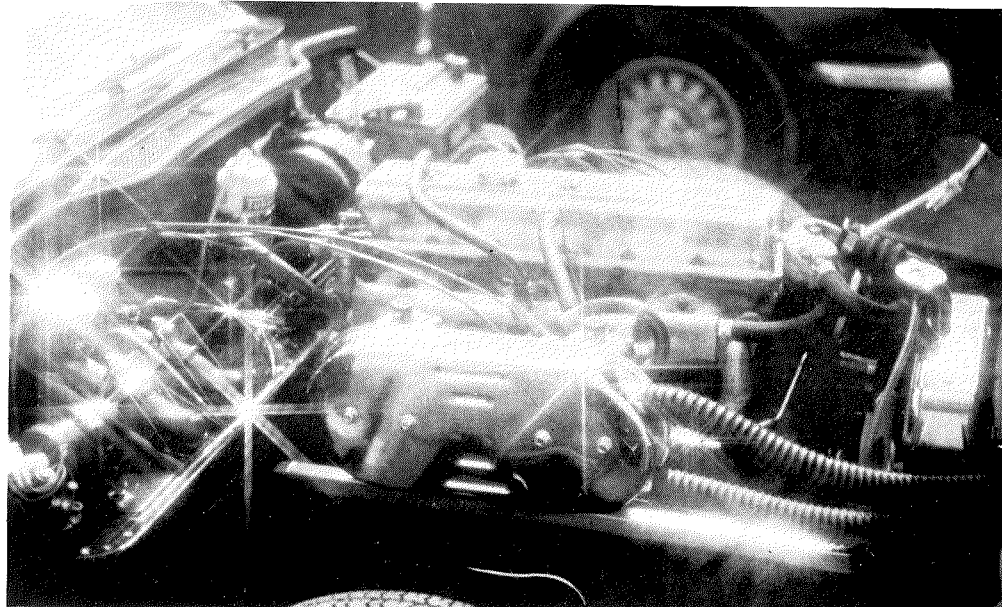
Unit 1 West Mills, Mill Street
Kirkcaldy, Fife, Scotland - Tel: (0592) 206439

(Adjacent to Raith Rovers F.C.)

PHOTO '88'



1st Zbiqùew Czarnecki Poland - 1HP Herald



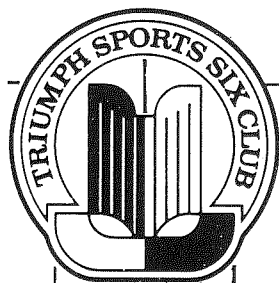
2nd Stuart Wickless

3rd Peter DuSautay South Africa



4th Martin Patrick





RUNNERS UP



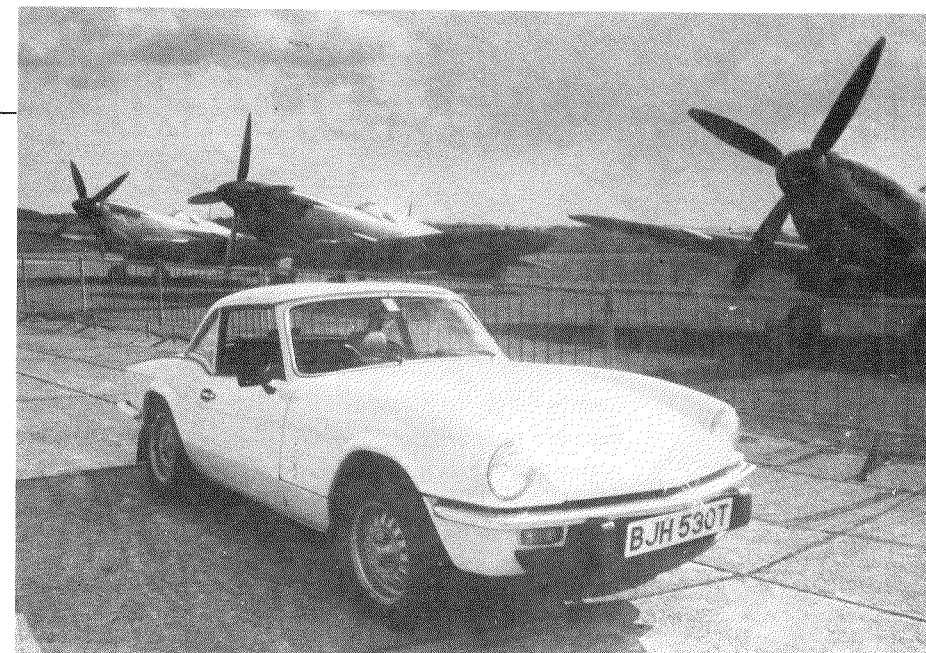
N Gibbs
"VIDE ANGLE VITESSE"

"HERALD HOLIDAY"



"OFF THE WALL"

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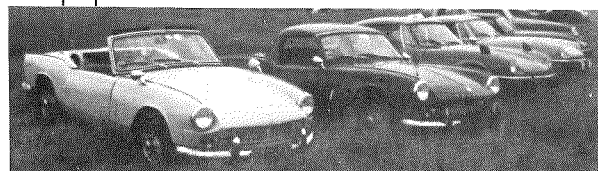
P G Milner



R L Smith



M Patrick



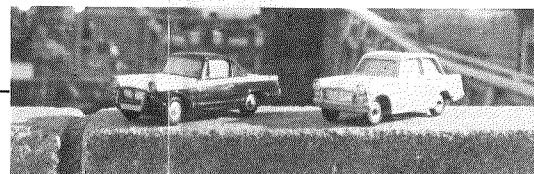
P DuSautay



J Rickards



R Warren



C Hoskin



M Roberts



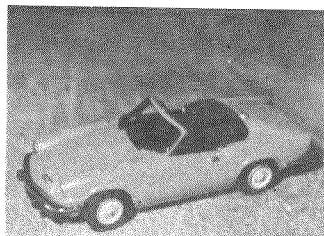
MEMORABILIA

Another new area for the TSSC and one which I am sure that the real enthusiast in the Club will appreciate. The idea is to offer very high quality items of memorabilia for display and appreciation by owners of Club cars. We are starting with a very small selection which as new ideas are suggested and quality items found or commissioned, will be enlarged. Only the very best will be offered - items which would suit the best of mantelpieces or walls. To start we are offering two makes of die cast models and a finely crafted print.

Model Kits:

K & R REPLICAS, beautiful, 1 : 43rd scale models in kit form

- KR 451 - Hood down £14.80
- KR 452 - Hood up £15.60
- KR 453 - Hardtop £15.60



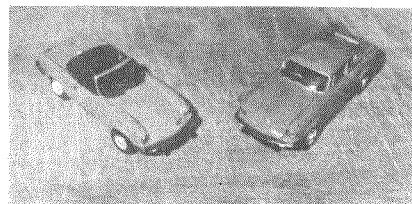
Spitfire 1500

- KR 454 - Hood down £14.80
- KR 455 - Hood up £15.60
- KR 456 - Hardtop £15.60



Spitfire 1500 USA model

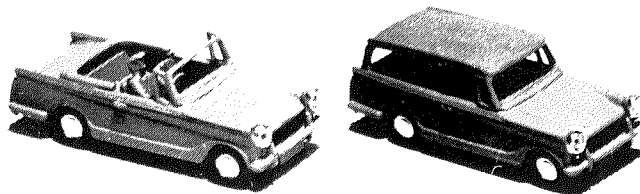
- K457 - Hood down £14.80
- KR 458 - Hood up £15.60
- KR 459 - Hardtop £15.60
- KR 460 - GT6 III £15.50
- KR 480 - P&P UK £0.60
- KR 481 - P&P Europe £1.50
- KR 482 - P&P Rest of the world £1.75



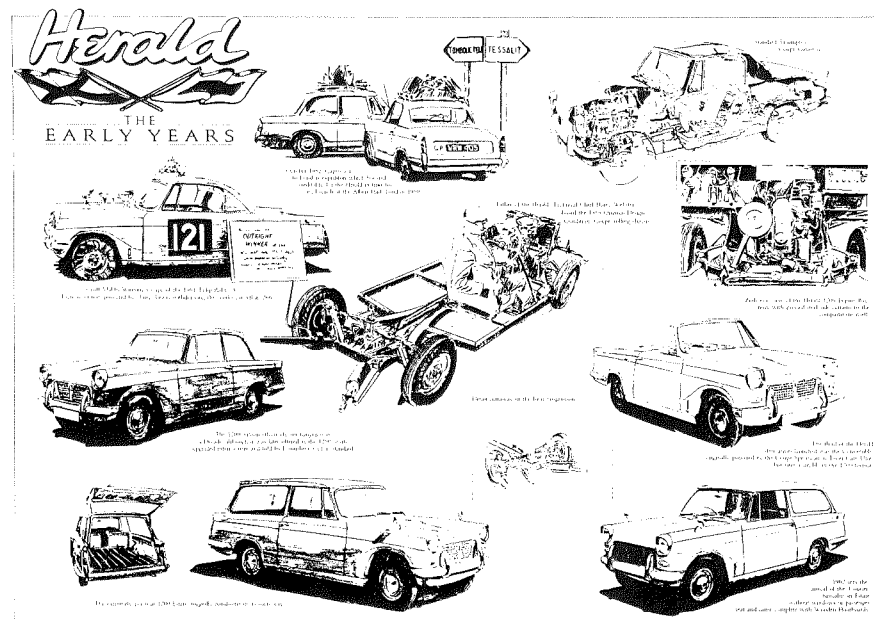
For early Spitfire, Vitesse and early GT6 to follow, watch The Courier.

SPRINGSIDE MODELS, small but excellent, 1 : 76th (00) scale models in kit. Early Herald shape only.

- SM 490 Convertible £4.25
- SM 491 Saloon £4.25
- SM 492 Courier Van £4.25
- SM 493 Estate £4.25
- SM 500 P&P £0.60



BR 510 Prints 'Herald Early Years' - £2.50 inc P&P



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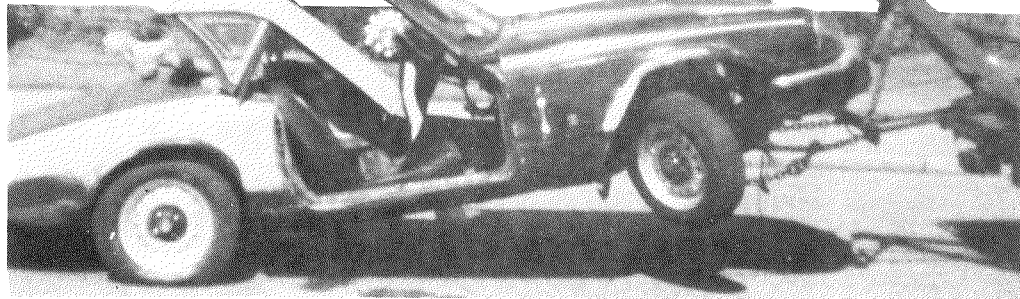
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Send order to - TSSC OFFERS 13 Common Rise, Hitchin, Herts. SG4 0HN, ENGLAND or phone (0462) 56315

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

Use TSSC Special Offer Brochure for all other orders

THE REBUILDING



OF NELLY GNG 295N

Margaret Francis - Norwich

(The name Nelly as she was "nelly" falling to pieces when I bought her)

I have always liked the artistic lines of the Spitfire, way back to my teenage years when I couldn't even drive. After getting married, having a family and moving to the country, getting a family car and me and my husband learning to drive was a *must* but we had several "bangers" to get us about.

The Spitfire came back into my thoughts when the Personnel Manager at my work place started bringing a dark blue Mark III into work. I often said jokingly "let me know if you ever want to sell it". Well one day I noticed he didn't bring it into work anymore and when I enquired where it was he said "I've sold it, but if you want a Spitfire, my brother has one that wants doing up". Well, as he only wanted £60 for it, I was tempted. I took my nephew (a mechanic) and my oldest son (sheet metal worker & welder) with me. Although it only looked fit for the scrap yard, I was assured it will be alright to "do up" and I took a liking to it straight away.

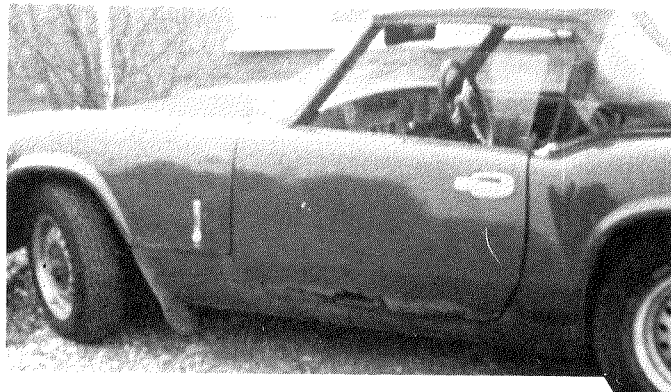
It was March 1984 when my Magenta Mark IV Spitfire was

towed home. Everyone thought I was mad with remarks like "it's a wreck".

I was given a piece of paper with Nelly's shopping list and I bought a welder. I pulled out all the old wet carpets, split seats to reveal the rotten floors. The soft top was all ripped so that was pulled off and the frame painted and stored in the

garage. The engine was taken out for me to clean and paint.

We had the summer months ahead to spread items out in the back garden to clean and paint and grease. July/August 1984 got some new floor pans and good solid second hand doors, steering rack serviced, cleaned some old glass fibres found in timing chain.



September 1984 holes in bulkhead welded and the floors now solid and waxoiled. N/s sill welded.

During winter months work came to a standstill. Nelly was put in the garage to hibernate. I was, however, still buying parts for her to reassure myself that she wasn't going to be stuck in there forever and forgotten. I sent away to the TSSC for the 1/4 valances and shock absorbers.

All during the winter months I had my eye on a scrap Spitfire in the local scrap yard. It was

held in a special pound waiting for insurance clearance, but I kept 'phoning to make sure they didn't forget me. I was lucky as most scrapped Spitfires go to specialised dealers, but I

once went to school with the owner. One day in April 1985 the scrapped Spitfire was cleared and I bought hardtop, bonnet and 2 seats for £30. The hardtop and bonnet was solid but had some dents due to roll-over, it obviously looked as though it had been in an accident, so the dents had to be taken out and smoothed over. It was nice to see some work started on Nelly again. I didn't mind how long the rebuilding job took as long as something was done at intervals. Many times I got depressed and wondered if it was ever going to get finished and it didn't help when my factory workmates taunted me with "have you got that sports

car done yet?" and worse remark of all "how's your little MG getting on?" oh! I told them not so used swear words.

At this time the costs had crept up to £320. and as it was my son Malcolm and nephew John doing the work I didn't have labour charges. I was put in contact with Bob Smedley who supplied me with a lot of Nelly's requirements and is an active member and organiser of TSSC in Norwich.

As work came to a standstill once more, followed by my depressive thoughts of "Have

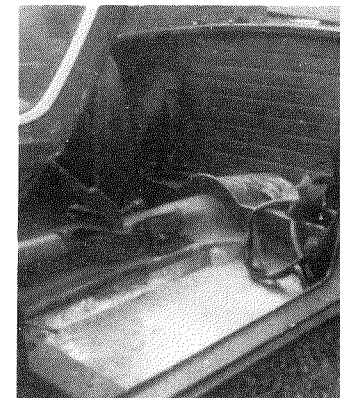
then back again in the garage ah well, will I ever see her on the road? I asked myself and the continuous remarks from work mates and relations didn't help. It was becoming a bit of a joke with everyone, but at this point it had cost me £445.40 so my determination grew.

My nephew seemed to have lost interest, he had other cars that kept him busy.

My son was busy planning his own happy event - wedding bells - but he did find time to come and weld a boot floor in

for me that I had bought from Spitfires UK. (March 1986) Rear valance. Now I had to find another mechanic. July 1986 I was told about a mechanic called Michael. He had some garages on a

field next to a Horse Sanctuary. I was told his labour charges were quite reasonably, but as he would fit Nelly in between other car jobs, I mustn't be in a hurry. Well I've been very patient so far and as I wanted to keep the cost down as much as possible I decided to let Nelly go. Michael's garage was on the way to Norwich, so I would pop in, get a shopping list of what was needed, went to see Bob Smedley for the parts and brought them to Michael on the way back. Like this I would be keeping down some of the costs mechanics charge for their time and petrol. July 1986 I bought from Bob Smedley 2 front wheel arch repair panels,



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SPITFIRE IV

Full Engine (Recon)

1500	£325.00 ex
1300	£275.00 ex
Short Engine (Recon)	
1500	£195.00 ex
1300	£175.00 ex

Crankshaft

(Recon)	£60.00 ex
Oil Pumps	£29.00
Water Pumps	£20/£45

Engine Parts Available.

Clutch Assy 1300	£38.50
1500	£49.50
Master Cyl	£28.00
Slave Cyl	£22.50

Engine Service Kit ...

Head Gasket Sets ...	£15.00
Sump Sets	£6.50

Radiator

(Recon)	£45.00 ex
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Gearboxes (Recon)

from	£100.00 ex
Overdrive (Recon) ...	£95.00
Propshafts from	£40.00
Halfshafts	P.O.A

Differential

(Recon)	£120.00 ex
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Brake Discs

Pads	£5.00
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Shoes	£9.00 set
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Copper B/Pipe Kit ...	£25.00
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Flexi Hoses	£6.00 ea
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Master Cyls	£35/£65
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Calipers (Recon) ..	£30.00 ex
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W/Cyls	£10.00
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Steering Rack

(Recon)	£35.00 ex
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Front/Rear

Shox	£15.00 ea
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Trunnions	£25.00
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V/Links	£35.00
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Rear Spring

(Original)	£60.00
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Suspension Parts, Bushes

Mountings Available.

Wheelbearing Kits	£9.00
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Windscreen Seals ...	£19.50
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Door Seals	£8.00
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Hardtop/Softop Seals.	
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Cables-Handbrake	£3/£4
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Accelerator	£6.50
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Choke	£7.50
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Speedo	£7.00
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Chassis Frame	£350.00
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Front Quarter Valance	
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Steel	£29.00
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Fibreglass	£15.00
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Bonnet Assy	
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Complete	£275.00
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Top Panel	£80.00
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Outer Wings	£45.00
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Inner Arches	POA
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Sills from	£9.00
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Rear Valance	£30.00
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Rear Wing	£65.00
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Bootlid (Steel)	£80.00
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(Fibreglass, Top	
------------------	--

Quality)	£50.00
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Doors from	£65.00
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Skin	£20.00
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Bumpers	P.O.A
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Laurel Transfers	£3.00
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Others	£3.50
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Carpet Sets (Top	
------------------	--

Quality)	£50.00
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Interior Trim Available Please	
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Ring	
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Door Seal	£15.00 pr
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Hardtop (Lenham) ...	£195.00
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Hood + Frame Assy	
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(Ready To Fit)	£175.00
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Hood Cover Only	£49/59
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D/Duck	£100.00
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Mohair	£150.00
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Tonneau Covers	£35/£49
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Stowage Covers	£25.00
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Starter Motor	£15.00 ex
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Stainless Steel Exhaust	
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Systems 1300/	
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1500	£99.00
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Mild Steel	£50/£60
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GT6

Full Engines

(Recon)	£450.00 ex
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Short (recon)	£295.00 ex
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Oil Pump	£30.00
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Water Pump	£25.00
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Camshaft (new)	£75.00
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Cylinder Heads	
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from	£50.00
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Crankshaft	
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(Recon)	£75.00 ex
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Clutch Assy.	£55.00
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Engine Service Kit ...	£16.00
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Head Gasket Set	£20.00
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Sump Set	£9.00
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Brake Discs	£17.50 ea
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Pads	£6.50 set
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Shoes	£6.00
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Hoses	£5.00
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Suspension	
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V/Links	£30.00
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Differential	£125.00 ex
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Bodywork See Spitfire.	
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Carpet Set (Top	
-----------------	--

Quality)	£60.00
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Stainless Steel Exhaust	
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System	£110.00
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M/Steel	£80.00
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Ask For Free Price List.	
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2 interior door trims and two sun visors. The total cost is now £543.30.

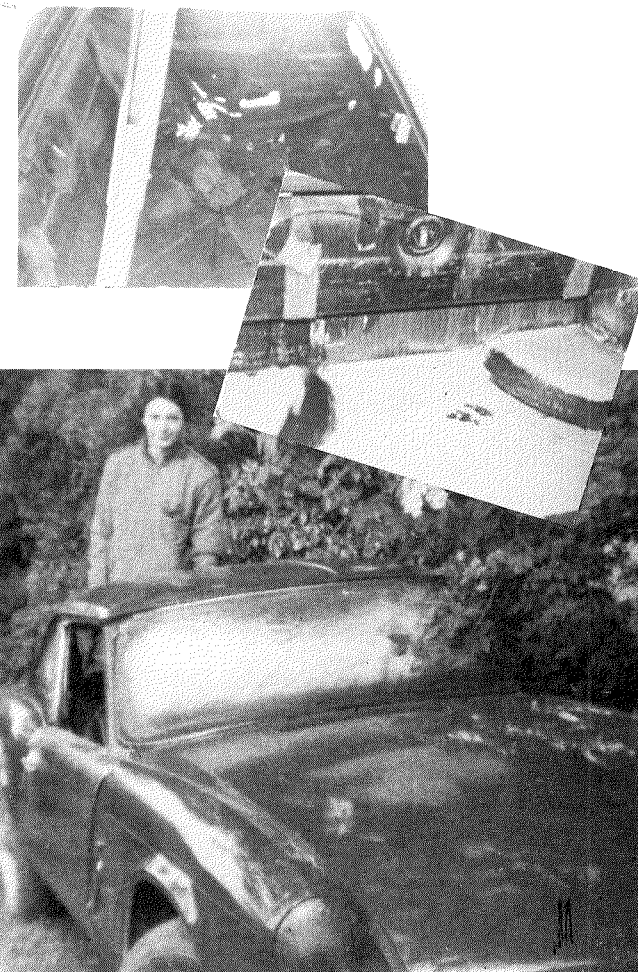
October 1986 - windscreen washer pipe, nozzles and washer jet, calipers, under-riggers, door catch. April 1987. Nelly now had her bodywork and floor solid and undercoated and sprayed the original colour of Magenta.

The last bit was the worst. It was so near yet so far away. Just before completion she came to a standstill. I was promised completion so many times but every time I went to the garage Nelly stood there with her masking tape still on in the same condition with filler dust all inside her - my heart sank everytime I went to see her. As before I tried to lift my spirits by buying new parts but when I went to see Bob Smedley he had sold out his spare parts (Triumph parts I hasten to mention) to two brothers in North Walsham (Elgin Sports Car Supplies).

May 1987. I bought brake cylinder and washer bottle. Each week I was promised her completion.

June/July 1987 my patience finally came to an end. I got another mechanic, Richard, to collect Nelly and finish her off for MOT. But first of all I asked for her to be brought home, so I could clean her up from filler dust, leaves, masking tape and spray paint on her chrome. My son Malcolm came round to fix in the seat belts and bolt down the seats.

21st July 1987. Richard collected Nelly to complete her for MOT. She wanted some attention to electrics and brakes. Brake discs had to be skimmed, door post welded. One push rod had come out and valve stuck open. Light switch faulty and had to be replaced.



10th August 1987 Nelly came back with an MOT. This first one I will keep with my notebook and photo album - up to now she has cost me £873.90.

Now for the bit I like the most, I can now do some work on her myself, putting in the handbrake gaiter, carpets and radio, cleaning and shining her.

September 1987 bought some sound proofing felt. N/s door catch and 5 metres of rubber door seals. My husband helped me to put in the door catches and place the front valance on. I have at this time started driving Nelly to work.

Why have a lot of my "how is your little car?" workmates suddenly gone quiet, but many were pleased to see her, especially the Personnel Manager whose brother owned it before me.

TSSC blue sunstrip fitted on front screen. One thing was strongly on my mind all through the rebuilding of her. Was her engine alright? I was a bit worried as blue smoke was coming out the back of the exhaust. As I pointed out before I'm not mechanical, but through past experience with our family "bangers" it could mean piston

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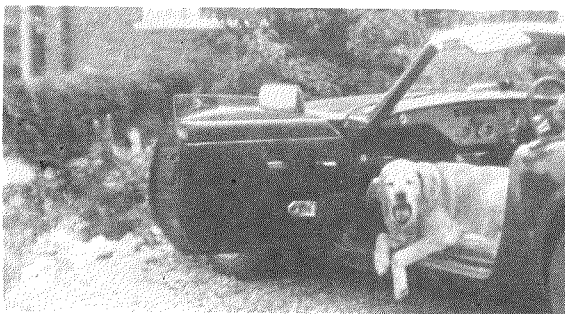
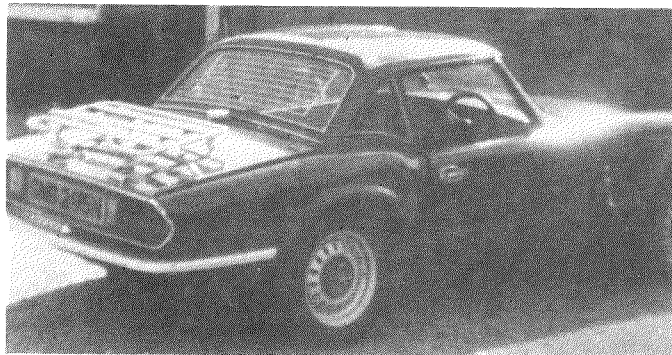
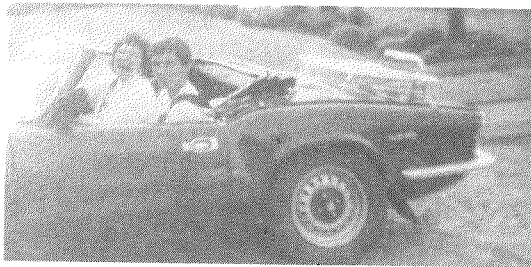


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rings. So on the 4th September I booked it in to Elgin Sports Cars and I was told she was burning too much petrol, so I got the boys to give her a tune up (4.9.1987) and adjust bonnet and doors as when I opened the door it pushed in the bonnet.

16th September 1987 I had the clutch seen to as I couldn't find "biting point". 3rd October 1987 I spent all day (well off and on between cups of tea) waxing car and tidying up. I got more wax on me than on the car, but I was as happy as a "pig in s---". Much more fun than doing housework.

Although I was using Nelly to and fro to work regular there's a lot of little things that kept cropping up - like when I took the hard top off to clean the lining and new strip fitted when putting the hardtop back on, one of the threads in the bolt hole was stripped so I had to get that fixed.

11th October 1987. Bought a radio from a car boot sale, but I didn't add this to my restoration expenses as it was an optional extra.

11th November 1987. Took Nelly to Wilcos and had my wheels aligned and balanced.

To date the cost came to £1052.90.

14th November 1987. Took Nelly to Elgins Sports Car Supplies to have tunnel cover fitted properly, rubber window strip and bought wing mirrors and a Triumph gear knob (I previously had a cheap all purpose one on).

January 1988. Replace "sticky" carb jet as engine would not "idle". Had fog lamps fitted, fitted boot seal.

May 1988. Clutch plate fitted, brakes relined.

August 1988. The anniversary of her first MOT, cost me £35.50, she just wanted a small piece welded on chassis and brake adjustments. Altogether to date the finances have amounted to £1,254.74.

There is one ambition I have left, to have my Spitfire photographed with a real Spitfire. I almost had it arranged, but as everyone I am sure is aware, security has been stepped up on the RAF station that owned the Spitfire. I was hoping to be able to send the photo to TSSC to complete my story, but there again, as anyone with the Spitfire "bug" knows, the story is never complete, there is always little things you like to add or change, and with the same patience and determination I hope to get my photo. If I do, I will send you one. ★

Are you rebuilding this winter, thought about writing an article for The Courier? We would welcome your efforts, always include photographs they will be undamaged and returned.



PIRELLI

CLASSIC MARATHON

John and Alison Woolley Part 2

Wednesday morning started with a trip round the circuit at Monza, our time of 3.03 minutes was quite respectable, we thought, until we heard that the Volvo leading our class had done it in 2.39! Still we were enjoying ourselves and were, actually, lying about fifteenth overall at that stage.

We set off for the Croce Domini, a real Alpine pass famous in the rallies of yesteryear. The timing to the control at the end of the pass was rather tight and we were becoming frantic on the approach to the pass as we were behind a Saab 96 being driven in a rather more sedate manner than that in which John wanted to travel! However, we finally managed to pass the ladies, and set off with the air horns blaring over some very steep and narrow mountain roads. We needed the air horns as, since the road was open, there was two way traffic along it. The section finished with a slight anti-climax as the time control was almost six miles nearer than anticipated and we had to wait outside it for our correct time. Apparently, when the road book was compiled, the pass was still closed by snow and it had been im-

possible to estimate the distance correctly. However, the wait gave the brakes a chance to cool down (to say nothing of the navigator!) and the view was tremendous, together with the sound of cow bells ringing in the distance. Something I shall never forget.

Then it was on again towards Cortina. We had another section of motorway before some more mountain passes into the town. John was somewhat worried about the brakes as the grease in the hubs had got so hot it had turned to oil and run away! It was on this section that disaster struck. On passing through a toll on the motorway, whilst trying to tidily put away the toll ticket, sort out the road book and all, I inadvertently directed John straight on.....in the wrong direction. In fact we wanted to bear off to the right towards Bressanone

(wherever that is!). John thought of backing up on the Motorway, of doing a U turn (there were gaps but they were all chained up), but in the end there was nothing for it but to press on to the next junction. Once there we frantically tried to explain to the man in the booth where we were trying to go. We speak no Italian, he smiled and pointed back the way we had come. John threw the car around we set off in what we thought was the right direction, only to discover that we had been directed further on in the wrong direction. This time there was no exit from the motorway for another forty kilometres, we had to carry on. Once at the toll booth we parked and John took the map into the man - this time we got the direction right but, despite travelling at a constant 97-100 mph we dropped twenty one minutes at the

next time control. Our Alpine cup had gone.

I must say that John was very good about it. After an initial outburst he shrugged his disappointment off and just carried on as before. I was far more depressed as, obviously, I felt the responsibility was mine. However, it has taught us both to pull away from controls and toll booths rather more steadily in future! I was much cheered by Fred Galagher (himself an experienced international navigator) who pointed out to John that although I had made one wrong slot, he was sure John had made several wrong turns in his time! We carried on towards Cortina over two more beautiful mountain passes, trying to take it easy on the way down as the brakes were definitely beginning to melt! For some of the time we followed the Aston Martin prototype which gave John a lot of pleasure to watch.

Our arrival in Cortina was spectacular as they had built a ramp at the time control on which every car stopped and was announced to the crowd. Parc Ferme was in the main street so there were ninety rally cars packed on either side all the way down. Quite a sight. We were staying two nights in Cortina so we were able to take all our cases and bits and pieces into the hotel. Hopefully this would help on the hillclimb tomorrow as we had been carrying everything in the boot which had made for quite a lot of additional weight. Our hotel was beautiful and the view from our balcony quite exceptional, typical alpine scenery

of a sort I have only seen before on ski trips, never in summer sunshine.

We spent Thursday in Cortina as guests of the town. In the morning we did an auto test at the disused airfield; this had been set out rather longer than anticipated and quite a number of competitors were unable to make their target times. Our time of 1 min. 39 was only seven seconds behind our class leader so John was quite content. This was followed by the Cortina Hill, an eight kilometre hill climb which had been one of the things which has worried me most before the start of the week. How was I going to keep my nerve as John threw the car around all those hairpins?! I need not have worried. Perhaps my taste for speed had increased or something but I certainly enjoyed it. Unfortunately, due to the altitude and heat our little Vitesse ran out of puff. John was able to get into 3rd gear overdrive on some of the long straights, but we had fuel surge on the sharper bends and the carbs would

flood. Nevertheless we both enjoyed ourselves and we had a better run than some of the other competitors, notably the crew in the Ginetta who, lying second overall, read a hairpin as a 'slight bend' and flew off the road finishing up in a mountain stream. Luckily neither of the crew were hurt, but the excursion dropped them from second to twelfth place overall.

Once all the cars had completed the run, and we had had a chance to buy coffee and souvenirs at the cafe at the top, the entire rally processed down into Cortina to the municipal swimming pool where a lunch had been laid on for us. This gave John a much needed chance to repack the brakes with grease, cadged from the mini service crew. Whilst the rest of us ate and drank on the sunlit balcony, John spent a busy two hours hard at work. I did take him down a plate of food and, later, when he had not appeared, I persuaded someone to take down a bottle of wine and a piece of cake. Unfortunately



he did not know John, and passed him on the stairs having finished the car. I arrived in the car park to find the poor chap standing in front of the Vitesse, clutching the goodies, but with no one in sight to give them to!

Later that evening the people of Cortina laid on a prize-giving in the town. Awards were presented to the fastest time of the day on the autotest (the Powley brothers Porsche 911) and the hill climb (John Chapman's Healey 3000). They also presented John Chapman with a special award for the most suitably prepared car, and one to Philip Young for dreaming up the whole idea.

Friday morning should have brought the high spot of the week - a hill climb up the famous Stelvio pass. Having set out at six o'clock in the morning we arrived at the hill to find a queue of cars and disappointed drivers as, again, it had been impossible to close the road and the hill climb could not take place. The road was closed from the top down, but they had not been able to stop people going up. It was decided that we would be timed up the hill anyway although the stage was cancelled and the times

would not count. Unfortunately for us, we set off after a car full of policemen and John did not like to push them too hard. However, they turned out not to be unsympathetic and soon pulled over to let us through! John then started to motor on up the forty hairpins, overtaking cyclists and tourist buses on the way...it was a very enjoyable eighteen minutes (we had been worried that we would not get up in our target time of 20 minutes), the hairiest moment being when we met an enormous Mercedes estate coming down the supposedly closed road from the top! There was just time for a quick coffee and apple strudel at the top and then it was off on a long drive to Mulhouse and the National Motor Museum.

We had to drive through Switzerland, the first time for many years, apparently, that the Swiss authorities had allowed a rally to pass through the country. It was supposed to be relaxed section but, again, the timing on the road was extremely tight and we found ourselves almost racing with the two Volvo Amazons. We passed through Davos and Klosters and other romantic sounding places, but like Lake Como

in Italy I hardly had time to look around me as we went!

We had a long haul up the Swiss motorway and, again, found ourselves in more rush hour traffic, this time in Zurich. Luckily there were perhaps six or seven rally cars together as I was, by this time, very wary of getting us lost again. We made it into Mulhouse by the skin of our teeth, but other competitors were not so lucky, having been late leaving the top of the Stelvio, they left themselves short of time for the trip through Switzerland.

Pirelli again hosted a dinner, this time in the Museum itself. We were all completely over-awed by the collection of over two hundred Bugattis, one of every model made, including two of the enormous Royales. There were, also, many other types of car too numerous to mention. They were all laid out quite beautifully, the whole area lit with old fashioned lamps from Monmartre; the story goes that, having bought the cars, they nearly bankrupted themselves buying the lights!

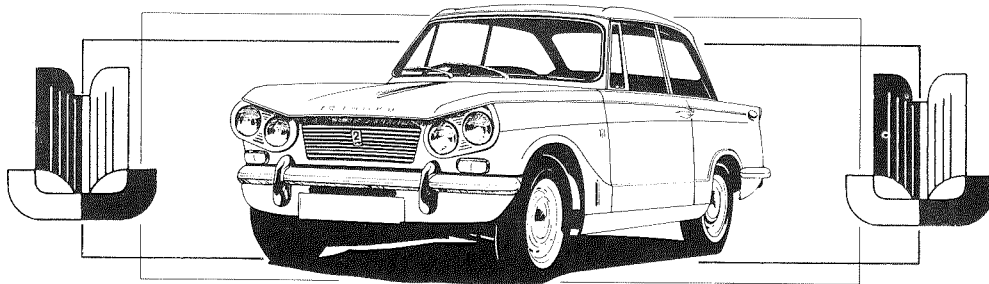
The Pirelli dinner was, again, excellent and we all returned to our hotels ready for a good nights sleep before the last full day.

On Saturday morning we were back on the French auto-route heading for Spa. There we nearly fell foul of the three-quarter rule which had been causing quite some aggravation to the early numbers. We arrived at the time control, before Spa circuit, quite early; since it had been a six hour section we should have been able to go through the control four hours after we started (thus

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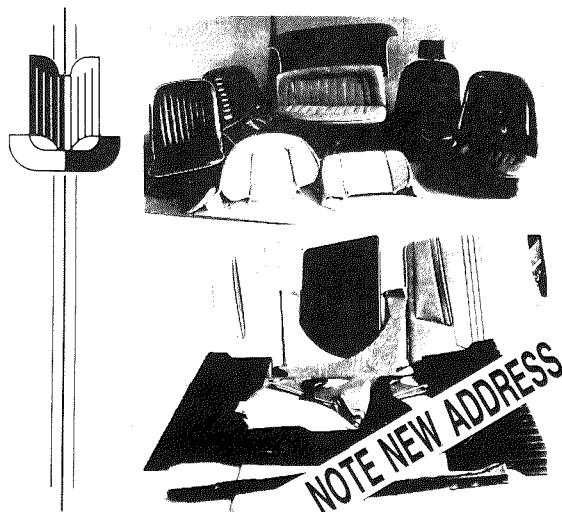
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taking not less than three quarters of the time allowed), but had we done so the control at Spa would not have been open at our due time, and we should have incurred even more road penalties waiting for it to open. We were lucky that someone was kind enough to point this out to me before we went through the control! Well, I did say at the beginning that my experience as a navigator was limited didn't it?!

Our arrival at Spa gave us one of the high spots of the week. We were waiting to check in, between a beautiful Jaguar XK120 and a Healey Silverstone, when a group of people came along and started taking photographs of our car! We thought they must be mad, and goodness knows what the drivers of the cars on either side of us thought, being ignored in favour of our Vitesse.

However, it turned out that these people were not mad at all but Belgium members of the T.S.S.C who had come to Spa in a very tidy 1360 estate (not unlike the one my mother had in the sixties, which started our fondness for the make). They definitely made us feel it had been worth persevering.

Pirelli treated us to another lunch, or possibly tea, at Spa before we set off on the test round the circuit. Most of the test was actually on a service road which was pretty narrow, how Nicky Porter drove his enormous Mercedes through there in 3 min. 18 I do not know! Our time of 3.22 was not impressive, John said he was driving 'like an old woman' well, it had been a long week.

Then we were off on the final leg to Vlissingen in Holland to catch the boat. It was interesting to cross the border from France into Holland, it was completely un-manned and one minute the road signs were in French and the next in Dutch!

Eighty-six cars made it on to the boat from around one hundred who had started. While we waited to board, the rumours started to fly that so many more cars had finished than the organisers had expected, that there would not be room for all of us on the boat. However, these proved unfounded and we were all soon safely stowed; some of the cabin accommodation left a little to be desired, but the mixed crews fared rather better being given nice two berth cabins to themselves.

We arrived back at Sheerness early on Sunday morning to find it was raining. After six days of beautiful weather it was nothing if not an anti-climax. We made our damp way to Crystal Palace for the last test where we, again, just failed to make it into the top ten fastest times. Then it was back to Pall Mall, to a reception committee of mother and our daughters cheering us in before the prize giving at the R.A.C.

There was an impressive display of awards and, indeed, something for everyone. The finishers awards are now displayed on the sideboard and perhaps next year we shall manage an elusive Alpine Cup.

We shall certainly compete again. Next year's event promises to be better organised

and more competitive. The latter may not suit everybody but this year's event was actually decided on a total of twelve stage miles. While no one would belittle the achievement of John Atkins and Rob Lyall in their beautiful Cobra, it would be nice to have more competitive sections out of a total of two and a half thousand miles!

We met a lot of very nice people and made some friends. We have definitely been bitten by the 'historic' rally bug....since starting to write this article we have won our class and finished eleventh overall on the Coronation Rally, and all being well, we intend to be off to the Isle of Man in ten days time to compete in the Manx International (historic, I hasten to say)!

I am sure there are T.S.S.C members out there who would enjoy this branch of the sport and I hope we shall see some more of you out there next year. How about a T.S.S.C. team!

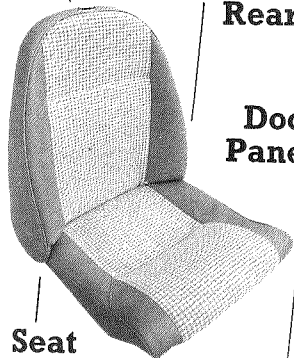
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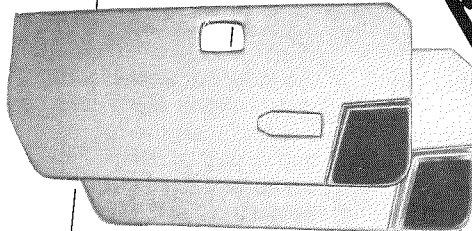


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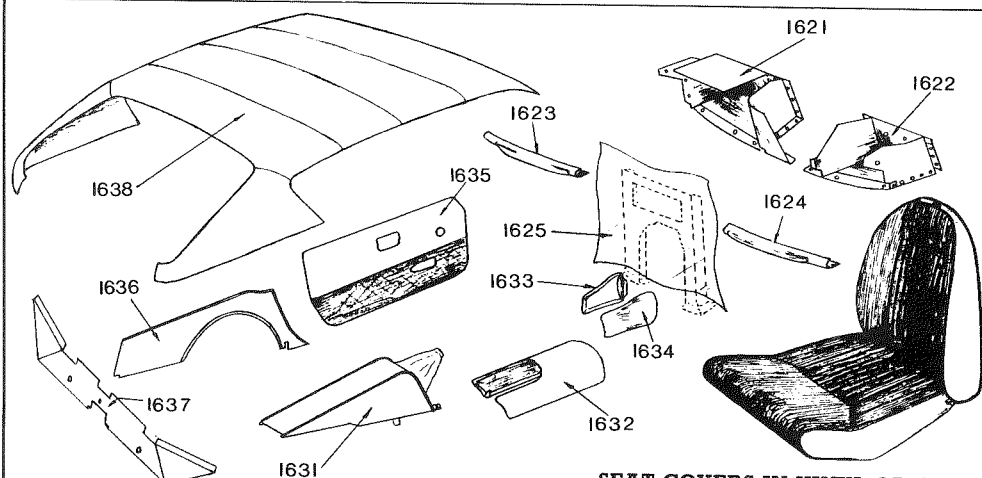
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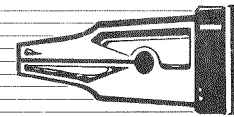


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RATTLE PROBLEM

With reference to the 'rattle problem', mentioned in a previous Courier, I own a Vitesse (not one of your models) and think I have the answer to the problem (smug!).

You have an old loose nut, bolt or stone moving about *inside* one of the chassis members - if your car has a chassis! It vibrates as you move and when you brake, it moves forward. Try braking hard and listen to hear if it rolls to a stop against something.

The only solution if my diagnosis is right, might be to spray heavy oil or one of the aerosol expanding foams into the longitudinal chassis members.

Another possibility is a loose nut or washer in the engine sump being moved around by oil movement.

Please let us know if you find a cure.

Pat Bennetto - Plymouth

SPITFIRE WEEKEND

Dear Spitfire friends from club TSC,

We were very pleased that you attended the 6th International Spitfire Weekend at Arcen. This weekend has become unforgettable for everybody, also due to your presence.

Thanks to your attendance we have become world-champion longest sportscar convoy. It will be officially mentioned in the Guinness Book of Records 1989. Naturally it is not possible to exchange greetings personally with everybody. Our new way of welcoming is still susceptible of improvement and next year we'll sure pay more attention to a personal touch. Once more we would like to thank very heartily everyone who made us a present.

Autumn and winter are staring us in the face, but take care that your Spitfire/GT6 will be in top condition, because it will be spring sooner than you think and then your cars are in need of fresh air (and sunshine!) again.

We wish you all the best and we hope to meet you again in Arcen next year on the 2nd and 3rd of September 1989.

Kind regards

Mieke Luijten

RATTLE PROBLEM 2!!

With regard to Angie Ingles's Edith, (Courier No. 99, p. 46) I can offer a suggestion based on an experience pre-war when an equally baffling rattle was eventually found to be due to a stone that had somehow found its way to the *inside* of one of the box-section chassis members: a large nut or sheared-off bolt head could behave in just the same way.

The stone was found essentially because somebody simply thought of the possibility, then raised the front of the car fairly high while a friend on each side listened carefully. Had that not worked, the back would have been raised, the one side, then the other (though Edith's wheels, studs etc. might not like that!).

At any rate, the possibility exists, though I can't quite see how 'tickling the brake pedal' could activate a stone inside a hollow section. If, on raising the car, nothing is heard to roll, a firm thump here and there on the chassis with a fairly heavy hammer (via a piece of wood) could help to dislodge any offending 'loose body'; failing that, it might still help to locate the rattle.

W W Peak - Perthshire

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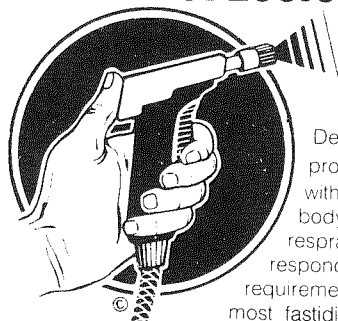
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FOND FAREWELLS FROM A FOUNDER MEMBER

It is with some regret that I have to resign from the Club of which I was a founder member, being one of the few that met Paul Swanson in various 'watering places' to discuss the possibility of forming a Club for 'our cars'.

In a few days I shall reach 77 years and I have had to sell my Vitesse because my dear lady has developed (amongst other things) an arthritic spine, which means she can no longer get in or out of 'our' cars.

Being retired, I cannot afford to run two cars, so I have with much regret to accept the inevitable. All the best to all of you who are doing so much for the Club. I think it is marvellous that so many are working so hard to bring the Club to it's present flourishing position.

I ordered my first Herald after the October 1959 Motor Show - took delivery in February 1960 and have been driving Heralds, 12/50s and Vitesse ever since, i.e. until now. So farewell and all the best to you all.

R W Brown - Wootton, Bedford

P.S. Congratulations to all concerned at the very successful International Show at Peterborough.

RATTLE PROBLEM3!!!

The letter from the 'Lady in Distress' (Courier September), immediately reminded me of a problem that I had with my first ever Herald - a 13/60 convertible - back in 1972 and may be the answer to her troubles.

It had only around 20,000 miles on the clock but possessed a terrible rattle at the front. I diagnosed the problem as the brake pads moving up and down in the caliper as they alternately gripped and let go of the disc. There was a larger than normal gap between the pad and caliper which allowed this to happen, but if I remember correctly, the problem was largely brought on by slightly warped discs. Since the car was under guarantee from a garage (it was only 3 years old) then it was put right free of charge by fitting new discs and, possibly, new pads. Incidentally, over the years I have noticed that pads can vary slightly in size, some fitting the calipers tighter than others. Obviously, if this were 'Edith's' problem, each of the components would have to be carefully examined since the solution could be new pads, new discs or new calipers or some combination of these and, since discs and calipers are expensive, an accurate diagnosis will save money. Slightly warped discs can only be checked using a dial gauge as the degree of excessive run-out is unlikely to be detectable by eye.

Philip Willson - Sidcup, Kent

A NOTE TO THE INTREPID FEW ...

I would like, through the pages of The Courier, to say 'hello' to those 15 people who, like me, spent a week in September last year driving from one end of the country to the other. I don't know about them, but normal life has never been quite the same since.

Despite the problems we had to overcome, I look back with fond memories and - while I can't speak for the rest of you - I'd do it again anytime.

Hoping we'll all meet again sometime (perhaps a 20th anniversary convoy?).

Dave May

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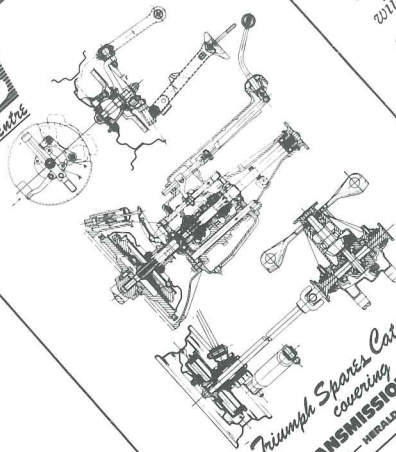
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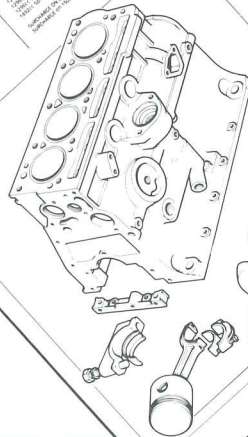


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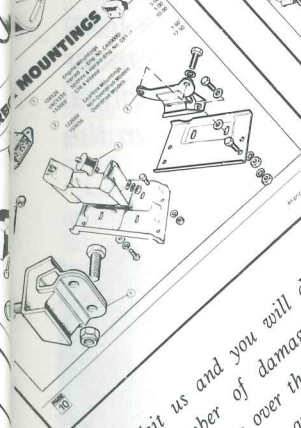
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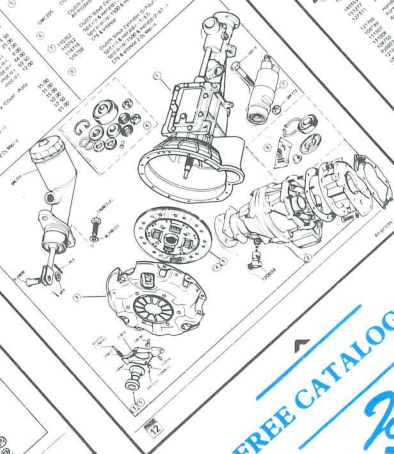


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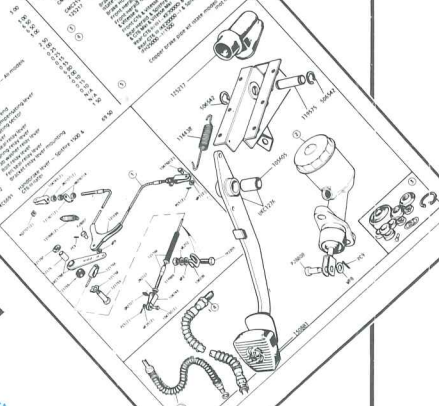
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(FIRE) ENGINE SWAP

By Martin Pocock - Isle of Wight Area Secretary

A couple of weeks ago the thrust bearing fell out of my 13/60 Herald engine. This normally wouldn't have caused me much bother but they had only been in there a week.

I decided not to bother rebuilding this engine a second time as the block was undoubtedly too worn for repair and totally useless. So I started looking round for a replacement. After finding and removing one from a 13/60 in a scrap yard, fifty foot up, precariously balancing on a radar dish, I realised that in two days time I had to attend the Isle of Wight annual Fire Engine Rally along with the rest of the TSSC members from the Island.

I spoke to a couple of my friends about this problem and we decided that we would change the engine at the show. When we arrived at the show on Saturday morning and put this wonderful idea to the other members they all thought we were raving nutters and said it would never work. When I told them I had bought the engine from the local scrap yard and intended to use it without a rebuild they fell about in fits of laughter (the local scrap yard's reputation isn't very impressive you see). Still intending to use this engine, ignoring the comments about needing a tent, I started working.

Using a very limited tool box, we set to work removing the old engine and gearbox. There is no need for engine hoists in a situation like this one, all you



need is a chain, a scaffold pole and a couple of those members who were still laughing. Removal commenced and this drew quite a crowd of people - obviously not interested in the fire engines. The engine and box came out with maximum grace and minimal damage to the rest of the car (much to

everyone's amazement).

We stripped off the ancillaries and fitted them to the other engine. Soon after we were ready to put the new engine and box into the car. After breaking for light alcoholic refreshment, it was time to lift the new engine in. So, with another smooth and graceful

movement, the engine was lifted in. After connecting all the necessary parts, the moment of truth arrived. Had I bought an engine or a steel band? We spun it over to get some oil pressure first and then tried to start it. It turned over and over and over (I did notice that the oil pressure light was out though), then it suddenly coughed a bit and fired up and was away. Not a big-end knock or a small-end rattle or tappet noise but nice and quiet - we even had oil pressure.

There was still nearly two hours left before the end of the show and we got an invitation to parade our cars around the arena to publicise the Isle of Wight Area of the TSSC.

So the moral of the story is if the milometer says 50,000 miles and the seats and interior are tatty, then chances are the milometer means 150,000 miles. But if the interior is in good condition, then there is a good chance that the milometer is correct. This is not an infallible method but it works for me.

This was done back in August and I have had no problems with it at all.

By the way, thanks for all your help chaps, I couldn't have done it without you. Next year we will drop a six in for a laugh - OK? ★

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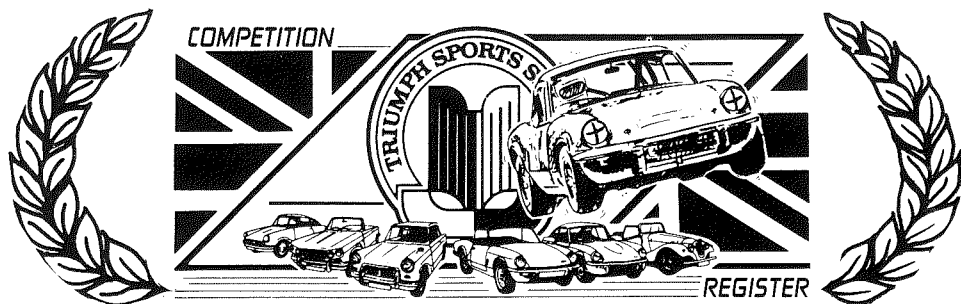
Christmas Fun



Some genuine submissions to Insurance Companies explaining road accidents:-

1. In an attempt to kill a fly, I drove into a telegraph pole.
2. I had been driving for 40 years when I fell asleep at the wheel and had an accident.
3. The pedestrian had no idea which direction to run so I ran over him.
4. I was on my way to the doctor with rear end trouble when the universal joint gave way, causing an accident.
5. I saw a slow moving, sad-faced old gentleman as he bounced off the roof of my car.
6. The indirect cause of the accident was a little guy in a small car with a big mouth.
7. My car was legally parked as it backed into the other vehicle.
8. To avoid hitting the bumper of the car in front, I struck a pedestrian.
9. The guy was all over the road. I had to swerve a number of times before I hit him.
10. I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.
11. I was thrown from my car and later found in a ditch by some stray cows.
12. The other car collided with mine without warning of its intention.
13. Coming home, I drove into the wrong house and collided with a tree I didn't have.
14. I thought the window was down but found out it was up when I put my head through it.
15. I collided with a stationary truck coming the other way.
16. A pedestrian hit me and went under my car.
17. I was so sure the old fellow would never make it to the other side of the road when I struck him.
18. I told the police that I was not injured, but on removing my hat found that I had a fractured skull.
19. An invisible car came from nowhere, hit my car and vanished.
20. I was attempting to swerve out of the way of a telephone pole when it struck.

Sent in by Mark Hugall



Hugh Davies

HILLCLIMB AND SPRINT CHAMPIONSHIP

The second half of the season saw a return to the Kent circuit at Lydden Hill. Just three cars were entered for this event with the six-cylinder class. A dual between Neil and Keith Sleightholm saw them finish in that order and was, in fact, a repeat of the result in the June meeting here. Out for the first time this season was Giles Tinkler in his modified Spitfire Mk4 - the only runner in the four-cylinder class.

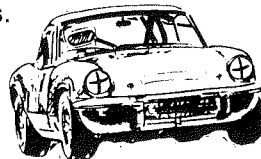
Round 10 was back at the Goodwood airfield circuit where the three quickest six-cylinder cars fought out a very tight battle with all three covered by less than a second. Chris Haywood won and dipped below the 110 second mark for the first time. Second was Dave White with Hugh Davies bringing up the rear, his engine still down on power and revs - although despite being unable to exceed 95 mph down the straight - was able to average 76 mph from a standing start.

Round 11 the following weekend saw Giles Tinkler the only competitor in his Spitfire.

Round 12 at Gurston Down was much better supported despite non-starts by both Kevin Ginger and Keith Sleightholm. Eddie Wilkins was out again in his slick-shod Spitfire and ended the day quickest, though slightly slower than at the June meeting. Jonathen Longhurst appeared for his first event in his very smartly finished Spitfire MkIII - a brave man indeed as he and Janis were booked on the ferry to the Spitfire Weekend in Holland on the following Thursday. The six-cylinder class was won for the first time this year by Hugh in his GT6 with an engine lent to him by Dave

White who managed to get both his runs wrong, thereby giving Hugh the advantage (who was the next car in a re-run on both occasions). Second was Chris Haywood, doing just enough to clinch the 1988 Championship. Third, despite his slight 'offs' was Dave, ahead of Iver Sleightholm.

Round 13 was back at Goodwood where, despite the top three positions in the Championship already decided, the battle continued in the six-cylinder class with Dave White running his Spitfire without the windscreen and frame to good effect. Dave had a time of 108 seconds, which left Hugh and Neil gasping in his wake. While Giles recorded his best ever time, in the Spitfire, of 114 secs.



As you know, I am giving up the job of Competition Secretary to concentrate on actually competing. Tony Lindsey-Dean is taking over the job and will be responsible for the racing series while Neil Sleightholm will cover the day-to-day running of the Hillclimb and Sprint Championship.

RESULTS

ROUND 9 - LYDDEN HILL 23.7.88

1st	Neil Sleightholm	GT6	B6	5 points
2nd	Keith Sleightholm	GT6	B6	4 points
1st	Giles Tinkler	Spitfire	B4	5 points

ROUND 10 - GOODWOOD 7.8.88

1st	Chris Haywood	GT6	B6	10 points
2nd	Dave White	Spitfire	B6	8 points
3rd	Hugh Davies	GT6	B6	6 points

ROUND 11 - LYDDEN HILL 13.8.88

1st	Giles Tinkler	Spitfire	B4	5 points
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ROUND 12 - GURSTON DOWN 28.8.88

1st	Eddie Wilkins	Spitfire	C	5 points
1st	Hugh Davies	GT6	B6	10 points
2nd	Chris Haywood	GT6	B6	8 points
3rd	Dave White	Spitfire	B6	6 points
4th	Neil Sleightholm	GT6	B6	4 points
1st	Jonathen Longhurst	Spitfire	B4	5 points

ROUND 13 - GOODWOOD 18.9.88

1st	Dave White	Spitfire	B6	10 points
2nd	Hugh Davies	GT6	B6	8 points
3rd	Neil Sleightholm	GT6	B6	6 points
1st	Giles Tinkler	Spitfire	B4	5 points

ROUND 14 - LYDDEN HILL 1.10.88

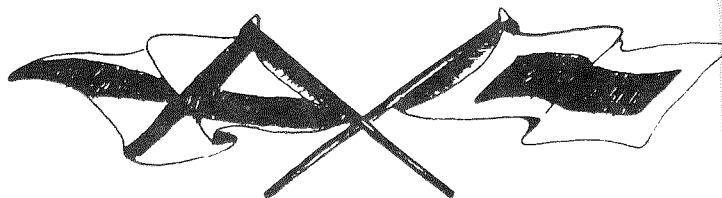
CANCELLED - REPLACED WITH SNETTERTON 26.11.88

CHAMPIONSHIP POSITIONS AFTER 13 ROUNDS

1st	Chris Haywood	GT6	B6	53 points
2nd	Dave White	Spitfire	B6	48 points
3rd	Hugh Davies	GT6	B6	38 points
4th	Neil Sleightholm	GT6	B6	29 points
5th	Keith Sleightholm	GT6	B6	28 points
6th	Adrian Crosby	Spitfire	A4	21 points
7th	Graham Jenkins	Spitfire	B4	17 points
8th	Giles Tinkler	Spitfire	B4	15 points
	Paul Sheridan	Spitfire	B4	15 points
10th	Eddie Wilkins	Spitfire	10 points	
	Tony Lindsey-Dean	Vitesse	B6	10 points
12th	Ian Nash	Vitesse	B6	8 points
13th	Jonathen Longhurst	Spitfire	B4	5 points

Best six scores counted, first three positions are confirmed regardless of results from Round 14 at Snetterton.

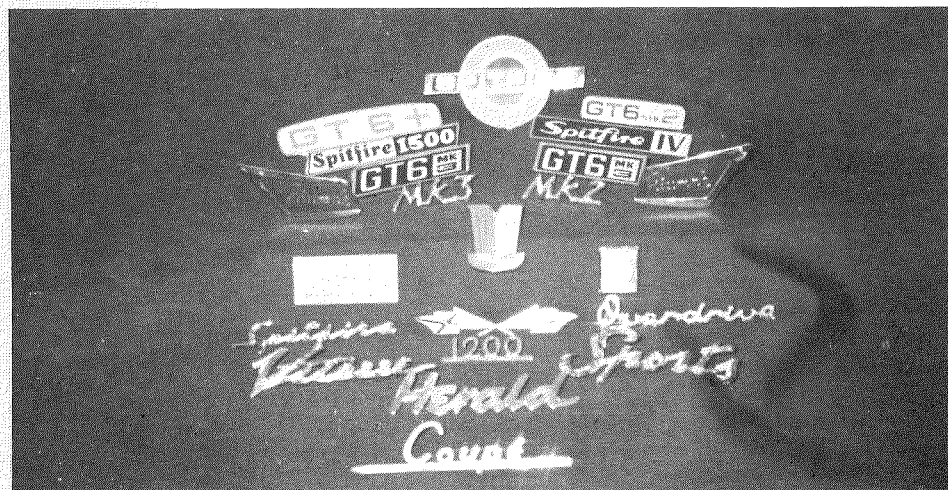
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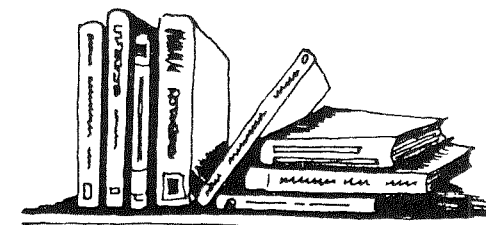
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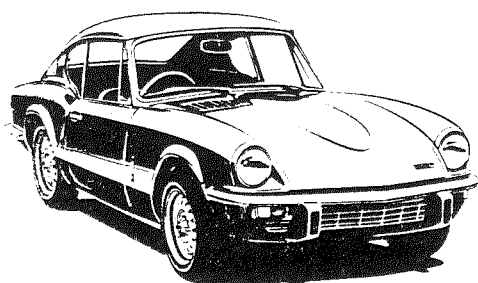
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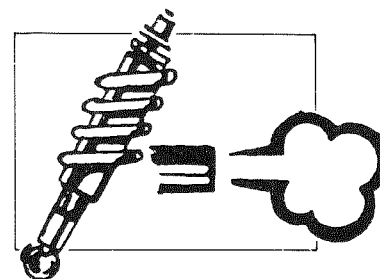
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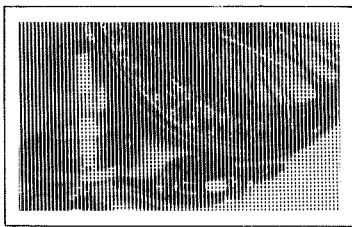
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