



# British Sports Car Centre

## WIRE WHEELS

Wire Wheel Silver	£47.50
Wire Wheel Chrome	£83.00
Wire Wheel Adaptor	£23.50
2 Eared Spinner	£11.50
Continental Spinner	£11.50
Spinner Spanner	£4.05
Wire Wheel Cleaning Brush	£3.95
Copper & Hide Hammer	£8.50



## TRIM

	HOOD	TONNEAU	H/BAG
<b>Herald/Vitesse</b>			
Black P.V.C	£57.00	£35.00	£30.00
Black Canvas	£89.50	£55.00	£39.50
Black Mohair	£155.00	£85.00	£59.50
<b>Spitfire Mk.1,2,3</b>			
Black P.V.C	£57.00	£35.00	£30.00
Black Canvas	£89.50	£55.00	£39.50
Black Mohair	£155.00	£85.00	£59.50
<b>Spitfire Mk.4/1500</b>			
Black P.V.C	£68.00	£35.00	£30.00
Black Canvas	£99.50	£55.00	£39.50
Black Mohair	£165.00	£85.00	£59.50

**303 Goldhawk Road  
London W12 8EZ**

**Tel: 081-748 7823**

**Fax: 081-563 0101**

**ALL PRICES EXCLUDE**

**VAT & CARRIAGE**

**ACCESS & BARCLAYCARD**

**WELCOME**

All prices are correct at time of going to press, although subject to change without prior notice.

# THE COURIER

TRIUMPH SPORTS SIX CLUB - AUG 1991

134





**Shop  
Now  
Open!**

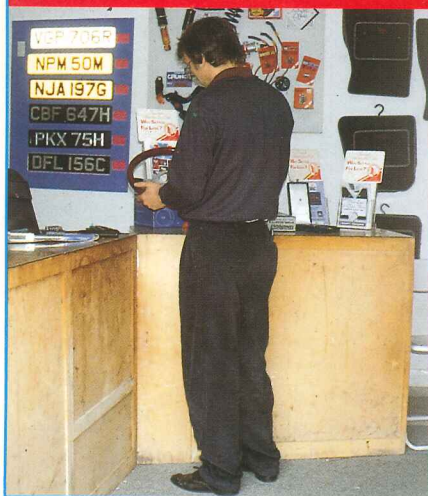


**Triumph Sports  
Six Club  
Main Street  
Lubenham  
Mkt. Harborough  
FAX 0858 431936**

**LET us steer you in  
the right direction  
from wheels to  
exhaust systems  
available over the**



**counter if arranged  
by prior appointment  
0858 434424**



# THE COURIER

The Official Monthly Magazine of  
The Triumph Sports Six Club

VOL.12 No. 134 AUGUST 1991

Price £1.50 Free to Club Members

**CLUB HEADQUARTERS**  
Main Street, Lubenham, Market  
Harborough, Leics LE16 9TF  
TEL: 0858 434424  
FAX: 0858 431936

Office open between  
9am - 5pm Monday to Friday  
9.30am - 12.30pm Saturday

**CLUB MANAGER**  
Bill Sunderland  
**OFFICE MANAGER**  
Trudi Squibbs

**MEMBERSHIP ADMINISTRATOR**  
Angie Hill  
**TSSC OFFERS MANAGER**  
John Muggleton

**COURIER MAGAZINE**  
**EDITOR**  
Bernard Robinson  
**TYPESETTERS**

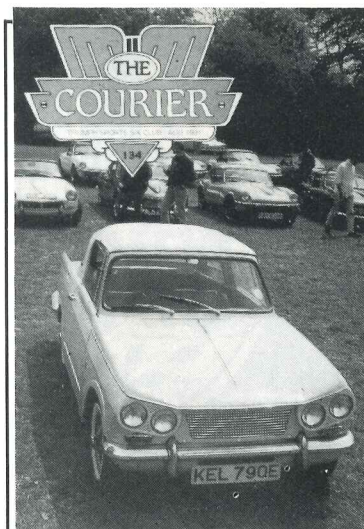
John Fairey, Joyce & Jo Sunderland  
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TEL (0858) 434424 FAX (0858) 431936

**GENERAL SECRETARY**  
Peter Williams  
10 Chesham Rise, Cherry Lodge,  
Northampton NN3 4XP  
Tel: 0604 405416

**COMMITTEE MEMBERS 1991**  
Roland Drew, Brian Waters, Glyn Ridgewell,  
John Cudmore, Peter Williams, Mike Costigan,  
Leon Guyot, Nick Lord, Trudi Squibbs,  
Dennis Benson, Bill Sunderland, Mike Crewes,  
John Thorpe, Mark Hugall, Andy Higgins.

For a full list of TSSC Officials see page 82

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Cover illustration  
Triumph  
Vitesse at  
S.E.M.

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Plus Area News Review/Classified Newspaper

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. ★



SUPPORTED BY



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CAR POLISH



incorporating



## N.E.C. BIRMINGHAM AUGUST 31 - SEPTEMBER 1, 1991

WITH THE SUPPORT OF EVERY LEADING TRIUMPH AND MG CLUB,  
THE MOST SUCCESSFUL SPECIALIST CAR SHOW IN THE UK,

- TRIUMPH AND MG MODELS ON DISPLAY • TRIUMPH AND MG SEALED BIDS AUCTION • A BRITISH MOTOR HERITAGE ACTIVE REBUILD ON A NEW BODYSHELL • AUTOJUMBLE • TRIUMPH AND MG CONCOURS • PARTS BRING AND BUY • TRADE STANDS FOR TRIUMPH & MG PARTS, ACCESSORIES, SPARES AND SERVICES. THE WORLD OF TRIUMPH AND MG AT TRIUMPH WORLD.

### EXHIBITORS — BOOK NOW!

To John Cole, Angex Ltd., Times House, Station Approach, Ruislip, Middlesex HA4 8NB. Tel: 0895 677677. Fax: 0895 676027  
Please rush me a floor plan of the show and a space booking form for:

Autojumble stands £85 (3m x 1.5m)

Trade stands (inc. shell stand and carpet) at £72 sq m

Sealed bids auction — spaces at £55

Dealer space at £145 per one-car stand (7m x 2.5m)

Name..... Contact Name.....

Address.....

Tel No..... Fax No.....

### TRIUMPH / MG CLUB MEMBERS — BOOK NOW

John Cole, Angex Ltd., Times House, Station Approach, Ruislip, Middlesex HA4 8NB. Tel: 0895 677677. Fax: 0895 676027

Please send me..... Adult tickets (max two per member) at the special club advance booking rate of £4.00 each.

I understand that admission at the door is £5.00 per adult and £2.00 per Child/OAP. Please also send me free tickets for my children (3 max per application) (under 14 years)

I enclose a cheque made payable to Angex Limited, for the sum of £.....

Saturday August 31, 9.30am-6.00pm, Sunday September 1, 9.30am-5.00pm.

Name..... Address.....

Postcode..... Tel No.....

I am a member of:..... \*Please insert name of Triumph/ MG Club

Membership No.....

NB. This special discounted offer for advance tickets is available to members of the supporting clubs only.

Photocopied applications will be accepted.

TSSC

# Comment Stafford Best Yet!!!

Having returned from the International Weekend, what can I say? Over 3000 members attended, over 45 Trade Companies. The Triumph Sports Six Club filled the County Showground at Stafford, it was more like a fully blown Classic Car Show — well done to everyone who made this such a memorable event.

Only a week earlier the Silver Jubilee GT6 Weekend, again more records broken. Over 100 GT6's with fantastic **BURNING** weather.

This club continues to flourish and to all concerned with helping to run both the above event **THANK-YOU**. Next years International Weekend will be held again at Stafford on July 18th/19th.

*Bill Sunderland*  
(Club Manager)

## Coupé Sunday HARVINGTON HALL, WORCESTERSHIRE SEPTEMBER 22nd 1991 ITINERARY

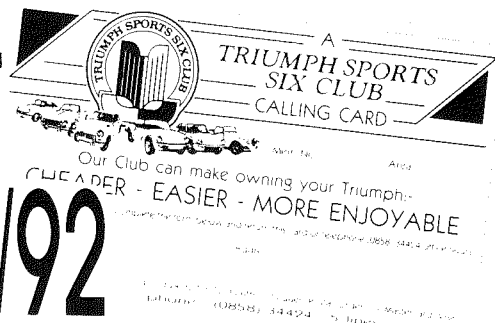


Meet just south of Worcester 9 am to 11 am. Convoy approximately 40 miles over Worcestershires scenic countryside with halfway rest for coffee, tea and rebuild. Arrive Harvington Hall 1 pm. Other club car owners are invited to join us at Harvington Hall and welcome the arrival of the Coupé convoy. We have our own parking area where we will run an informal concours for the coupé's with a class for visiting club cars. Would all coupé owners please contact Dennis Benson ASAP on 0527 77059 or write to 'Courier Cottage', 78 Barley Mow Lane, Catshill, Worcs, B61 0LP.

Harvington Hall is an Elizabethan Moated Hall of National and Historic importance. Picnic Area and Restaurant.

Cost is £3.00 per person which includes a guided tour.  
Children £1.50. O.A.P. £2.00

# Recruitment Drive - 1991/92



**Y**ES — more cards included in this month's Review — Please use them effectively. This form of recruitment is very crucial to the Club and brings in over 1000 new members each year, apart from the prizes, you are contributing to the future of 'our cars'.

This month's winner is Colin Harrison, membership number 79/01020. His prize, the new book 'British Cars at Le Mans'. Remember in September we have the draw for the big prizes — GET RECRUITING

RECRUITMENT DRIVE RECRUITMENT DRIVE RECRUITMENT DRIVE RECRUITMENT

## QUALITY CLUB BADGE FOR OUR CARS

*DON'T FORGET WE ARE STILL TAKING ORDERS FOR THE HIGH QUALITY TSSC BADGE AS ADVERTISED ON PAGE 9 OF LAST MONTH'S COURIER. WE NEED 1000 ORDERS TO MAKE IT VIABLE. TO DATE WE HAVE AROUND 200. PLEASE COMPLETE THE ORDER FORM BELOW AND SEND IT IN AS SOON AS POSSIBLE TO:-*

John Griffiths, Somerford House, Fairleigh Rise, Kington Langley, nr Chippenham, Wiltshire, SN15 5QF.

I WISH TO ORDER A HIGH QUALITY ENAMEL TSSC CAR BADGE WHICH I ACKNOWLEDGE WILL COST £23 (inc. VAT, post and packing)

I AM AWARE THAT THE BADGES WILL ONLY BE ORDERED IF A MINIMUM OF 1000 MEMBERS APPLY.

I AM ALSO AWARE THAT DELIVERY WILL BE BETWEEN 2/3 MONTHS, FROM THE DATE OF ORDER AS EACH BADGE IS COLOURED AND FINISHED BY HAND.

I WILL MAKE PAYMENT TO THE TSSC AS SOON AS REQUESTED.

Signed .....

My address is .....

My telephone no. is .....

I want a GRILLE BADGE ..... BADGE BAR BADGE ..... (please tick appr. box).

# NEWS REVIEW

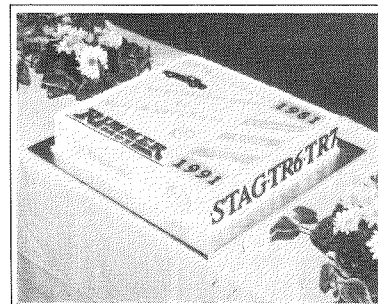
## OFFICAL OPENING

### RIMMER BROTHERS OPEN NEW PREMISES IN TRIUMPH — and celebrate 10 years in business —

Triumph parts specialists Rimmer Brothers of Lincoln, recently had cause for a double celebration — the opening of their new Bracebridge Heath premises, and 10 years in business.



Opened at the end of June by British Motor Heritage Executive Director David Bishop, Triumph House is a vast 40,000 sq ft warehouse and office complex specially adapted to hold one of the worlds largest stocks of Triumph spares.



The second cause for celebration during the day was to toast the company's ten years in business, marked by a ceremonial cutting of an enormous cake decorated with the British Motor Heritage and Triumph logos.

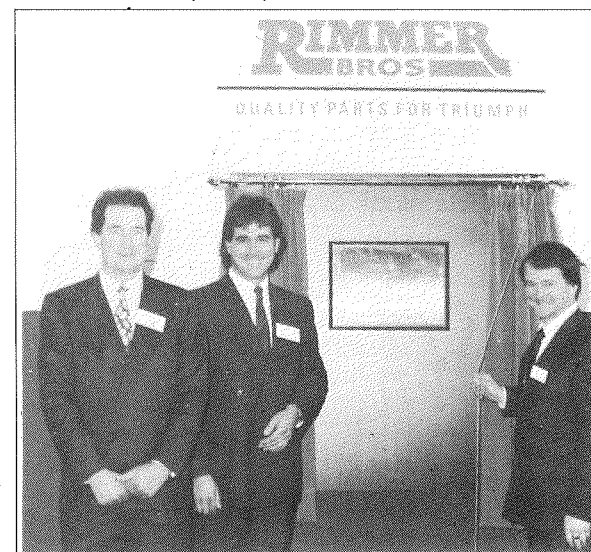
Featured on the day was a display of immaculate Triumph cars, mainly owned by various Triumph club members, who had travelled from all corners of the UK to celebrate the double occasion.

All the guests were given a guided tour of the extensive warehouse and stores complex.

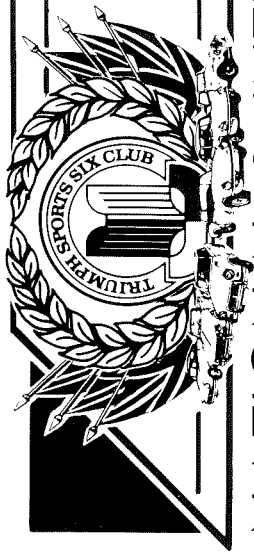
British Motor Heritage Ltd was created 10 years ago to preserve the marque names of the past, including Austin, Morris, Riley, Wolesley, MG, and of course Triumph and to ensure that parts for these cars would always be available.

The highest accolade that any company in classic car parts supply can achieve is Heritage approval. Rimmer Brothers were Heritage approved in 1987.

'The Moment of Triumph', David Bishop, Executive Director of British Motor Heritage Ltd, unveils the plaque to officially open the new Triumph House in the presence of Graham Rimmer (left) and Bill Rimmer (centre).







# THE TRIUMPH SPORTS SIX CLUB

## NATIONAL & INTERNATIONAL EVENTS 1991

This is the official TSSC Events Calendar and contains details of the following:

- All TSSC organised events.
  - National and Local Shows which the TSSC is attending.
  - Overseas Events and Major events organised by other clubs, to which we have been invited.
  - TSSC Competition Events.
  - Whilst every effort is made to ensure that the details contained in this calendar are correct no responsibility is accepted for errors or changes due to unforeseen circumstances.
- For additions and amendments contact The Club Headquarters — Tel: (0858) 434424 or Fax: (0858) 431936.

### OFFICIAL NATIONAL AND LOCAL EVENTS ORGANISED BY THE TSSC

SUN 7 JULY INTERNATIONAL GT6 DAY —  
Hutton House, Warwick. Contact Sharon Espin 0775 88335.  
SUN 7 JULY WEST YORKS DALES RUN & BARBEQUE — Contact Andy Higgins 0532 520830

FRISAT/SUN 12/13/14 JULY TSSC INTERNATIONAL WEEKEND STAFFORD COUNTY SHOWGROUND —  
CONTACT CLUB HEADQUARTERS FOR DETAILS.  
TEL: 0858 434424

SAT/SUN 3/4 AUGUST WOODVALE INTERNATIONAL RALLY — Southport.  
Contact Mersey Area, Chris Wright 07048 72116.  
SUN 4 AUG LEICESTER NATIONAL — GT6 SILVER JUBILEE RALLY —  
Stanford Hall, Lutterworth. Contact Diane Hanes 0533 716463.

FRISAT/SUN 9-11 AUGUST WITTON CASTLE CAMPING WEEKEND —  
Organised by North East Area. Contact Graham Holt 091 371 1577.

SAT/SUN 17/18 AUG 'ITS A KNOCKOUT' —  
Rushmore Arena, Aldershot, Hants. Contact John Thomason.

SAT/SUN 24/25 AUG CIRCUIT OF NORTHERN IRELAND RUN —  
Contact Paul Robinson.

FRISUN 23-25 AUG DOUNE CLASSIC CAR RALLY —  
Downe Motor Museum, Stirling. Contact Brian Samson 0592 203710.

SUN 25 AUG SPIRIT OF BROOKLANDS —  
Brooklands Meet. Contact Mike Crawes 0344 885541.

SUN/MON 26/26 AUGUST NORTHERN CLASSIC CAR SHOW — G.MEX. MANCHESTER. Contact Stewart Newbold (0943) 463240.

31 AUGUST TO 1ST SEPTEMBER TRIUMPH & MG WORLD NEC BIRMINGHAM — Contact Club Headquarters 0858 434424.

FRILMON 30 AUG-1 SEP INTERNATIONAL SPITFIRE WEEKEND —  
Arden, Holland.

SUNDAY 1 SEPTEMBER 10TH ANNUAL CONCOURS & MOORS RUN —  
Blacksmiths Arms Hotel, Harliff End, Rosedale Abbey, Pickering, N. Yorks.  
Contact Peter Johnston, N. Yorks Area Organiser, 0757 618787.

SUN 8 SEP WAC (WORCESTER AREA CONCOURS) —  
Contact Bill and Bev Dixon 0805 358781.

SAT 26 OCT BONFIRE NIGHT —  
Northern Ireland Area. Contact Paul Robinson.

SAT/SUN 9/10 NOV 8TH NATIONAL CLASSIC CAR SHOW —  
Contact Club HQ 0858 434424.

FRISUN 17/19 JAN 1992 TSSC WINTER WEEKEND —  
Fosse Manor, Slow On The Wold. Contact John Cudmore 0993 891 55.

### NATIONAL AND LOCAL EVENTS TO WHICH THE T.S.S.C. HAS BEEN INVITED

SUN 7 JULY HEADCORN HISTORIC VEHICLE RALLY — Headcorn Airfield, nr Maidstone, Kent.

SAT/SUN 6/7 JULY MID WALES FESTIVAL OF TRANSPORT — Powis Castle, Showground, Welshpool.

SUN 7 JULY THAMES VALLEY AUTO SUNDAY — Moss End Farm, Warfield, Bracknell, Berks.

6/7 JULY EUROPEAN KIT CAR SHOW STOUR CENTRE COMPLEX, ASHFORD KENT.

13/14 JULY RALLYE DES ALPES — Alpine Rally Assoc. 3200km. Contact Club HQ.

13/14 JULY MOTOR CAVALCADE BEXLEY SHOW, DANSON PARK WELLING, KENT.

SUNDAY 14 JULY ROTARY CLUB UXBRIDGE — Uxbridge Car Show, Uxbridge Showground.

SUN 14 JULY BARNSELY METROPOLITAN VINTAGE VEHICLE RALLY, LOCKE PARK, BARNSELY.

14 JULY SUN CLASSIC & HISTORIC MOTOR CLUBS MOTORING MONTAGE — Ashton Court Estate Bristol. Contact Michael or Francis Baker (0934) 418008.

SUN 14 JULY 3RD ANNUAL HORSHAM CLASSIC CAR SHOW — Horsham Park, Horsham, West Sussex.

SUN 21 JULY TRIUMPH SPORTING OWNERS CLUB NATIONAL DAY — Tatton Park, Cheshire. Contact Anne and Brian Grove (0562) 823829.

SAT/SUN 27/28 JULY CHRISTIES INTERNATIONAL HISTORIC FESTIVAL — Silverstone Circuit.

1-3 AUGUST 6TH ANNUAL CANADIAN CLASSIC CLASSIC OTTAWA, ONTARIO — Contact Club HQ.

SUN 4 AUGUST NEWPORT PAGNELL 48TH VINTAGE & CLASSIC CAR RALLY — Riverside Meadow, Newport Pagnell.

SAT/SUN 10/11 AUGUST NATIONAL COMPONENT CAR SHOW — Sandown Park, Esher, Surrey.

SAT/SUN 14/15 SEP THE WHICH KIT? KIT CAR SHOW — East Of England Showground, Peterborough.

SAT 17 AUG 'SWING INTO SIXTIES', CANNON HILL, BIRMINGHAM.

SUN 18 AUGUST NEWARK INFORMAL CLASSIC CAR SHOW AND GIANT MIDLANDS AUTOJUMBLE — Newark/Notts Showground.

SUN 18 AUGUST BOGNOR REGIS ROTARY MOTOR GALA.

SUN 8 SEPT AUTO TRADER FESTIVAL OF MOTORING — Kings Meadow Showground, Reading, Berks.

SUNDAY 29 SEPTEMBER GRAND LONDON AUTO JUMBLE INCORPORATING LONDON CLASSIC CAR SHOW — KEMPTON PARK RACECOURSE, contact Club Office.

TSSC RACE CHAMPIONSHIP  
Contact Kim Pawson, 23 Belmont Road, Wellingborough, Surrey.

28 JULY — BRANDS HATCH  
11 AUGUST — LYDDEN HILL  
19 SEPT — PERBERT WALKS  
29 SEP — LYDDEN HILL

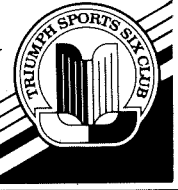
GET YOUR LICENSES NOW FOR - 1992 RULE CHANGES DUE

COMPETITION EVENTS

# Autorama

## IN AND AROUND THE TRADE SCENE

Latest news of Remanufactured panels, parts or other related products of interest.



## LATEST REMANUFACTURED LINE FROM SWINDON CLASSICS

GT6 Sill Finisher. A must for Concours GT6s. Available now in original stainless steel, also for Spitfires, with clips £40 a pair. TEL: 0793 611098

## A TOTALLY NEW SERVICE FOR THE CLASSIC AND SPORTS CAR ENTHUSIAST

C.V.I. provides the classic/sports car owner, buyer or seller with a new hi-tech service.

Endoscopes have been around for over 30 years with their fiberoptic bundles and associated lenses enabling views of otherwise hidden areas. You have probably seen them in a medical environment, e.g. looking inside patients bits and pieces rather than embark on an exploratory opening up.

C.V.I. use the same idea and with the addition of a video camera and recorder, a videotape is produced of the internal condition of the engine combustion area, i.e. piston, crown, cylinder walls, head gasket, valve seat, stem and guides. The inspection is used during pre/post purchase assessment by either a conscientious salesman to aid a sale or by an owner to allow ongoing monitoring of these areas. Inspection allows rapid diagnosis of abuse due to the use of below spec. fuels or unleaded ones. Similarly, monitoring of valve seat condition following the introduction of lead, or tin-based additives may be performed without the need for head removal since the endoscope is INSERTED THROUGH THE SPARK PLUG HOLE. With videotaped evidence, monitoring is easy since a history of condition allows degradation rates to be established.

C.V.I. also offer high pressure rustproofing backed up with videotaped evidence of the application of internal box sections. A pre-condition tape is produced and then followed by a post application tape to show the owner exactly how efficient the process has been. Providing that evidence shows no alarming problems C.V.I. may provide the owner with a transferable guarantee certificate. Again the videotape produced is also the property of the car owner to allow future sales to be assisted, or further monitoring to take place at a later date.

Phil Seymour, a highly trained aviation engineer (no pun intended), is behind the idea and says, 'The concept is quite simple and follows the example of medical and aviation industries, that is, continuous monitoring or inspection takes the guesswork out of expensive decisions and will make UNSCHEDULED EXPENSIVE PROBLEMS BECOME SCHEDULED LESS-EXPENSIVE ARISING. C.V.I. can provide a service in Alton, Hants, or also offer a mobile service. C.V.I. can provide endoscopes.

FOR FURTHER DETAILS OF FORTHCOMING EVENTS WHERE C.V.I. WILL BE PRESENT AND INFORMATION ON THE ABOVE, CALL 0420 86038.

## TRIUMPH IN WALES



Full & Part Restorations carried out, MOT work, Mechanical & Bodywork, Chassis Changes, Body Shells Rebuilt.

Lots of good used spares for sale at reasonable prices.

Cars for sale and Wanted, Distance no object.

We are only 20 mins. from Severn Bridge - pop in for a chat



STEVE GILL SPORTSCARS TEL 0495 774963 day  
STEDMANS YARD ALWYAIN PONTYPOOL 0495 763865 eve



INSURANCE ARRANGED BY



FOOTMAN JAMES



UNDERWRITTEN BY

THE

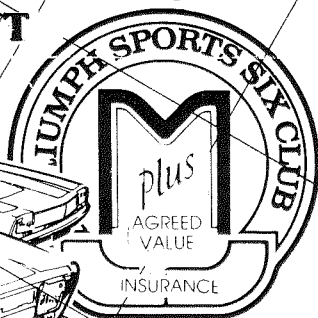
DOMINION  
COMPANY

TSSC

**STOP PRESS!!**  
FURTHER VALUE FROM TSSC

*Offers Members  
Discount on Modern  
Car Insurance!*

**MEMBERS INSURING THEIR CLUB CARS  
THROUGH THE TSSC SCHEME ARE NOW  
ELIGIBLE FOR A DISCOUNT  
ON MODERN CAR COVER**



**TAKE**

**ADVANTAGE**

**OF THESE BENEFITS!**

**Money Saving ★ Added Convenience ★ Efficient**

**Claims Service ★ Quality underwriter**

**A QUOTE WON'T COST YOU**

**ANYTHING AND COULD SAVE YOU  
POUNDS**

TO OBTAIN A QUOTATION

TELEPHONE FOOTMAN JAMES ON 021 - 561 - 4196

# EXCLUSIVE CAR INSURANCE FOR YOUR 'OTHER' CAR

**B**ACK last September, I told you about the launch of a new insurance service the Club had for members who also use non club cars. In effect it meant that under the TSSC Insurance scheme you could insure not only your Triumph, but get special rates on insuring your 'modern' car as well.

With more of you using your Club car just for pleasure, this new service has proved very useful to members. After all, it is a real pain if you have to insure one car with Footman James and the other one with someone else.

Now to make the scheme even more attractive, new improved discounts have been negotiated on your behalf — see points one and two below.

**1. A LIMITED MILEAGE OPTION IS NOW AVAILABLE. THIS HELPS YOU SAVE MONEY WHICH IS WHAT BEING A MEMBER OF THE TSSC IS ALL ABOUT.**

- ★ 6000 miles — 10% discount. ★ 4500 miles — 15% discount.
- ★ 3000 miles — 20% discount. ★ 1500 miles — 30% discount.

**2. IN ADDITION, THE DISCOUNTS FOR AGE OF DRIVER HAVE BEEN INCREASED AS FOLLOWS:-**

- ★ 30 - 34 — 10% ★ 35 - 49 — 25% ★ 50 - 69 — 33%

**AGAIN THE TSSC HELPING YOU SAVE MONEY**

NOTES:- At the moment, this offer is only available to members over 25 who already have a Club car insured.

Option include: Third Party, Third Party Fire and Theft, and Fully Comprehensive.

The Club benefits financially if you take out insurance through the Club, so when yours' next comes up for renewal, *please give us a try.*

**A QUOTATION COSTS NOTHING BUT MAY SAVE YOU POUNDS**

Having your Triumph insured through the Club's exclusive Agreed Value Schemes (M17+ and M25+) now means you can obtain access and special discounts on the following services:-

CLUB SERVICE	HOW TO GET DETAILS
1. INSURANCE FOR YOUR MODERN CAR — as detailed above	TELEPHONE FOOTMAN JAMES 021-561 4196
2. THE TSSC BREAKDOWN CLUB — an exclusive Breakdown and Accident Recovery Service	a) LEAFLET ENCLOSED WITH JULY COURIER b) TELEPHONE CLUB OFFICE FOR A LEAFLET on 0858 434424

*PLEASE KEEP SUPPORTING YOUR CLUB.....*

*TOGETHER WE ALL BENEFIT*

**John Griffiths**



# CAMBRIDGE TRIUMPH SPARES

SHORTS COTTAGES, MOUNT PLEASANT FARM, 16FT. BANK, CHATTERIS, CAMBS. PE16 6XL

★★★★★ **QUALITY USED PARTS FROM CAMBRIDGE TRIUMPH** ★★★★★  
Due to further expansion CAMBRIDGE TRIUMPH can now offer quality used parts 'Off the shelf'. These parts will be cleaned and checked to ensure they are suitable for re-use.

A no-quibble/money back guarantee will be offered on these parts as has always been our policy with new parts. A new building covering some 3,000 square feet is currently being erected to enable parts to be racked and labelled. As a rough guide, used parts will be just under half the price of new, but please remember we are removing and racking these parts and do not intend to become just another scrap yard!

So, if you can't afford new, just ask for used. Below is a list of a few items we already have on the shelf from our 'used and checked' department. In future we will always advertise our used parts as 'QUALITY USED PARTS' or 'Q PARTS'.

A separate 'Q PARTS' list will soon be available, please watch this space. All used parts will carry a 'QP' prefix to distinguish from new.

I hope this service will help TSSC members to continue to keep their cars running 'on budget' because after all that's what it's all about!

Best wishes and happy motoring,

TONY BATES

## QUALITY USED PARTS (PART REFERENCES WILL ALWAYS CARRY 'QP' TO AVOID CONFUSION)

Part Ref:	★★★ Q PARTS	★★★★ Q PARTS	★★★★★ Q PARTS	★★★★★ Q PARTS	★★★★★ Q PARTS
E9360QP	Starter motors, tested (exchange)				£10.00
R2800QP	Inner door handle assembly, r/h Spitfire IV/1500/GT6 III				£ 7.00
R2900QP	Inner door handle assembly, l/h, Spitfire/1500/GT6 III				£ 7.00
R1800QP	Outer door handle assembly, r/h, Spitfire/1500/GT6 III				£15.00
R1900QP	Outer door handle assembly, l/h Spitfire/1500/GT6 III				£15.00
	Window winder mechanism (with teeth!) Spitfire/GT6				£12.50
R2710QP	Winder handle, Spitfire IV/1500/GT6 III				£ 2.00
R2020QP	Door hinges, all models				£ 6.00
H1420QP	Front lower wishbone, l/h				£25.00
H1440QP	Front lower wishbone, r/h				£25.00
H6040QP	Front vertical link (kingpin) Herald/Spitfire, r/h				£17.50
H6030QP	Front vertical link (kingpin), Herald/Spitfire, l/h				£17.50
H6100QP	Stub axle, Spitfire/Herald				£ 9.00
KO200QP	Rear drive shaft, Herald/Spitfire to FH50,000/GT6 MkI				£25.00
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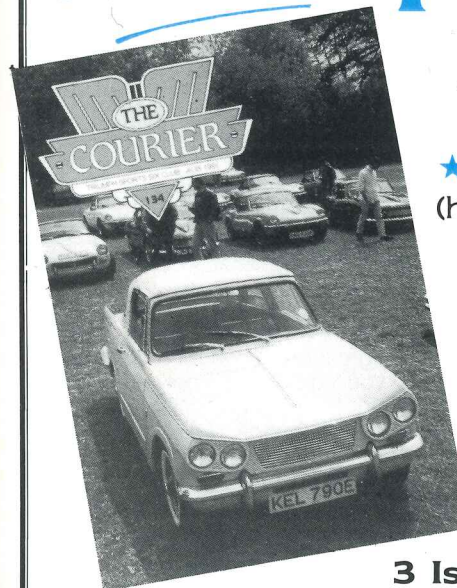
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# COP SHOP

Mike Crewes

OVER the last few seasons I have seen and taken part in several convoys and it has occurred to me that very few people actually know how a convoy works.

Many years ago I produced a booklet which was circulated to all Area Organisers and potential convoy organisers laying out guidelines for running convoys.

I thought it would be worthwhile to repeat it in this column for a wider audience. If you do not have a copy of the booklet and you wish to have one please send me a stamped addressed envelope and I will send you one. I do not intend publishing the legislation in the Courier but it is part of the booklet and is available on request. So here it is:

Firstly, what is a convoy? There is no legal definition of a convoy, but the Oxford Concise Dictionary defines it as the Act of Conveying; Protection; Escort for honour or protection. This isn't very helpful either. A convoy is generally held as a number of vehicles travelling together in a procession from one given point to another given point. It should be borne in mind that the larger the number the more difficult the act of conveying becomes. It may be held that any number of cars from two upwards travelling together constitutes a convoy.

Many of you will be old hands at convoys and will tell stories of convoys with hundreds of cars in them, some of you will wonder what a convoy is all about. This booklet is aimed at both the experienced and the inexperienced. Whilst not trying to teach you to 'suck eggs' I hope that it may reinforce the safety of future convoys.

## ARRANGING A CONVOY

This is usually the easiest part of conveying but the most ill-prepared. You will of course need a start point. This must be somewhere where you can safely marshal your convoy into its correct order without being a danger or cause obstruction to other road users. The amount of room you will need will appear on how many vehicles you intend to convoy. Usual places are car parks, these are usually both safe and spacious.

You will of course need a destination. Again this must have plenty of room for your convoy to park and if you intend to start a homeward convoy from your destination you will need room to marshal the return convoy. Your convoy should always aim to finish off the road.

Now that you have a start and end to the convoy you will of course need the route between them. The route need not be the shortest distance, but must bear in mind types of road, roundabouts, traffic lights etc. All of these features are potential for splitting the convoy up. Plan your route very methodically and carefully, to avoid as many places as possible where the convoy may be split up.



Once you have got the planning right there is one more thing which you must do to comply with the Law.

*All convoys MUST be notified to the police in writing at least six days in advance. The convoy organiser will become legally responsible for the convoy and the ways it is run under the Public Order Act 1986. If you do not inform the Police, the organiser and every convoy member all commit offences.*

An extract of the Legislation is set out at the back of this booklet. You must notify the Police Station at the start of the Convoy, giving the start time, route and destination. You must also give at least one of the organiser's names and addresses.

## FORMING A CONVOY

The convoy leader should be someone who is experienced in convoys and who is thoroughly conversant with the route. He or she should also have a co-driver who is willing to assist in leading the convoy. The rest of the convoy should be formed up in their order with the slowest cars at the front and the faster cars at the back. It should be borne in mind at this point that a driver's ability will also play a part in his cars speed. A slow driver and a fast car will remain a slow car.

Each car on the convoy should be given a route card, ie a card or piece of paper with route directions on it. If a car gets lost, it may continue using the route card. At the very least it will give the drivers confidence and allay their fears about getting left behind.

*It is very easy to forget the proper rules of the road, in favour of some all powerful 'rules of the convoy' or 'must stick together' syndrome which may lead to following cars either travelling too fast or driving too close to each other. This should be avoided at all costs.*

Once the order of cars is set, it shall remain the same order for the whole journey. If you have more than about ten cars and no Police escort or assistance, consider running two convoys. If you have access to Citizen Band radios these can help tremendously in running a convoy, if the lead and tail are in radio contact. You must abide by CB rules and legislation.

## RUNNING THE CONVOY

The speed of the convoy must be dictated by the speed of the slowest car. If someone starts getting left behind, then slow up. A driver driving beyond his or her own or their cars capabilities will put the whole convoy in danger by risking an accident. Keep to speed limits, this is not only a legal requirement, but will give all the drivers a chance to relax a little.

Each driver should be aware of the car behind him and should keep it in sight the whole time. If the car behind stops or disappears from sight, then the car in front of it should stop, again this will work itself up to the front and the leader will stop. When you stop always find a safe, unobstructive place to pull in and bear in mind how many other cars will need to stop there.

If the convoy turns off then the first and then following cars should wait at the junction in turn to make sure that any convoy cars behind see where the turning is. Whilst a car is at the junction waiting, the rest of the convoy should stop at a suitable place along the road. Once the cars behind have caught up, the convoy may proceed.

If you need to stop for an emergency or any other reason flash your headlights several times at the car in front, he will in turn flash his headlights. If the car behind flashes his head-

lamps, flash your headlights at the car in front. This way the signal will eventually reach to the convoy leader who will stop the whole convoy in a safe place. Do not flash your headlamps unless you want the convoy to stop.

## COURTESY

Remember that a convoy of similar cars attracts attention, particularly from the Police who may be monitoring your progress along your route.

*It is essential therefore that all the convoy members drive properly, courteously and safely. Do not jump a set of traffic lights in order to keep up, the convoy will wait for you. Remember that you are not exempt from any Legislation.*

*The convoy will probably be travelling much slower than other traffic on the route and other traffic may wish to overtake. If other vehicles do wish to overtake, they must be allowed to do so safely. Do not follow the car in front too closely and allow an overtaking vehicle into the convoy if he needs a space. If he has an accident overtaking you, you will probably be involved as well.*

*Whilst you are conveying you are representing the Club, please bear this in mind and continue the good image that the Club enjoys.*

If you have a query of topic on Road Traffic Legislation please send a stamped addressed envelope to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN.

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SINCE it has been rather a long time since the Courier had an article from the Register I thought I had better let you all know what it is all about, especially for our new members.

Firstly it is voluntary and can be fun to be a part of! If by the end of this article I have made you think that you would like your car to be entered then please let me know, the address is in the inside back cover of the Courier. Also Dennis and myself attend a few events and you can approach us and talk to us about the register and if you think your car is worth inclusion.

The Show Car Register is as its name implies a register of cars worthy of being on display. Also the classic car magazines often require a car for a photograph session or to do an article and we look to the register to provide these cars. The events range from the large indoor shows like the N.E.C. to smaller but equally important locally organised venues.

The cars on display need not be *CONCOURS* but must be in good condition. So the register is therefore open to anyone who is organising a show or enquiring about a car for a feature in a magazine or T.V. etc...

The main categories for inclusion are:-

#### Concours

- ★ Working Concours
- ★ Interesting Production History — such as first or last of its model or known factory changes.
- ★ Interesting modifications — factory or owner such as interior or engine etc.
- ★ Racing — past or present racing history.
- ★ Ex. works — road test or publicity cars.
- ★ Famous — owned by or was owned by someone of fame or sports personality etc.
- ★ These cars need not be to a concours standard but good enough to cause public interest.

So, as I mentioned before, the register is open to those people who are organising a show and need certain cars on the stand to show how versatile our cars are in the form of concours, racing or specials. The organiser can choose from a list of any cars that are either close to the venue or interesting enough to be on the stand. One thing that I must emphasize is **AVAILABILITY**. With many indoor shows now going on all year, the register needs more owners who are able to bring their car to these shows which may be in December or March. A lot of concours cars are on the road for the 'summer' only and not taxed for the period I have mentioned. Interested? Read on!!

— The Show Car Register has been going almost as long as the club itself but the last 'major' recruitment drive was 86/87 and I would like to have more members from Wales, Scotland and the North of England coming forward as many more shows are being held around these areas than before. Also more GT6s and GT6 MkIIs please and 1600 and MkI Vitesse's would be welcome! But if you have an interesting Spitfire or Herald then I am just as interested in those too! If you are an Area Organiser in the areas I have mentioned then you will know if any of your local members have cars that should be included on the register so I want to hear from you too!

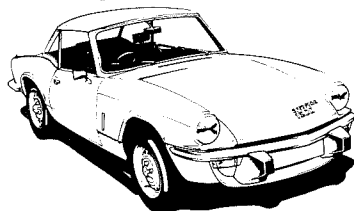
Dennis and myself often approach members at shows to 'recruit' them so look out for us!

We like to see cars in the flesh so to speak to get a good idea of its suitability and when you decide to join we ask that you forward on some photographs of your pride and joy which helps us to choose cars for various events or magazines. We look at the photo's first then look it up on the computer to see who the owner is and the availability of the car and owner! It is quite painless I assure you.

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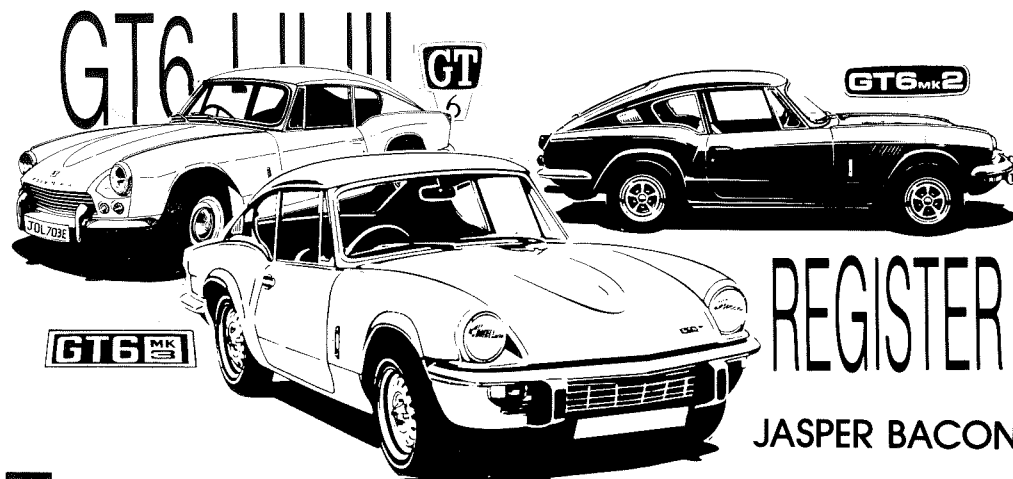
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**T**HIS month's feature car, a MkII, belongs to James Barker who is 15 years old. James would like to know some history, so if anyone out there remembers OSG 400G, please let him know.

At the moment, he and his 'long suffering' dad are rebuilding the car and could do with a descent windscreen surround and passenger door. They can be contacted at: 3 Main Street, Newmills, Fife. KY12 8SR.

## SELF ADJUSTING (or non self adjusting, depending on your experience!) REAR BRAKES

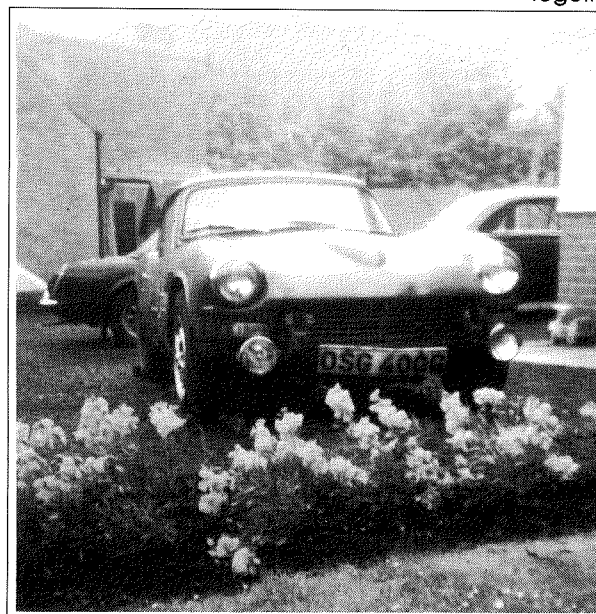
This is applicable to late MkIII cars. As I understand it, problems are caused by the adjustment lever not slotting into the ratchet wheel properly, the net result being that brake show adjustment is not taken up. This is compounded by worn drums, these will be grooved in the track of the brake shoe and the inner ring of the drum (untouched by the shoes), will stand proud and will force the shoes together on re-fitting the drum. Pauls answer

therefore, is to get your brake drums honed out and to manually adjust the brake shoes into position before refitting the drum, checking for brake drag after tapping round the drum with a hide mallet.

Whilst on the subject of late MkIII rear brakes, there seems to be a foul-up regarding new rear brake cylinders for these cars. Smaller bore Dolomite cylinders have found their way into GT6 boxes. Some of the parts people are already aware of this, but if buying new rear brake cylinders, check this out: The Girling ref. No is 64677871.

## LOWER STEERING COLUMN UNIVERSAL JOINT

Paul has had a couple of cases regarding replacement lower steering column UJs failing due to the use of incorrect bolts, the result being they can (and have, in Pauls case) snapped like carrots causing complete





steering failure:- Parts manufacturers and dealers, take note,

## high tensile bolts should be used. CHECK YOUR SPARES!

Talking of lower steering UJs, some new ones come without wires going across them, this isolates the steering column from earth, causing the horn not to work, as the horn push completes the circuit to earth; Yours truly spent a whole evening trying to get the horns to work having fitted a new UJ months beforehand on the Vitesse project!

### SUNROOFS

A couple of people have written to me about cutting a hole in the top and fitting a sun Webasto, though the weather in Jne may have put a damper on things! There are a number of points to consider to give food for thought.

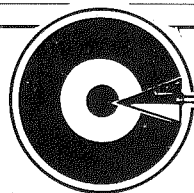
Firstly, the car will loose a certain amount of rigidity.

Secondly, the sunroof (in my view) spoils the nice, smooth roof line of the GT6.

Thirdly, a sunroof causes greater wind resistance/noise/fuel-consumption at speed.

Fourthly, there is more chance of rust occurring on the roof area. If I haven't put you off fitting one, the advantages are obvious, with the improved ventilation, especially if that sheep you're carrying in the back is prone to flatulence! One could go a step further and fit a Spitfire body, but that sheep may jump out! Back to the point, if anyone has fitted a Webasto (fabric) sunroof or suitable replica, as Webasto no longer trade, please let me know about it so I can pass the information on.

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**CENTRAL SPITFIRES**

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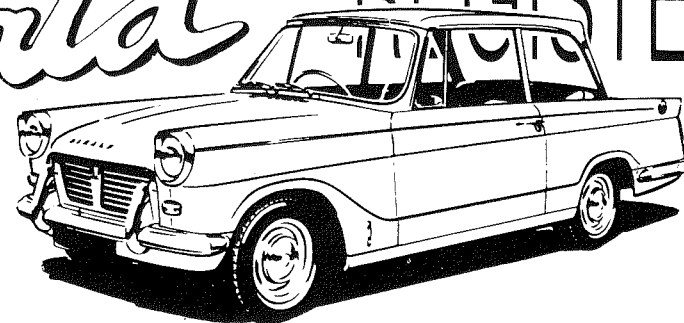
1 only Spitfire 1500 brand new chassis ..... £350.00  
Fibreglass ¼ valances, 5 prs only ..... £28.00 pair  
Track rod ends ..... £4.50 each  
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Many many other parts in stock and all at clearance prices.  
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**Herald REGISTER**

**Chris Longhurst**



## APPROVED COLOURS - 948cc

I have received a number of enquiries on colour combinations and approved colours for early Heralds. This month I will deal with 948cc cars.

### APPROVED COLOURS (Triumph Code in brackets)

Black (11) Stanpart 555000  
Signal Red (23) Stanpart 555015  
Coffee (?) Stanpart 555047  
Lichfield Green (45) Stanpart 555028  
Powder Blue (?) Stanpart 555034  
Monaco Blue (?) Stanpart 555062  
Alpine Mauve (?) Stanpart 555065  
Sebring White (29) Stanpart 555069

A number of colour combinations were available. With the exception of the case where the roof/lower body area was black, when Alpine Mauve could be used on the upper body, colours were always used with Sebring White on the upper body. Black was also available in this combination of White upper body/black roof and lower body. Early cars were offered with a wide choice of trims.

Black — Matador Red, Phantom Grey  
Coffee (Alpine Mauve used in Black/Mauve combination)  
Signal Red — Coffee, Phantom Grey.  
Coffee — Coffee (also in combination)  
Lichfield Green — Matador Red, Phantom Grey  
(Phantom Grey in combination)  
Powder Blue — Phantom Grey (also combination)  
Monaco Blue — Alpine Mauve, Phantom Grey

(Phantom Grey in combination)  
Alpine Mauve — Alpine Mauve, Phantom Grey  
(Alpine Mauve in combination)  
Sebring White — Coffee, Alpine Mauve.

The above options were available in 1960. As production progressed some colours/trim (eg Coffee, Alpine Mauve) dropped off the list.

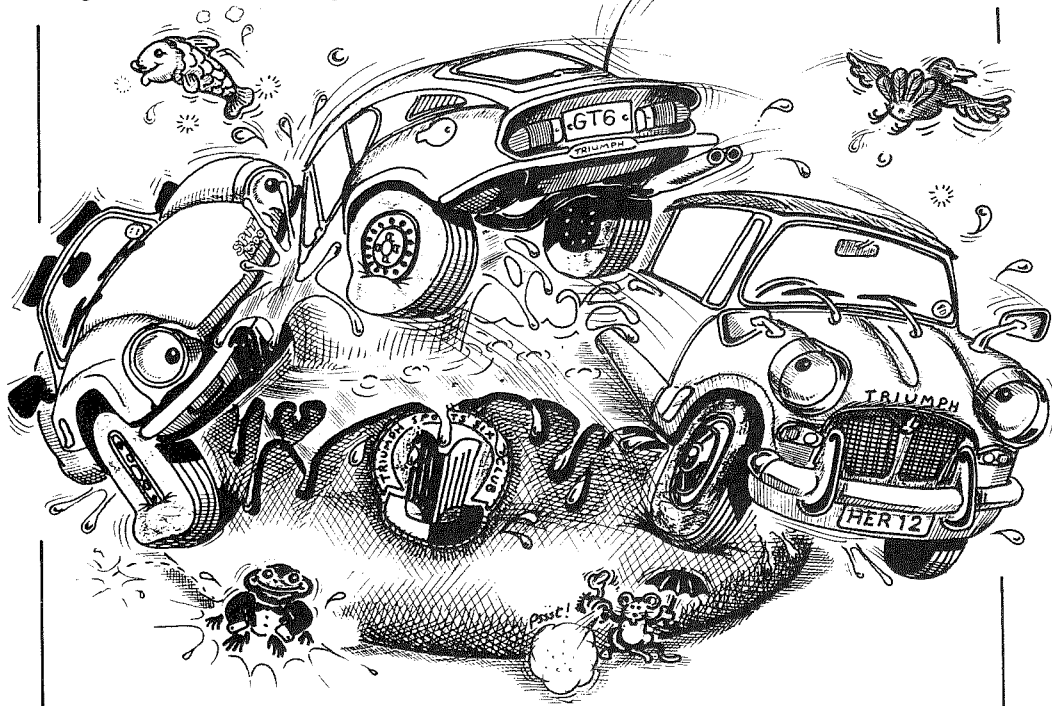
When this happened one of the more 'staid' colours (eg Matador Red, Phantom Grey, tended to be combined with Sebring White.



Two tone 948cc coupe

# T.S.S.C.

## IT'S A KNOCKOUT 18th AUGUST 1991



**RUSHMOOR ARENA, ALDERSHOT, HANTS**

4 MILES FROM M3 JUNCTION 4

THESE AREAS HAVE TAKEN UP THE CHALLENGE:- Essex, Somerset, Sussex, Southern, Thames, Surrey, Worcs. West, Nottingham, South Wales, Avon, East Kent, Norfolk, Canterbury.

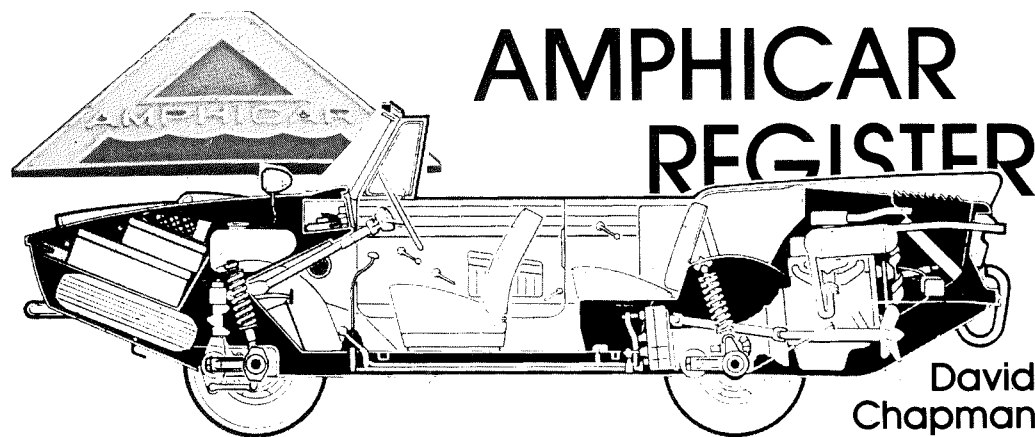
**COME AND SUPPORT YOUR AREA AND ENJOY THE FUN AND GAMES**

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Free Camping  
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★ **WHO WILL BE THE 1991 CHAMPIONS?** ★



**L**AST month I attended the Amphicar Club Berlin summer meeting which was held in the German 'Lake District' in old East Germany about 80 miles north of Berlin.

This was the first time I had attended a 'classic car' event outside the UK and it was fascinating to compare the differences with the sort of shows we are all used to. We knew it would be a well attended event because the area is full of large, safe and clean lakes yet until reunification last year, Amphicars were forbidden from using them.

The meeting point was a campsite on the lakeside and by the Saturday morning 34 Amphicars had gathered. I was expecting to see at least 20 car trailers but there were only 2. I later found out that the Germans are great believers in actually driving their old cars. Nobody had travelled less than 60 miles to the event, most of the cars had travelled around 500 miles and one had come 850 miles. Not only that but many of the cars had tow bars and had towed trailer tents and caravans. Remember that the Amphicar road behaviour is such that you do not normally exceed 55mph and that the power to weight ratio is worse than that of a 948 Herald.

I also discovered that many of the cars were used every day and have travelled some amazing mileages. One Amphicar had done a total of 440,000 km (over a quarter of a million miles!)

A consequence of this is that the condition of the cars vary widely. Some were in absolute showroom condition and correct in every detail, some looked like the proverbial (shed on wheels) but most whilst looking reasonably clean and tidy were obviously well used. Attitudes to originality are much more sensible in Germany. Most cars are fitted with alternators and radial tyres, although some owners have gone much further. One of the cars even has an Audi engine fitted.

**Unlike many other European countries there are no restrictions on the use of old cars in Germany, also the German MoT is nowhere near as strict as its reputation, that side of things is very similar to the UK.**

Finally, regarding driving abroad, most of the information you need is freely available so I won't bother to repeat it here although there is one thing I would strongly recommend.

Get a large piece of white cardboard and write in big black letters KEEP RIGHT followed by a big arrow.

Tape this to the most prominent part of the dashboard and if possible do the same thing and tape it to the middle of the steering wheel.

You'll feel a right idiot in the ferry queue and, of course, it looks tatty, but it really can save your life.

The danger of driving on the wrong side of the road is not on the first day as you drive off the ferry but is 2-3 days later as you drive off from a garage or cafe in the middle of the countryside onto a deserted road.

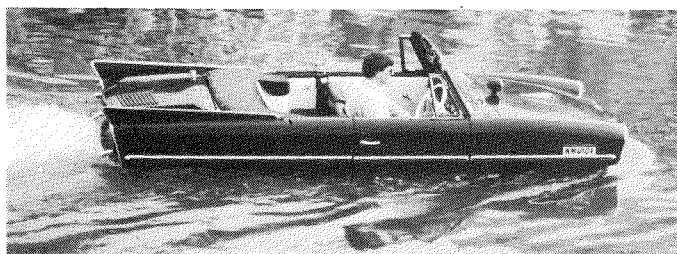
I was reminded of this last weekend whilst driving through open



countryside in rural Worcestershire (180 miles from Dover) I went around a corner to find a Morgan with Belgian registration plates heading for

me. I swerved left on to the verge but unfortunately he followed his instincts and initially swerved right. At the last moment he remembered he

was in England and swerved left, but if either of us had been travelling any faster . . . .!



Anyway, that's all for this month. Next time I'll explain how I managed to complete the Norwich Union Classic run whilst setting new records for fuel economy!

## INTERNATIONAL LIAISON SECRETARY

Leon F Guyot

JUST a quick report this month, as I'm preparing to go on my holidays, by Triumph Herald, of course, although by the time you read this, I should be just about leaving Finland for Sweden, Denmark, Germany, Holland, Belgium and France.



Needless to say, I hope to meet as many Northern European TSSC members on my travels, as possible — all of which I will try and mention in some future report. Also, by the time you are reading this, the 1994 TSSC International Meeting at Stafford will have come and gone, and we can, at this stage, only hope for more of the good weather that blessed the preceding GT6 weekend, although if the British 'Summer' of '94 continues in its' normal style, we may well have been glad of

the indoor facilities at Stafford!

Now, another photograph of that mysterious 7 Litre Pontiac engined 1966 Herald, taken at Santa Pod dragstrip by Ken Acland earlier this year — thank you Ken — I haven't yet seen this car myself but it certainly looks well prepared for the strip, and interesting! Any further details are welcome.

All the best to you all, enjoy your summer and see you soon.



# BOND Equipé - REGISTER -

Peter Jacklin

AS promised, here are a couple of pictures from the Equipe Weekend, unfortunately the photographer was not on top form, so I apologise for the quality.



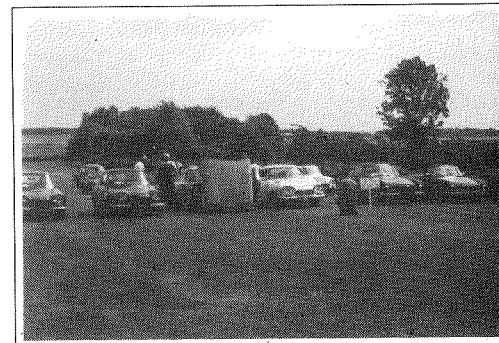
I have received a letter from John Miller concerning his involvement with Equipes. The story goes that John originally purchased a new 2L Equipe, having traded in a Ford Corsair. However the Bond was delivered in poor condition, with paint and trim defects not to mention odd front seats!

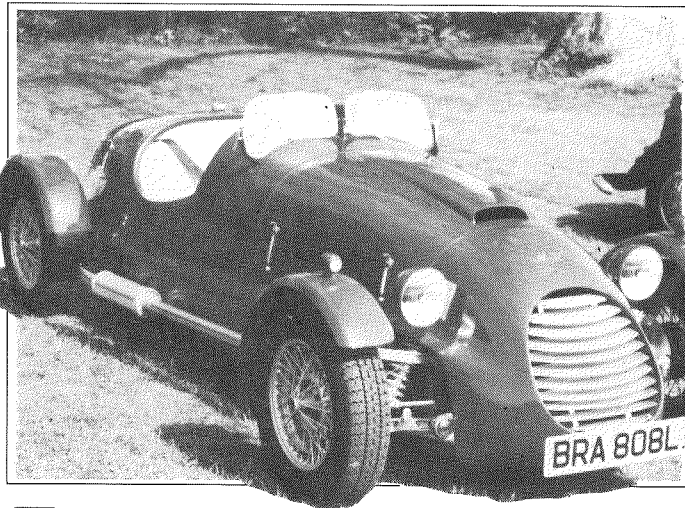
After much discussion the garage agreed to obtain a replacement from the factory, this exercise too all of 6 months, but John and his wife eventually ended up with a MkII in exchange for a MkI. This car remained with the Millers for over 5 years before being passed on to a cousin (COO 319G are you still out there?) About a year ago John decided to renew his acquaintance with the product from Preston, a suitable car was located in Eastbourne, and as John relates 'on proper investigation it was far worse than I first thought'. Well John all I can say to that is that I would like a pound for every time I have heard the same story from worried purchasers when they ring for advice and reassurance. Restoration began and I spoke to John several times during the following months, among the problems to be overcome was the broken door window during the fitting up stage. Courtesy Keith Dungworth a replacement was located and taken to London the next day and

collected from Kings Cross by the restorers. The Equipe spars jungle telegraph is amazingly efficient at times! The upshot of all this activity was that John came to the Equipe Weekend in APB 813H and promptly won the Choice Equipe Award.

The winner of the Autosculpt Trophy (donated and judged by Keith Dungworth) was Gordon Atkin from Bury in Lancashire with his 4S, this car is the one that I sold last year, it is reassuring to have a car restored by yours truly win something even if it isn't still owned by me. The trophy in question comprised of four 100th scale Equipes (one each model) mounted on a plinth. Similar individual models are offered for sale by Keith and are highly recommended. Contact Autosculpt, ie Keith Dungworth on 0742 551899.

The problem of fitting a towbar to a 2 litre was the subject of much discussion at Yaxley, problems with fitting some proprietary systems or the excessive weight of the components being the most common gripes. Drawings exist of the system fitted to the Dungworths Convertible and quotations are being sought for a number of these to be manufactured. If you are interested, please contact me and I will pass on names.





# SPECIALS REGISTER

Trevor Collett  
(Joint Specials  
Register Secretary)

## EXCLUSIVE

**E**XCLUSIVE? When these photos were taken this car was fresh out of the workshop and undiscovered by the mainstream motoring press.

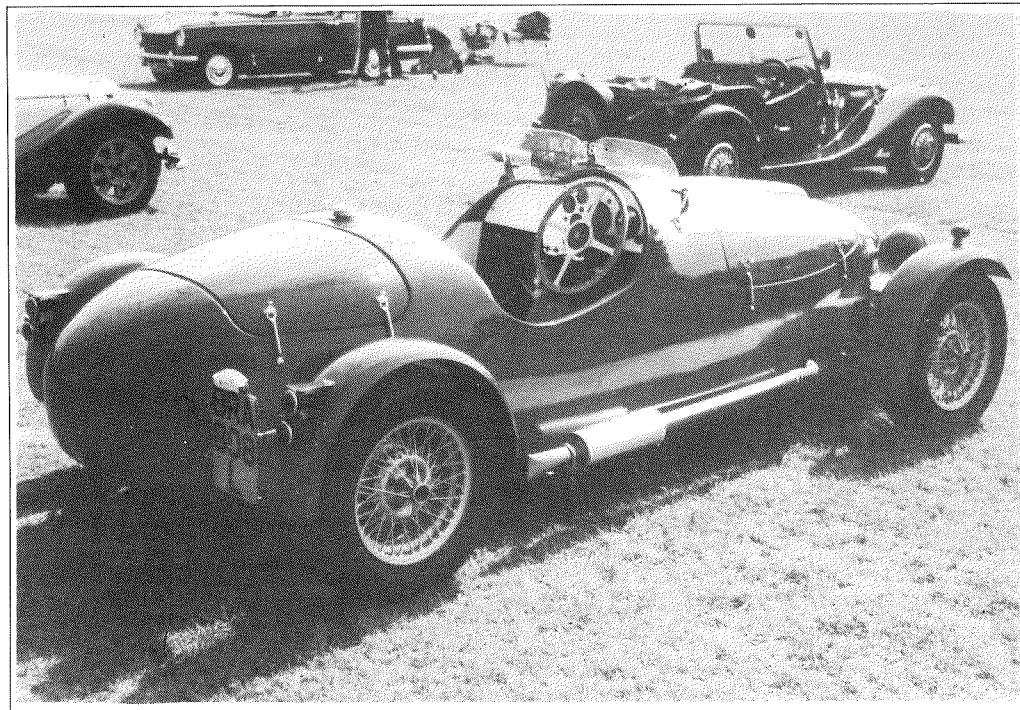
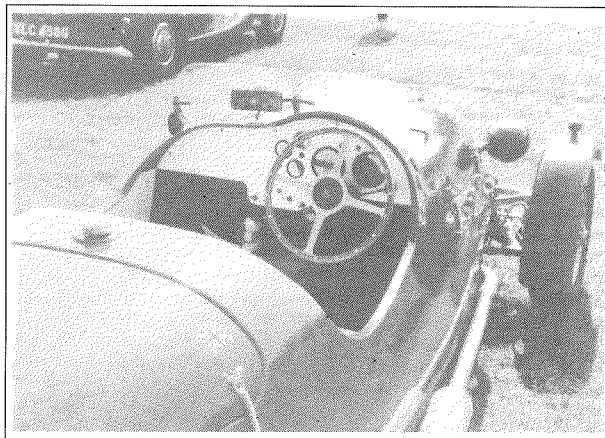
OK, every day several kit cars and specials take the road for the first time without the kit car press, let alone the proper motoring press, batting an eyelid.

This car is different, I am confident that at some time in the future, this car will feature elsewhere in the media. You may have gathered from the introduction that I am more than a little impressed by this car, I suppose you want to know what it is. The simplistic answer would be to say it is a one-off special built on a Spiffire MkIV chassis by a chap called Alan Hooper with styling influenced by the Ferrari 166.

But to get the real picture of what this car really is, you need to know a bit of detail.

The Spiffire chassis is made 12 inches longer by cutting just off of the suspension towers and welding in a new section, the way this is done ensures full strength is maintained. The chassis is further modified by welding on suitably shaped outriggers and side channels, the new rear outriggers providing location for the radius arms. Those of you following this may have noticed that the Spiffire chassis must now look more like a Herald chassis, the sort of development Standard-Triumph did but in reverse. A departure from what S-T did is a welded-in steel floor pan. All this may sound like some pretty heavy welding but a few minutes chat with Alan will convince you how easy it is, he will probably show you the cigarette packet with the technical drawings on the back. He may also mention that he once was a welder.

The Spiffire running gear is attached to the new chassis mostly unaltered. The one problem of course is that now the suspension towers and hence the original engine mounts are 12 inches further away from the diff than they should be. In this car the engine and gearbox stay in their original positions relative to the rear axles so that all that is required is new mountings for the engine. Those of you familiar with our type of specials and kit cars will already realise that this car is somewhat different but the real difference, and what makes the car, is the body. The structure is fibre-glass with strategically placed plywood bulkheads and decking, there is also



a metal fire wall between engine and passenger compartment. Strengthwise the body works: Alan delights in grabbing the middle of the scuttle and rocking the car vigorously. The car just rocks on its suspension, nothing else moves or even creaks.

The true success of the body is simply the shape, I say simple but that's one thing it isn't. It amazes me that anyone can conceive such a shape given the constraints of fitting it around a chassis, running gear, two people etc., but to actually produce it from scratch out of resin and glass fibre is something else again. I said to Alan, 'do you know much about fibre-glass?', 'I'm learning', was the answer.

I could go on at considerable length about the virtues of this car, including how it drives. I've only driven around the grass field at the South of England Meet but it feels a real together car, only the restricted steering lock feeling a little strange compared to our cars.

If this short piece has whetted (I've always wanted to use that word in print to prove I can spell it) your appetite to know more about the car, which surely must be just about the best head-turner in the club (send me details of other contenders), telephone its creator Alan Hooper on 081 653 7318. This

invitation has more significance than a chance to nose at someone else's car. If enough interest is shown, Alan intends to produce a strictly limited run of similar bodies so that a corresponding limited number of discerning motorists can turn 99% of heads in any high street. Alan is already planning car no. 2, for his own satisfaction, with a bit more oomph and a concours finish inside and out. I've already got the first appointment to see this car. Get phoning.

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LOOK-A-LIKE FERRARI!  
FIT THE CLUB SPAX GAS  
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CAR. FULLY ADJUSTABLE,  
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## SPITFIRE IV John Thomason 1500C RECONSTRUCTOR

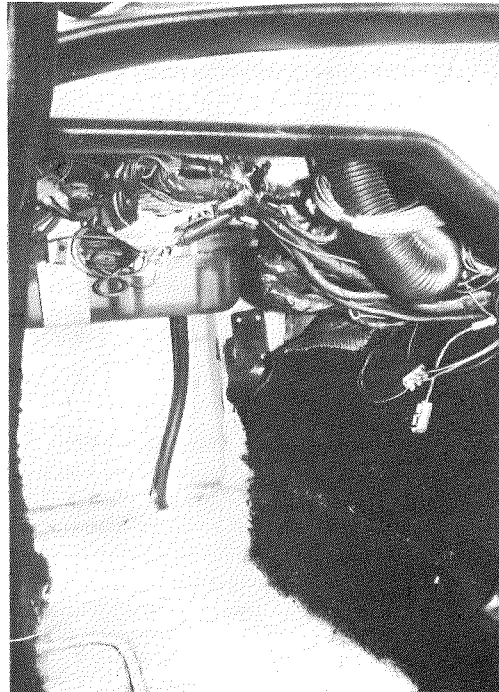
**T**HIS month's heading photo is sent in by Ian Gregory of Rotherham, S. Yorks and features a late Ermine White Spitfire 1500.



When Ian first bought the car in 1983, he didn't realise that the car had in fact been converted from LHD. One of the last Spitfires produced, and first registered in April 1981, the car was in fact destined for the overseas market, as evidenced by the L on the commission plate.

The conversion appears to have been undertaken in London and apart from the usual changes such as dashboard and steering column, other changes included fitting a battery box, and welding in a plate for the pedals (figures 3 and 4 overpage), shows how a 'bowl' has been welded into the bulkhead to accommodate the rear of the brake master cylinder.

I wonder if there are any other late Spitfire 1500's out there that were originally LHD and have been converted back to RHD?



Battery box welded in place. Note the cover plate for the LHD steering column.

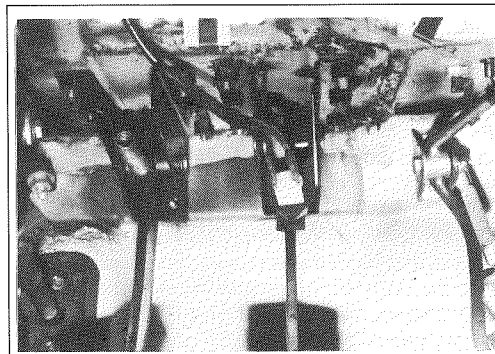
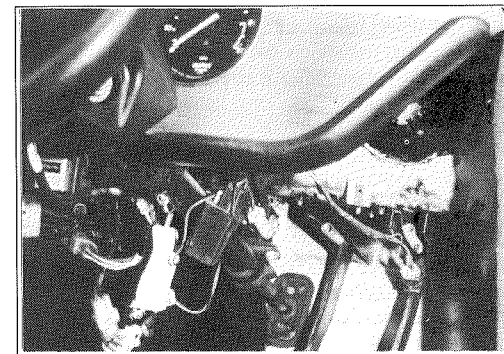


Plate welded in place to mount the pedals.



'Bowl' welded in place above the pedals to accommodate the rear of the brake master cylinder.

## Exhausts Exhausted - Part 2


In order to give a better indication of the effects of fitting the Club exhaust manifold to a Spitfire a base level of performance is first required. For this purpose we used a 1976 Spitfire 1500cc in completely standard form (my thanks to John for the use of his car).

To minimise any errors new needles, jets and air filters were fitted to the carbs, while the ignition system was fully serviced. The full spec. of the test car is given in Table 1.

### TABLE 1. Test Car Specification

Model — Spitfire 1500  
Year — 1976  
Capacity — 1493cc  
Compression ratio — 9:1  
Peak power — 71bhp at 5500rpm (factory figure)  
Peak torque — 985lb/in at 3000rpm (factory figure)  
Distributor — Lucas 45D4  
Static timing — 10° BTDC  
Timing at idle — 10° BTDC at 750rpm  
Contact breaker gap — 0.0015 inch  
Spark plugs — NGK BP 5ES  
Carburettors — twin HS4  
Needles — standard ABT  
Control springs — standard  
Air filters — standard / new  
Mixture at idle — 2.5/4.5% CO (factory figure)  
Exhaust — standard

The best way of providing a quantitative measure of the increase in performance associated with fitting the Club's extractor manifold was to run the car on a rolling road. For this purpose we used the Airey Tuning Co. nr. Alton, Hants. Tom Airey has been tuning cars for over 24 years now and certainly has a wealth of experience. Tom can be contacted on (0962771) 845 and will tune your car on the rolling road for £25!



# A

irey Tuning Co.

Tom Airey Bramdean (0962771) 845

With over 24 years on the rolling road we can solve all your problems up to 400 b.h.p.

As mentioned last month, richer carburettor needles are usually required when fitting an extractor manifold. Consequently a selection of richer needles were taken along. Those chosen were:- ABH, AAQ and ABX.

Their profiles are shown in graphical form in Fig. 5. These were selected on the basis of providing a richer mixture from 3,000 r.p.m. upwards, the power band the Club manifold was designed for. Still in completely standard form the engine was run up to normal operating temperature and put on the rolling road. A couple of minor tweaks to carb mixture and balance and we were ready for a set of power readings.

Full load was applied to the engine and power readings were taken at 3,000, 4,000 and 5,000 rpm. The bhp readings measured at the wheels are shown in Table 2. Fig. 6 shows the best fit curve through the points. Time and load on the engine precluded obtaining more points. As can be seen power peaked at 5,000 rpm and not at 5,250 as originally specified by Triumph. Consequently even though the engine could be 'red-lined', it was reluctant to pull much above 5,000 rpm.

Checking the CO<sub>2</sub> analyser confirmed that the mixture was correct with the standard needle. Peak power recorded was 49.5 bhp as measured at the wheels. Assuming a drive line efficiency of 70% (to accommodate losses in the gear box, differential, driveshafts etc), this equals to a peak power of 64.5 bhp at the flywheel compared to the 72 bhp quoted by Triumph. The age of the engine, experimental error, optimism on the part of Triumph and an assumed transmission efficiency are likely reasons for the discrepancy. However, as far as we are concerned with here, we are looking at *differences* in performance and so absolute values are not so important.

The engine was allowed to cool and the standard exhaust system was replaced with the Club full sports stainless steel system, but retaining the standard manifold and downpipe.

The car was taken for a quick spin to warm the engine again. The engine was found to rev more freely and pull better in 4th gear. Exhaust note was noticeably improved as well.

Back on the rolling road, power readings were taken again at 3000, 4000 and 5000 rpm. The results are listed in Table 2 and again the 'best fit' curve is shown in Fig. 6. As can be seen the Sports exhaust system appears to give an increase in power of between 1 to 2½ bhp over the whole speed range. Although peak power is only increased by approximately 1 bhp, the majority of the increase occurs in the mid-range.

CO levels were OK and there was no need to change the needles.

Next to be tested was the combination of the Club Sports system and extractor manifold. A couple

of advantages, not mentioned last month, resulting from fitting the extractor manifold include:- a) doing away with the dreaded down pipe gasket and b) access to the bottom 2 manifold studs is greatly increased.

Again the car was taken for a spin to warm the engine and gather driving impressions. This time there was a marked improvement in the driveability of the car, revving very freely and pulling much better in the 50 - 70 mph speed range. On the rolling road these observations were backed up by quite a noticeable increase in power at the wheels. See Table 2 and Fig. 6.

Peak power achieved was 55 bhp, or 71.5 bhp at the flywheel, an improvement of 7 bhp over the standard exhaust system and manifold. Although 7 bhp doesn't sound much, this equates to a 11% increase and is almost equivalent to the power difference (8bhp) between the Spitfire IV 1300cc engine and Spitfire 1500 engine. Hence quite a respectable increase, showing the effectiveness of the Club exhaust system and manifold.

Fig. 6 clearly shows the contribution of the manifold to increasing engine power between 3000 and 5000 rpm, ideal for improving the driveability of the car. The one big surprise of the day was that the standard ABT needles were also correct for the Club system and extractor manifold. The only change required was to slightly richen the mixture a couple of flats on the jet adjuster. This then gave a CO reading of between 3½ and 4½% over the full range. This was quite an unexpected result, as a richer needle was thought to be needed. Thus in order to satisfy curiosity ABH needles were fitted (profile shown in Fig. 5). These confirmed that standard needles were OK, as they made the engine very 'woolly', giving a much too rich mixture. It must therefore be assumed that the needles fitted to late Spitfire 1500's are also OK. Unfortunately the effect upon 1300cc needles is unknown at present.

It must be emphasised again that these results were obtained with a perfectly standard car. If you fit K & N air filters, a different cam or gas flowed head, then the chances are that the needles

Fig 5. Needle profiles selected to richen mixture.

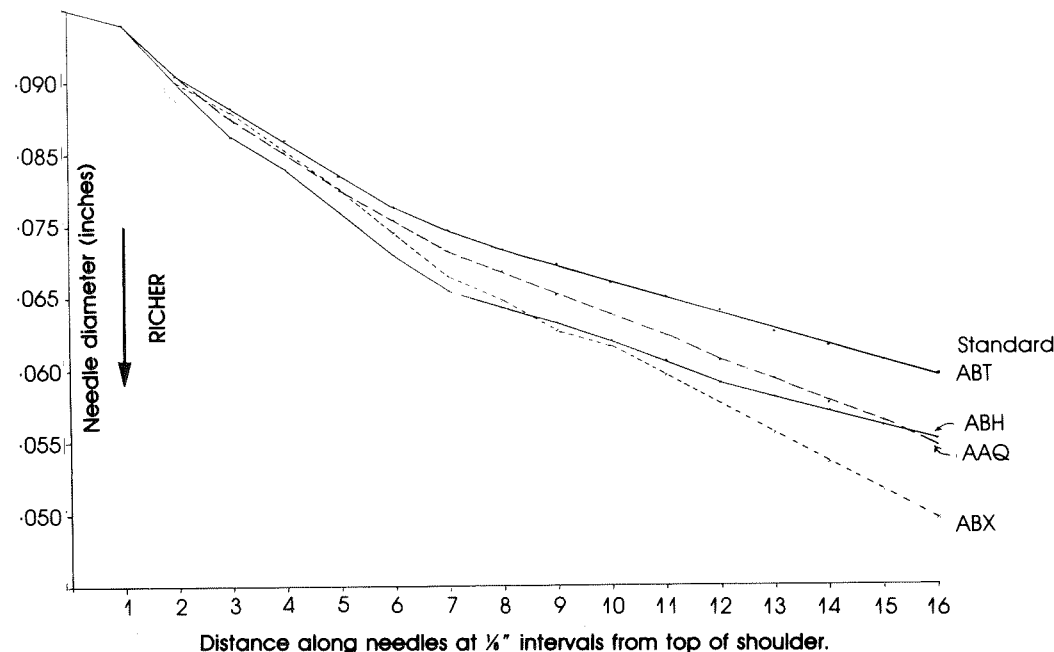


Fig 6. BHP measured at wheels for the three tests undertaken.

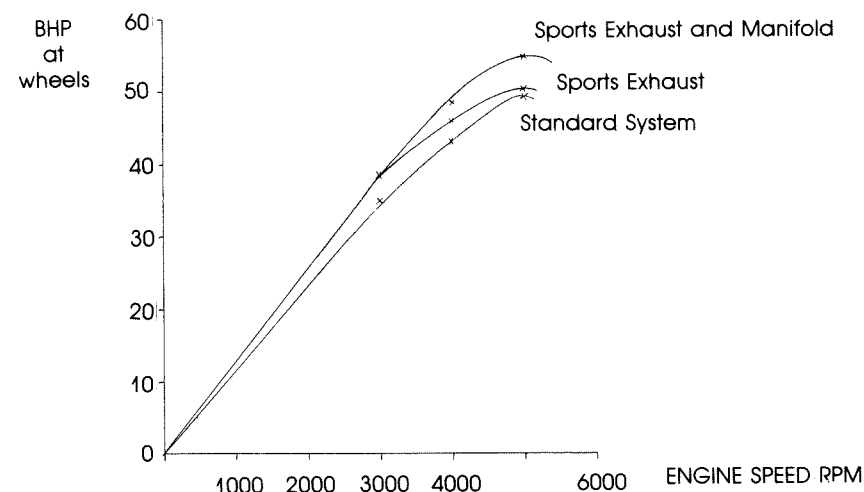


Table 2. BHP results measured for the 3 tests. N.B. Bhp figures at the flywheel assume a transmission efficiency of 30%.

Engine Speed	Standard Exhaust and manifold		Full Sports Exhaust + Standard manifold		Extractor Manifold + Sports manifold	
	road bhp	flywheel bhp	road bhp	flywheel bhp	road bhp	flywheel bhp
3000	35	45.5	38.5	50	38.5	50
4000	43	56	46	60	48.5	63
5000	49.5	64.5	50.5	65.5	55	71.5

will definitely need changing. With one of the above modifications power is likely to be increased further.

Unfortunately time cost and wear and tear on the engine (the engine gets very hot with frequent excursions into the red line under full load) precluded any further runs to either confirm results or test any other extractor manifolds available. However, even with experimental error, the results that were

obtained proved quite conclusively the effectiveness of the Club exhaust system and extractor manifold. Since other makes of manifold weren't tested it would be unfair to comment on their effectiveness or compare them with the Club manifold. One final piece of good news about the Club system and manifold is that it will not affect insurance premiums through Footman James & Co.





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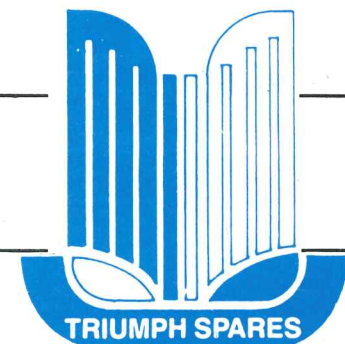
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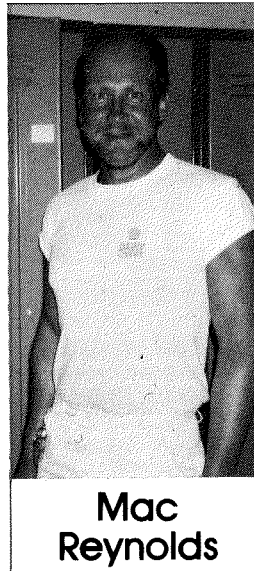
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Mac Reynolds

**H**!! This month's featured Vitesse is a gleaming example of a Vitesse 6 Saloon (chassis number HB19580 DL), first registered 5th May 1964. Owned by Mrs E. K. Williams of Beckenham in Kent (since 1964).

Finished in blue with red upholstery, all interior and exterior are totally original (and as new!), having had no major repairs of any kind, it has only covered 55,704 miles to date. It is used all year round, garaged and obviously extremely well looked after, Mrs Williams assures me she wouldn't change her Vitesse for any modern car, and looking at the photographs I can certainly see why, Long Live 8197 KP . . . . .

By the time you read this the International at Stafford will be fading into the past (but a beautiful memory!!). Comments on the show in next month's issue . . . I can't say for sure (as I'm writing this before the show due to copy deadlines) but I hope to have returned from Stafford with a host of ideas for forthcoming Vitesse Registers, so I will endeavour to slowly improve the content of these pages with time (like vintage wine!!). The longer I continue to write this page and receive all your enquiries and ideas, I may eventually become a hive of information . . . (or I may not! . . . if my memory is anything to go by!!)

Now this month I would like to pass on to you a method of refinishing the dashboard and door cappings, a way I myself have used and achieved what I would consider excellent results. I won't go into great lengths of explaining how to remove the dash as this would take a considerable amount of time and space to list every screw, wire, cable, etc. But when you **ACTUALLY** come to do the removal it's quite straightforward as long as you replace it in a methodical way, remembering to release all cables, and label all the wires (masking tape and a biro is good for this), this will make re-assembly much easier.

Once the dash is out and stripped of all its instruments, switches and cubby hole rings, I found the easiest way to remove the original finish is by using a hot air paint stripping gun, along with a paint stripper, preferably an older, much used scraper — without the sharp corners of a new one, which can dig into the veneer if you are not careful, making the job much less satisfactory and indeed more difficult to obtain that perfect finish I'm sure we are all aiming for. As with any job on our cars, it's pays to take your time, the old adage . . . if a job's worth doing . . . it's worth doing well, rings so true . . . especially where the dashboard is concerned, being somewhat a time consuming task to remove and replace, the door cappings are the obvious place to start, with easy removal and not a necessity on the car, and therefore an

ideal area to practice your stripping (?) and re-lacquering technique's, when you have removed all the original finish it may be necessary to gently sand down the whole area to remove any odd spots or slight discolourations or to smooth out the odd dig you may have put there with your scraper, beware when sanding down the veneer, it is quite thin, especially towards the edges where you can tend to get over enthusiastic . . .

*When it comes to re-lacquering, the product that I used and found to give a finish very similar (if not as good as) to the original, is a two-pack (cold cure) plastic coating marketed by a firm called . . . Rustins Ltd, Waterloo Road, London, 081 450 4666 (directory enquiries if this number is incorrect), they actually do a mail order service, and prices I thought very reasonable.*

*A litre kit (comprising of plastic coating, hardener and burnishing cream) works out at £13.36 including VAT and post/packing. This should give you adequate lacquer to give both dash and door cappings several coats (when I spoke to Rustins on the phone, to get updated prices they said they had received a letter only last week from someone who had given their dash 30 coats! What can I say!)*

Full instructions come with the coating, but basically all you have to do is mix a hardener with the plastic coating. I applied mine using a good quality 1 inch paintbrush . . . a hint here is to mix more than you need for one coat, in a large screw top jam jar (coffee?) so that it is sealed airtight, between coats, I also cut the paintbrush handle shorter to it could be sealed in the same jar (so not wasting any lacquer, or allowing the brush to harden). It dries in approximately 2 hours, when after rubbing down with 400 or 600 grade wet/dry (using water) the subsequent coats can be applied, drying time by the way is dependant on room temperature (the colder the longer it takes to dry).

I did about eight coats on the cappings (the dash yet to be completed - 12 at time of writing!!) When you are completely satisfied with the depth of finish of the final coat, after a light rub with fine wet/dry, it can be burnished with the paste supplied, and a coat of something like Turtle Wax or Mer completes the job . . . to make this whole procedure less urgent you could do as I have done, and acquire a secondhand dash, so this can be re-finished at leisure, so when it's complete, it will just be a matter of changing the dashboards over . . . so the Vitesse (if it all goes to plan) will not be out of action for any great length of time.

Just a note here . . . there is a slightly different method detailed in the Practical Classics & Car Restorer book, Triumph Herald/Vitesse restoration, page 86, where SW Classics restore a dash using an orbital sander . . . this book by the way is a recommended buy . . . available from the Club 'Special Offers' at £13.95.

I was delighted to get a visit recently from fellow club member and Vitesse owner, Humphry Whitcher (over the border from Cambridge) who has, since March been the proud owner of a MkII Estate, EBW 65J, so I again call for information on these rare beasts (as in Couriers 104,108) can we lay this ghost to rest once and for all . . . or will they always remain something of a mystery?

Talking of visits . . . can I extend an invitation to anyone who is in my part of the world to pop in anytime (better ring first to confirm I'm in) for a cup of tea? or something stronger if you can stay over . . . and an opportunity to talk Triumph and Triumph . . . .

I have been meaning in one of my previous articles to mention that I am willing to operate a car and/or parts sale/wanted register . . . if you want to sell something . . . let me know, or if you are seeking that unobtainable item or elusive vehicle, let me see if I can help you find it . . . or at least point you in the right direction. I'm afraid I can't publish wants or sales as I try to work at least once a month in advance . . . this type of system is only as good as the information supplied . . . so I would need quite a lot of reaction/involvement to make it work well . . .

So . . . let's hear from you. Thanks, take care, cheers





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THE  
PRE 66



**RALLY CAR CLUB**

**1991 HIGHLAND FLING**  
**CLASSIC RALLY**  
**THE PRE 66 RALLY CAR CLUB**

**T**HE first running of this event in April of this year was fiercely competed by Ian Wheater in his Herald 12/50 saloon and ably supported and sponsored by our very own Chic Doig.

Chic's Courier van in fact was designated support vehicle for the rally. The Fling was intended to be a Scottish version of the Pirelli Marathon.

1200 miles around dramatic scenery with hill-climbs, circuit sprints, autotests and regularity sections to complete the 60s rally feel. Ian reports no major problems apart from ripping a front outrigger off in a pot hole!

He managed to weld it and get going again before being excluded. Ian tells me the Herald was a boon in the autotests with its tight handling and in fact won some stages outright, as the bonnet load of trophies shows. And thoroughly recommends the 4 day event to any of us next year. To give you a taste, printed overpage is a copy of the competitors instructions. Hopefully they may inspire one of you but at least Ian will do it again and he says he might prep the car this time! Could be a hard man to beat.

Anyway congratulations to him and Chic for this years effort.

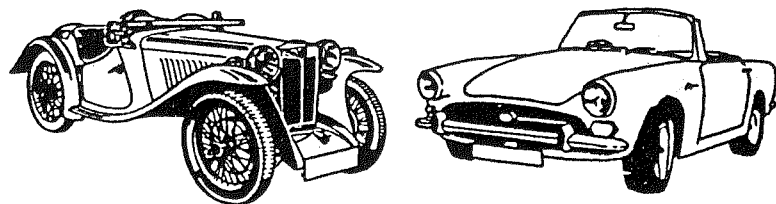
**Bernard**



Back at the workshop. Showing off the collection of trophies.



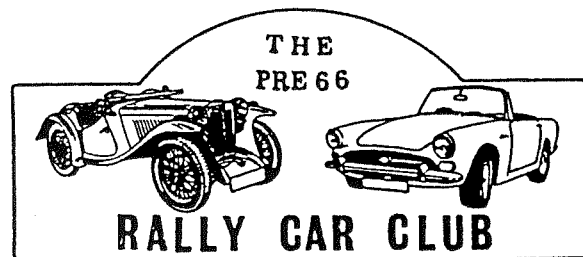
Night Section



## 1991 HIGHLAND FLING CLASSIC RALLY COMPETITORS INSTRUCTIONS

**DAY ONE – MONDAY 15TH APRIL 1991.**

- START**
- Inverclyde Centre, Largs.
  - Start time of car 1 - 09.01.
  - Route as per Road Book One.
1. **GARVOCK REGULARITY SECTION**
    - Section to be completed at an average speed of 30mph.
    - On arrival at finish control, navigator to get out of car and physically stop the clock which will be positioned beside marshal.
  2. **REST AND BE THANKFUL CLIMB**
    - Climb to be completed as quickly as possible.
    - Start procedure —
      - Car positioned on start line.
      - Navigator will stand in starting box and on the word go from the marshal will travel to the car on foot.
      - Before the car starts the climb both crew members must have seat belts fitted.
    - Finish procedure —
      - Car to stop straddling the finish line.
      - Navigator to travel on foot the 100 yds. or thereby and stop the marshals clock.
    - Card Collection — Hand in time card No. One to results marshal.
  3. **HELLS GLEN REGULARITY SECTION**
    - Section to be completed at an average speed of 27mph.
    - Finish Procedure — Finish clock will be stopped by marshal on sight of competing car.
  4. **CASTLE LACHLAN REGULARITY SECTION**
    - Section to be completed at an average speed of 29mph.
    - Finish Procedure — Same as previous section.
  5. **INVERARY CASTLE AUTOTEST**
    - Autotest to be completed as per instruction which will be supplied at start line.
    - Read the details!
- REST HALT** — Follow route on Autotest map to public car park and cafe. Hand in time card No. Two to results marshal.



*The skid marks at the right hand side from the Morris 1000 which spun and tore a tyre off.*

### 6. **INVERINAN REGULARITY SECTION**

- Section to be competed at an average speed of 28mph.
- Finish Procedure — Navigator will get out of the car and physically stop the clock which will be positioned beside marshal.

**WELL DONE, YOU HAVE EARNED A NIGHTS REST AT OBAN AFTER YOU HAVE HANDED IN THE CARD NO. THREE – SLEEP WELL – TOMORROW WILL BE A LONG DAY!**



*The start at Largs.*





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★ Sills 803070/803071	£15.00 each
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807508	£55.00 each
Herald 13/60 front panel 812140	£40.00 each
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Bonnet catch (Chrome) 607663	£17.50 each
★ Herald/Vitesse treadplates	£4.00
★ Rear overriders	£25.00 each

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★ Rear lamp assy. 208532/217025	£30.00
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Bonnet catch (chrome) 607663	£17.50 each
Shock absorbers front, GSA265	£15.00 each

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Brake cali. o-side/n-side 159130/1	£45.00 each
Rear valance 908970	£25.00 each
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As above, brown houndstooth	£60.00 set
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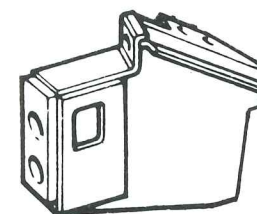
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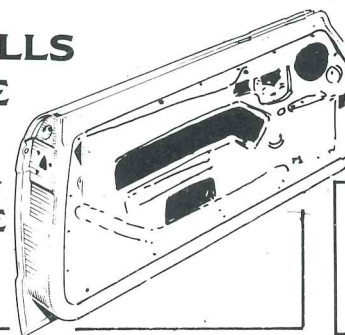
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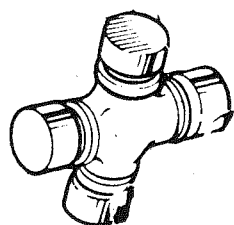


SWINDON

# Classics

1960's  
**TRIUMPH  
AND  
ROVER**

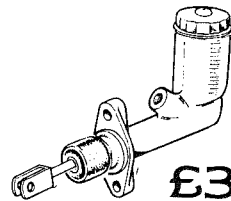
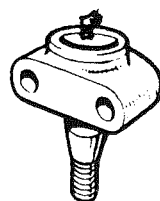
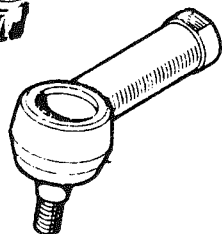
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## Herald/Vitesse Restoration

Peter Williams

Part 7

Over the last few issues I have stressed that wherever possible I've always aimed to obtain original panels, often with successful results.

As I've said before it's surprising how many original panels are around, you've just got to search them out. However when all else fails the order of the day has to be to go for a repro panel or repair. In my experience some are easier to fit and are more successful than others, and most require some additional work prior to fitting in order to achieve best results. In the end, care in fitting and preparing these panels is well worth the effort and shows up in the final result.

In this article I've chosen three examples of repro/repair panel which I've fitted with varying degrees of success. These include a rear outer wheel arch, rear wing repair panel and front wing arch repair. In general I've found the former two to give good results but have learnt by experience to keep away from the third as a lot of skill is required and even then the old rust bug tends to attack the panel around the weld line. Sound others out and then see and choose for yourself.

### Rear wheel arch repair.

As shown previously, early mistakes were made in attempting to repair the rear side wheel arch by initially welding in a new return lip and then subsequently by fitting half of a repro panel, both with less than satisfactory results. Bernard Robinson showed me the way I should have done the job by working on a second full repro wheel arch to achieve the inner return lip featured on original panels. The work doesn't take too long, the key points being accurate marking up before cutting any metal away and patience. The curve on the outer lip of the repro panel matches the wing quite well without further adjustment. By the time I'd decided that my first attempts had to be redone the body had been removed from the chassis and turned upside down for other work - to be covered later. So with the body the wrong way up, the previously repaired arch was cut out and the reworked repro arch fitted in and a much better job it was too. Doing the job properly from the start (in the same way as that covered in the previous figures 110 to 115) would have been a lot simpler. Do the job right first time!



Figure 125. With the old wheel arch cut out, clip the repro panel around the wing lip (obviously if you're also replacing the rear wing and not yet welded that in place, you'll have to clamp the wing onto the car at the same time). Next, mark the inner edge of the panel where it meets the inner flange. Ensure that the wing is hanging properly at the same time as it tends to bow out slightly unless forced into place. From this scribe mark make another parallel line about half an inch outside of this to allow for making a return flange.

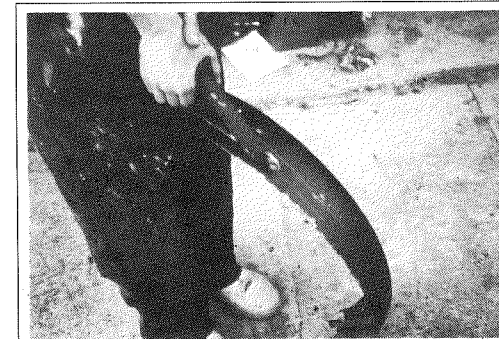
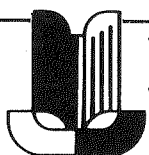


Figure 126. When happy cut off the excess material.





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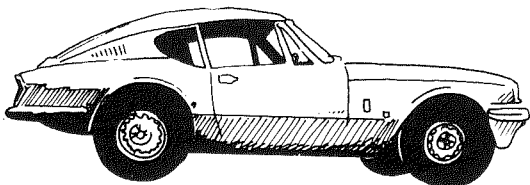
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Figure 127. Bend up the return flange a little at a time all the way round...

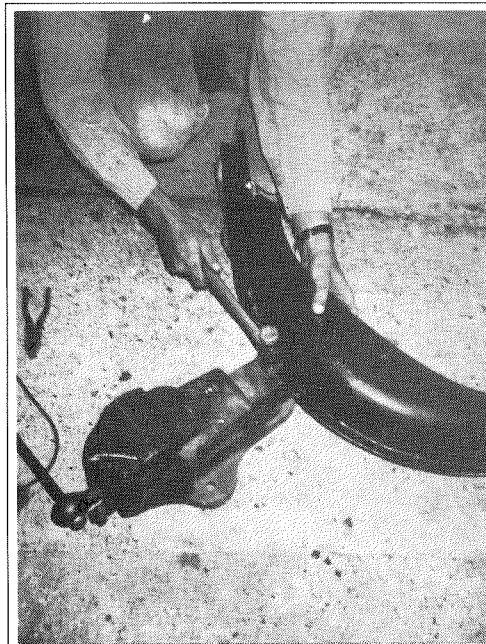


Figure 128. ...and finish off with a hammer to make for a good 90 degree turn.

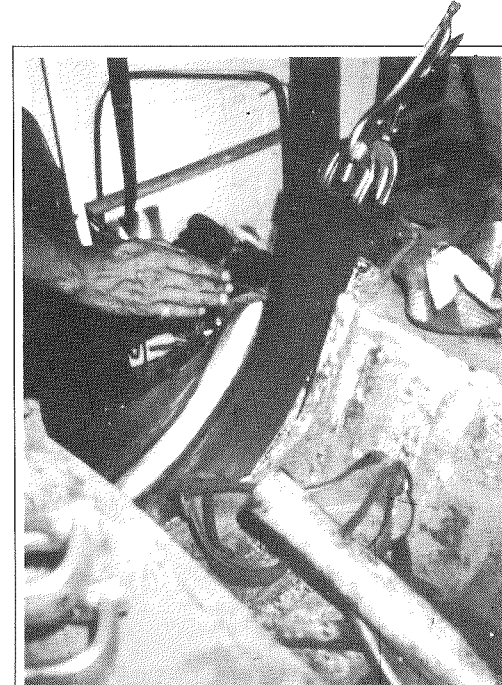


Figure 129. Re clamp the arch back into the car and mark off other points at the rear, at the leading edge...

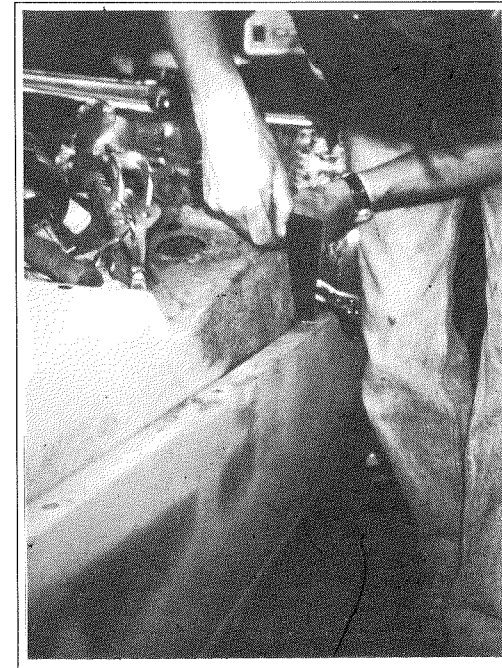


Figure 130. ...and again at the rear here for other cutting and flanging to give the required shape.

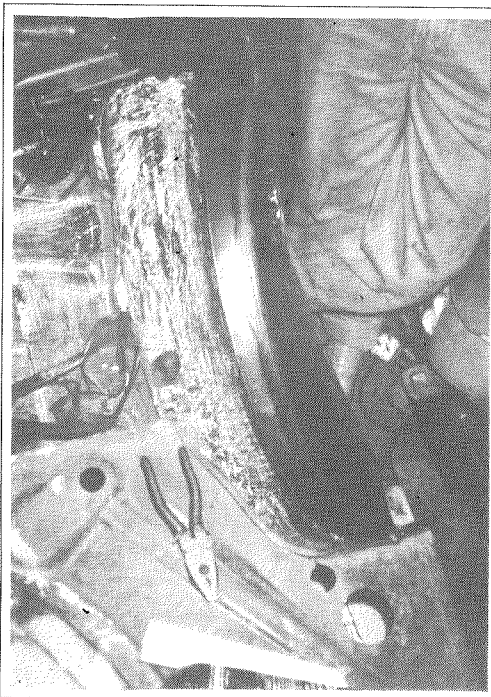


Figure 131. Well worth the effort.

Other repair panels that are generally very successful include one to repair the small flat section of the rear wing just behind the B-post which often tends to rust.

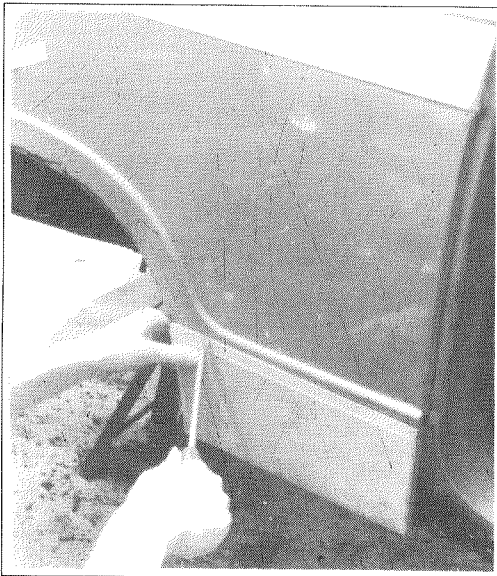


Figure 132. Fitting this wing repair is quite simple. Place the repair across the panel and scribe a

line along the top edge - as shown here during my 948 Coupe restoration. Remove the panel and then scribe another line about a quarter of an inch lower and then using that as a reference point cut out the damaged wing area.

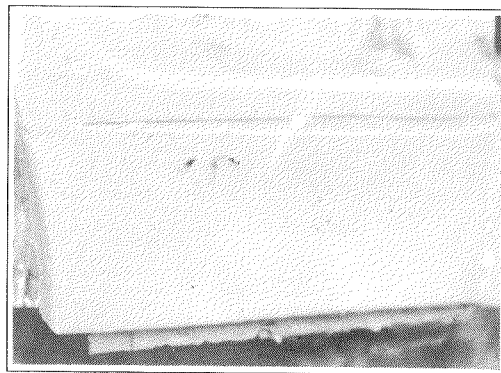
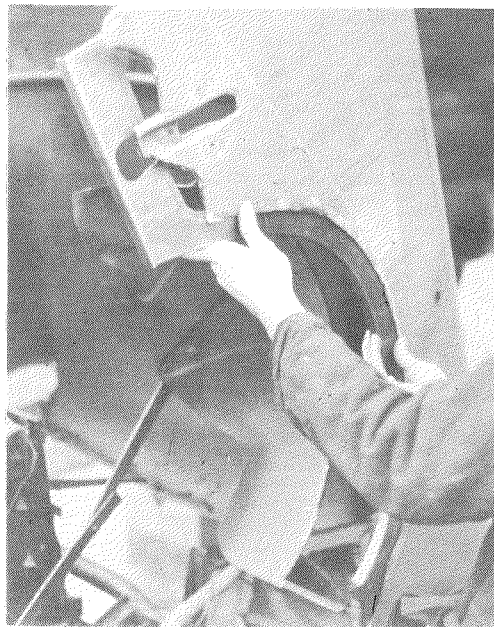


Figure 133. The repair panel should be given a joddled edge along the top as shown in the previous figure and then tacked and finally seam welded in place. Brazing is also quite suitable as shown here on the Courier Van we restored many years ago - DIY MIGs just weren't around then! The welds can then be ground flat and the inside seam of the panel, which remains out of sight, filled with good coats of paint and a flexible sealer. I've seen a number of cars which have had this job done all with invisible and long lasting results.



Wing lip repair section.

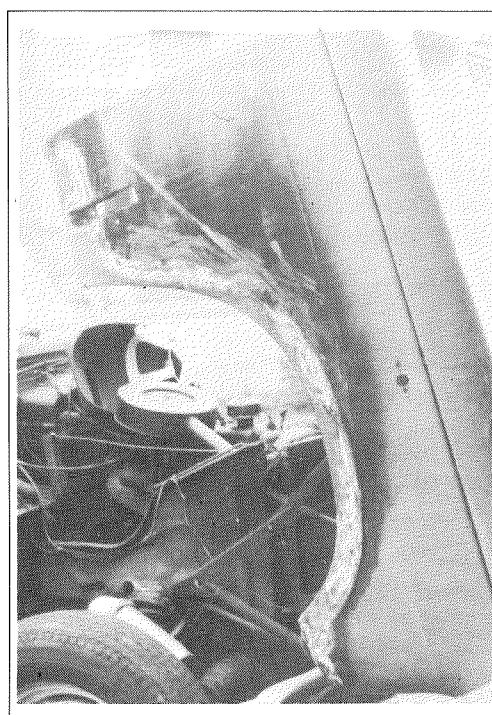


Figure 135. It may be that this type of repair panel has improved since I had a go at fitting one or simply that I'm not skillful enough but I would always much prefer to fit a whole wing (either front or rear) than fit the equivalent repair as that shown here. The repair job takes much longer, requires more skill including avoiding heat distortion and in the end probably won't look or last as well as a full panel replacement.

All such repairs I've seen have eventually broken out with an ugly rust bubble line around the seam. On a front rather than a rear wing repair you'll also be bound to see the inside seam unless you're able to do a very clever butt join. Having produced this mess, again on a Courier Van in pre MIG days, the only thing to do was to hack the whole thing off and replace the whole wing. Excellent front wings are now available for all of the Herald/ Vitesse range though rear wings can be a problem as discussed previously.

## Home made patching

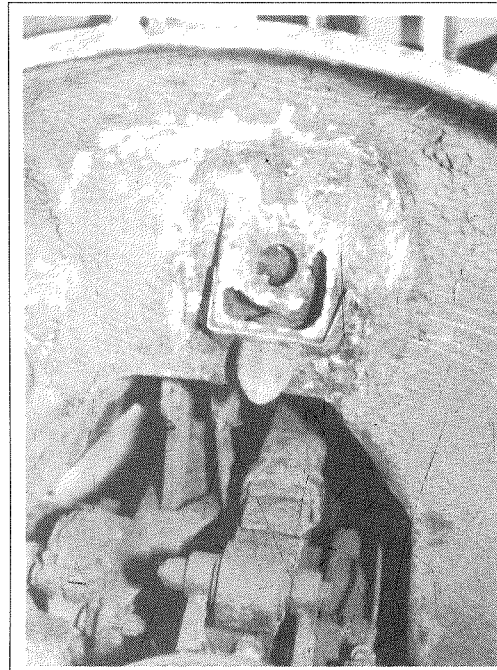


Figure 136. A final type of repair patch includes those totally home made which are very suitable for out of the way things like small patch floor and tyre well repairs (to be covered later) and as shown here, bump stop mounts - in a very sorry state.

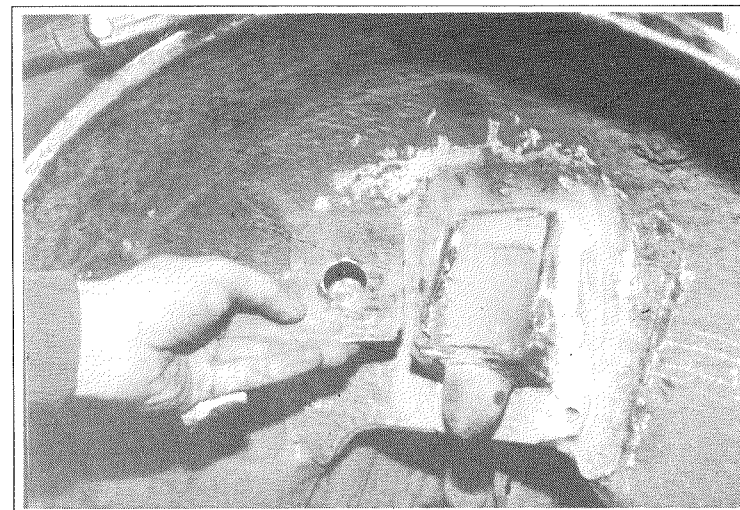


Figure 137. Cut out the rot, make and weld in the required repairs...



# SOUTHGATE TRIUMPH CENTRE

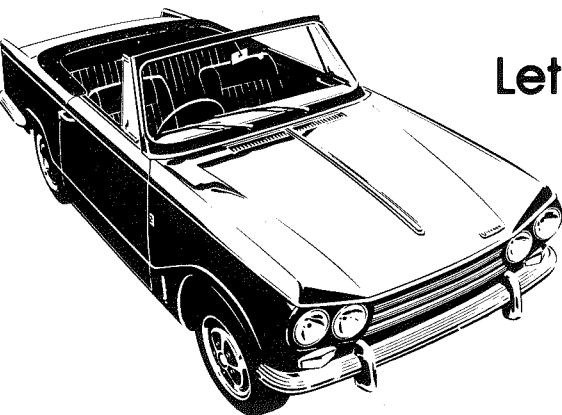
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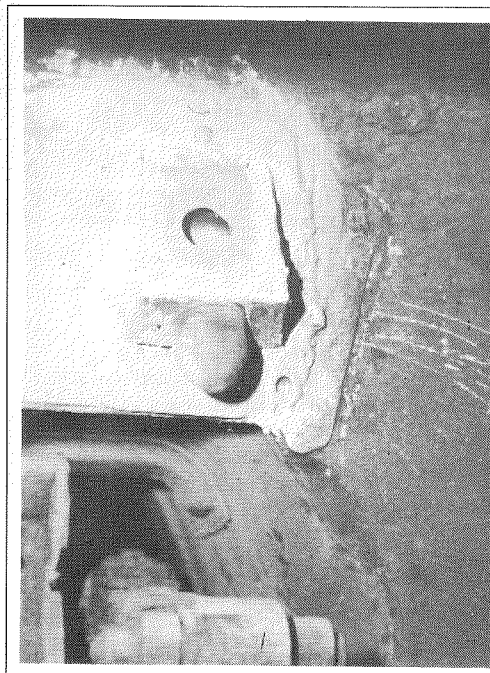
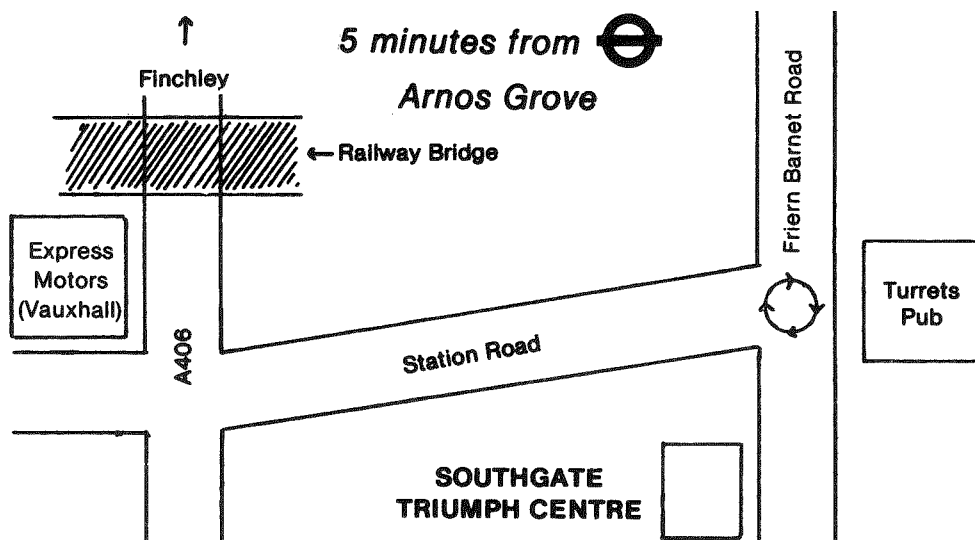


Figure 138. ...and finish off with a sealer.

With the major outer panels replaced, next month sees the body taken off and the inspection of the horrors on that and the chassis beneath. Long standing members may recall that we covered fitting a doorskin some while back but if more recent members would like that article repeating please give me a call.

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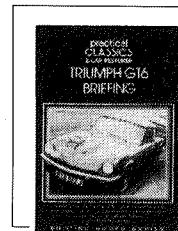
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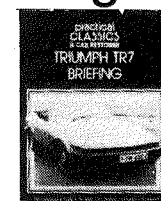
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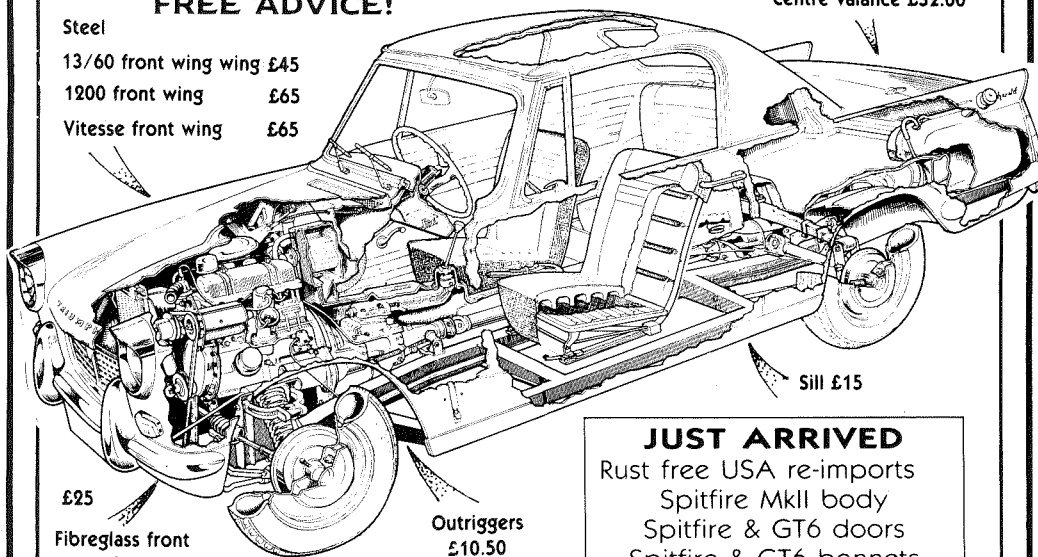
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You may wonder at this emotional outburst, but you will understand why when you hear my story . . . . .

Sue Davidson

## Oh To Have A Triumph

Nigel (my long suffering boyfriend) and I got our first car while we were students. It was a dark blue Herald 1200 saloon (LYC 230E) and we paid 50 quid for it with a year's MoT. We travelled the country in that little Herald (his family lived in Manchester and mine in Plymouth) and spent many a happy day saving petrol by using an RAC Recovery Vehicle to tow us to our destination.

We once broke down only 32 miles outside Oxford on our way to Macclesfield — saved us a fortune in petrol and the problem was fixed the next day with a new solenoid. We were travelling at night and arrived in full splendour at 5am; recovery vehicle lights flashing in victory and giving Nigel's semi comatosed mother quite a shock. As with many students living in a small basement flat, we had accumulated an assortment of small animals; hamsters, gerbils, mice and goldfish would all be packed into the Herald on these visits.

After moving to our next place, a small rented cottage in a village outside Oxford, we took a trip to Bournemouth on a lovely hot day. Half way there the water pump gave up and we were forced to take the RAC special back to the village. Here, the landlord of the local pub's daughter was getting married, and people were gathered outside the small village church, they were spread right across the road between the pub and the church, ready to greet the happy couple, when . . . . .

you guessed it, we arrived in all our glory, lights flashing.

*We were sitting in the cab of the recovery vehicle, but Boris (our newly acquired German Shepherd dog) had pride of place sitting on the driver's seat of the Herald; paws resting on the steering wheel, having a whale of a time.*

The crowds parted to let us through; and for a moment they gazed, in awe, at the spectacle. Not that we enjoyed breaking down, you understand, but the Herald was Nigel's (and my, to a lesser extent I confess) training ground for car maintenance!

The Herald eventually met its demise and we got a couple of more modern cars (we mistakenly thought they would prove to be more reliable) — but something was missing, the magic had gone.

Nigel then introduced me to what he referred to as The Dolly. Not to be confused with the strange French machine, he was talking about a Triumph Dolomite. I didn't much like the brown colour, but when the car eventually fell into my ownership I was converted. It was a Dolomite Sprint (WUC 486N) 2 litre with overdrive on 3rd and 4th gears. The acceleration was incredible, and I drove it to and from work long the A34, burning off all the XR3is. But it was not to be. The bodywork on the dolly was pretty bad, and when MoT time came around we just didn't have the money to invest in what she really needed — a total

rebuild, so she went to the knackers — sorry — breakers yard. Rest in peace dolly. I changed jobs — to Bracknell — but stayed living in Oxford. The quickest route was the longest distance-wise, along the A34 and then along the M4. This journey was 50 miles each way, so my next car was, to coin a phrase, an economy box. A Fiat Uno to be specific.

There was no acceleration, no style, no character, just a box on wheels that didn't cost much to run and (to give it credit) was 100 per cent reliable. Eighteen months! I drove that thing from Oxford to Bracknell and back again for eighteen months until we finally moved to Bracknell. At last here was my opportunity to get the car I really wanted.

I only had a couple of miles to go to work. But could I sell the Uno? No chance. With all the problems people were having with high inflation, low pay rises and high interest rates, no one was the least bit interested in my high-mileage offering. For months I tried and eventually decided I could wait no longer. I got myself a loan, kept the Uno (which is useful for taking the dogs — yes we've got another one — to the woods), and bought my dream car — a Triumph Spitfire!

I got her for a snip — probably because of the slightly iffy paint job and slightly off-beat colour (a kind of incredibly vibrant pale blue — if you can imagine that!) She's a MKIV (PLH 832L), very tidy and runs like a dream.

Oh that bonnet — the bonnet catches — the turning circle! All these little things I loved about the Herald are there in the Spitfire — but more — I can take the lid off!

What freedom, what joy, what bliss . . .



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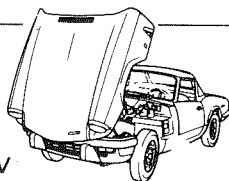
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## Pen to Paper



## CLIVE MANVERS - INDEPENDENT AND FREE

I would like to thank Clive Manvers of Bury St Edmunds for his independent - and free - inspection of the 1500 Spitfire I purchased recently from a private buyer. His service was quick, efficient and honest and his opinions made a difficult decision much easier. In this day and age it makes a refreshing change to find someone willing to take time out from a busy schedule to offer free and impartial advice.

Peter Robinson

## AMUSEMENT/HORROR!!!!

As a long time Triumph enthusiast, I read James May's article in Autocar May 1991 about his Vitesse with a mixture of amusement and horror.

Amusement because Mr May's tragicomic struggle to prevent the car from totally disintegrating brought back memories of my early Heralds. I had exactly the same experiences with a string of them around fifteen years ago, as I slowly drove them into the ground, after all, they were only life-expired bangers and I had no spare cash to maintain them properly, even if I had particularly wanted to. There were plenty more to be had as each one finally gave up the ghost.

Horror because there really is no excuse these days for allowing his Vitesse to remain in such a run-down state. I don't want to get into a lengthy argument as to whether or not the Vitesse is a 'classic car', as I am sure you will receive plenty of correspondence about that! My point is that nowadays, as opposed to when I bought my first Triumph, it is so easy to keep such a car in good condition, so long at one is not totally penniless. A thriving club, the TSSC now exists for these and other small Triumphs, and the spares situation has improved immeasurably over the last decade. The Vitesse convertible, despite its design foibles, is now a sought-after but still affordable fun car. It also shares with the other TSSC cars the great virtue of being built up Meccano-fashion upon a real chassis, this makes the car almost infinitely renewable.

As James May obviously enjoys driving his Vitesse, I suggest he invests some money in what is after all an appreciating asset. Failing that he should sell it to one of the Triumph enthusiasts who will shortly be queuing up at his door. Either way there is a fighting chance it will still be around in another 24 years!

M J Dolphin

## ODOMETER PROBLEM

CAN anyone solve this problem for my 1979 1500?

The speedo works fine. The odometer sluggishly moves forward the odd mile every several hundred travelled. How do I fix it? If anyone can send me a brief fax I would appreciate it. FAX 27 2281 51525.

Chris Maltby

## WESSEX AREA NEW FOREST RUN - THANKS

I would like to take this opportunity on behalf of everyone who participated in the Wessex Area's New Forest Run on 19th May 1991, to thank the small band of hardworking organisers.

In particular, Trevor Carlyle, Martin Berry, John Snook, Jon Longhurst and Neil Williamson (with much needed support from the girls) and congratulate them for producing yet another very successful event.

There were 180 Triumphs which came from all over the south. This produced a spectacular convoy culminating in a large gathering at Christchurch Quay of such diverse types as 1800 Roadsters to Stags, Heralds to TRs. One small point though - who was in charge of the sunshine?????

Jeremy Woodward



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## BLACK MONSTER AT THE BOND WEEKEND

SAT. 8th June, and the Black Monster was ready to take us again to the Bond Weekend. After picking up my brother, we set off.

Twenty minutes into the journey and we were on the hard shoulder of the M4 motorway, not the car this time but the trailer tent, the wheel nuts had worked loose, and after 'her indoors' saying that I cannot carry my little tool box, we had to call the nice AA man. Half an hour later he arrives and we were on our way again.

Three and a half hours later we turn up at Yaxley, after taking the wrong turn again, as normal (I think I've taken the wrong turn each year I've been) we arrived. A few people had already set up tents and banners, including a family all the way from Germany, in a L.a. After saying the quick hellos, we put up the trailer tent, soon after completing this chore, BOO 800 arrived (it's the name of the car see, No Plate BOO BOO). Kevin the driver and his wife to be, Elaine, had arrived with news that they had a new tent that they had never put up. After lots of laughing and about an hour, the tent was finally up.

The evening was spent having a BBQ in the rain, luckily Debbie was in the big marque, keeping dry. Then we went to the pub for liquid refreshments, only one or two!! . . . . After the said drinking it was time to go to bed, after arranging with the pub landlady that the toilets were going to be left unlocked during the night, this would save a return of what happened last year. If you don't know what happened last year you should go to the meetings then.

Sunday morning arrived very loudly, there was a gale blowing and the rain was heavy but this stopped and the sun came out. It was a very warm, even Debbie said it was warm (that is unheard of), there was a convoy arranged but I had been given other instructions, like we are going to your mothers! Back at the camp site we were told that the convoy was very enjoyable and that no-one got lost. More Bonds turned up including a Bond Mini car. A driving test had been arranged which hardly anyone got out of.

Then it was prize giving and time to go home. After the normal goodbyes etc. H.S.B. which there were three cars present even if one of them was Triumph (what's one of those-JF) saloon decided to convoy back home. With Mark in his normal approach of getting people lost. We had a very pleasant journey home marred only by other idiots on the road and the rain that was coming down so heavy that the wipers could not cope. I must congratulate Peter and his loyal bunch of helpers for organising an excellent weekend again, next time we must organise the weather better though.

On a leaving note, tow bars for the 2L Bonds. I'm having made a couple of tow bars copying the design of Keith Dugworth's. If anyone is interested, please let me know, more made, lower the cost hopefully. My number is 0256 464428. There is an answerphone if I am out.

**Dave and Debbie**

## WHEEL STUDS TO YOU AT 50p!!!

JUST a few lines to say how much fun S.E.M. was. It was at one of the club run stands that the whole meaning of helping a fellow member showed that the TSSC is the best to belong to.

A young man needed a wheel stud to get his Herald on the road. He went to all the trade stands (No, sorry, not here mate) or (can post you one at £1.90!).

At this point, one of the Essex lot in a kilt said they had one on the halfshaft they were throwing. So, for the sum of 50p (a go at the Highland games), one very happy member of the TSSC.

Well done to all the members of Essex Area for a lot of fun and hard work. This is what the club's all about to me, young or old, love of the cars and a good bit of fun.

P.S. Why do MG owners always have their tops up? Even in 100° heat, odd that!

**Ian Brighton**

HINT: Remember when taking all those nuts and bolts etc. off the old, rusted parts that you may normally throw away, to keep the fittings, nuts, bolts, studs, clips, clamps, brackets. THEY MAY BE USEFUL LATER.



**MOSS**

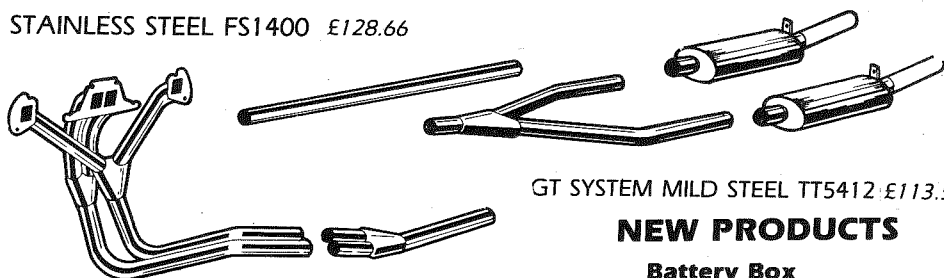
# TRIUMPH TUNE

## SPORTS EXHAUST SYSTEMS

### SPITFIRE 1296 & 1500 MODELS

STAINLESS GT SYSTEM FS5412 £178.60

STAINLESS STEEL FS1400 £128.66

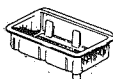


MILD STEEL TT1400 £77.55

GT SYSTEM MILD STEEL TT5412 £113.50

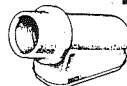
### NEW PRODUCTS

#### Battery Box



Replacement box pressing for all GT6 and SPITFIRE models 806707 £11.75

#### Master Cylinder Boot



New rubber boot moulding for all models, brake and clutch push rods. 125217 £2.94

#### TAR-OX-BRAKE DISC

40 grooved competition brake disc now available for all Spitfire models. Improves braking for road or competition, per pair £222.07.

**PLUS KIT A — SPITFIRE 1500 MODELS**  
Using the above systems and including K + N filters and needles/springs to suit the 1500 models. Complete conversion is supplied with all necessary gaskets and fitting for easy installation. Up to 15bhp improvement can be obtained with this conversion.

MILD STEEL EXHAUST TTK1420 £229.12

STAINLESS STEEL EXHAUST TTK1420S £327.60

All prices quoted are inclusive of 17.5% VAT — Carriage extra

Name .....

Address .....

Model ..... TSSC/91



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#### Manual of components and Accessories

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## SPITFIRE 1500 TOO YOUNG FOR CLASSIC RUN

HAVING recently taken part in the Sixth Norwich Union Classic in my Bristol 406 — my Spitfire 1500 is far too young —

I noted the entries of cars eligible for membership of the T.S.S.C. and thought that this might be of interest to you even though the entrants may not all be Club members.

There were three Heralds, four Vitesses, four GT6s, 6 Spitfires and an Amphicar. The last was listed as a finisher and I looked for it at the finish at Donington, but did not find it. I did, however, have a chat with the owners of a beautifully restored Spitfire.

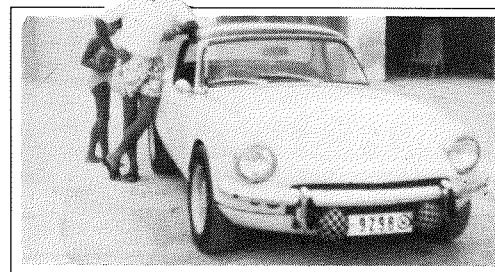
There were nine starting points this year, and if you choose carefully and got your first choice you could enjoy yourself on a few racing circuits and test tracks. All routes were about 120-160 miles on less busy roads through pleasant countryside. I have taken part in all six starting points from Nottingham (twice), Norwich, Silverstone, Windsor and Crocket Hall and have driven at Donington, Silverstone, Snetterton, Bruntingthorpe and the test tracks at Millbrook (GMO), Long Cross (Army) and Norwich (Lotus). The Bristol 406 is a fairly large 4 seater saloon of 2215cc but with tyre pressures raised by 5lb it can be driven quite exuberantly.

Of the entrants this year, 1,210 finished within the time allowed, 64 withdrew before the start, 45 did not start, 27 retired and 17 arrived late. All you need to enter is a sound car over twenty years old with MoT, and an ordinary driving licence. Oh, and a £60 entry fee. At the finish we were allowed unlimited laps of Donington and driver and co-driver received commemorative medals. A few weeks later you receive a results sheet and a photograph of your car at the finish.

On Saturday, 8th June my son and I went to Practice Day at Prescott. There was a 1964 Spitfire 1300 driven by Doug Mainstone of Chippenham. The car was highly modified. We did not find Mr Mainstone and did not time him. If he is a member I would be interested in an article by him on his car, and exploits.

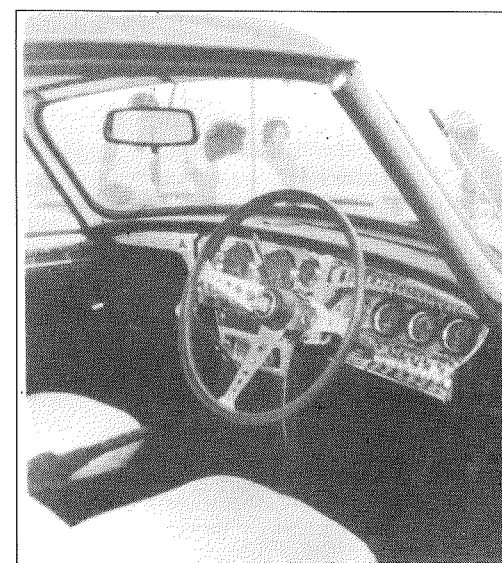
**Ron Grantham**

## SPITFIRE OVER MALTA?



WHILST on holiday in Malta I came across this MkIII Spitfire.

The dashboard and door cappings have been reproduced in chrome and more added instruments etc. Rear wheels have been widened by the owner himself. Personally I don't think they do much for the car. I have told him that I will send him some rear light fittings as his were stolen and have been replaced with trailer rear light clusters.

**James Lavery**

**SOMETIME IN THE NEAR FUTURE, THE CLUB ARE HOPING TO STOCK CAR BURGLAR ALARMS. MORE ABOUT THIS IN THE SEPTEMBER ISSUE IN THE MEANTIME, LOCK IT OR LOOSE IT! TAKE CARE OF IT!**

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Ron Grantham

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### FOR SALE

Spitfire 1500 1979 O/D Superb restored example..	£3950
Spitfire 1500 1980 O/ D W Reg one of the last.....	£2650
Spitfire Mk 4 1971 very solid car.....	£1850
Spitfire 1976 O/D Good condition.....	£2650
Spitfire Mk 3 Attractive in red.....	£1850
Spitfire 1500 O/D Yellow.....	£2450

### ALWAYS A LARGE STOCK OF TRIUMPH SPORTSCARS

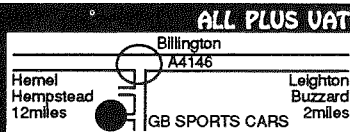
### FOR RESTORATION (NO MOT)

Spitfire Mk 4 Good runner noisy gearbox.....	£650
Spitfire Mk 4 Running order.....	£565
Spitfire 1500 O/Drive Engine poor.....	£750
Spitfire Mk 4 O/Drive fairly solid.....	£550
Spitfire Mk 3 running order.....	£750
GT6 Mk 2 Suspect head gasket.....	£1450
GT6 Mk 3 Import very sound.....	£2650
GT6 Mk 3 Fairly sound.....	£1500

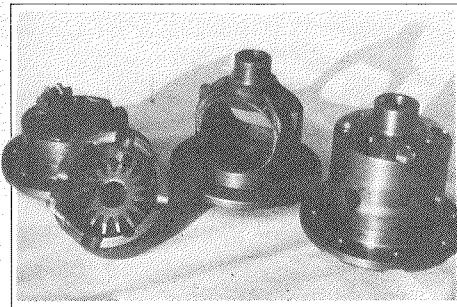
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## PHOTOGRAPHIC STILL LIFE



NOT only that, a reality. Two new strong diff carriers, the left one dismantled, flanking the very weak one used for 3.27:1 ratio.

The new shape replaces part no. 30 76 42, but can also be used for all other ratios.

You can be detailedly informed if you get in touch with Carl H Eickhoff, Talltullv 14, 641 34 Katrineholm, Sweden.

Carl H Eickhoff

## VEHICLE ENQUIRY UNIT

POSSIBLY some members may be unaware that the DVLC at Swansea run a Vehicle Enquiry Unit. This unit will trace all previous know owners of your vehicle and supply photo copies of the old registration documents.

I have recently been able to trace all 14 previous owners of my Spitfire 1500. The person at Swansea went to considerable trouble to obtain good photocopies and it is nice to see so much care being taken. The address to write to, giving the registration number of your car, is:-

Driver and Vehicle Licensing Centre, Vehicle Enquiry Unit, Swansea, SA99 1AN.

Oh yes, and the service is FREE

Bill Brooks

## STARTED ON MOTORCYCLES

It is not often that I am stirred to write in reply to letters in the Courier, but I must say something regarding the 'Age Factor' of TSSC members.

In common with many of my age group (I am 63), I started my 'mobile' life on two wheels, for many years all I could afford was a motorcycle, I therefore became used to and enjoyed 'open air' motoring. When our family finally grew up and left home, my wife and I decided to go back to the fresh air. In 1970 I bought a used MkII Spitfire, the following year I changed to a new MkIV, two years later changed to a TR6, then, in 1975 changed to a 1500 Spitfire. In 1982 I bought the first Hurricane kit, built it and, nine years later, we are still enjoying our motoring. We often tour France in the Hurricane and the original MkIV 1500 has now clocked up 150,000 miles, having had an engine recon at 100,000, it is, of course, now a Hurricane.

Capt. (Retd) Bill (William) Tate

## DRIVE ON THE RIGHT, YOU KNOW IT'S RIGHT!

HAVING read Mike Crewes' latest 'Cop Shop' in Courier No. 130, I am surprised, to put it mildly, at his comments concerning the change to driving on the right, planned for 1991.

He makes no mention at all of a pioneering training initiative under way in North West England where for many years drivers have been carelessly — sorry, I mean carefully — perfecting the art of Driving On The Right in preparation for 1992. Training involves a technique called 'cutting blind corners' — sounds easy? It's anything but, especially where 'cutting blind corners' has to be improvised along a straight road...

Mike will be interested to learn that Highway Authorities are assisting in all this by marking the centre of most roads with nice white lines to enable drivers to assess their progress which in most cases is, in my experience, staggering. As for me, I've been Driving On The Right for years, although rather differently. Well, I've tried driving on the left but I can't reach the pedals for the transmission tunnel. Besides, passengers complain I'm too heavy.

Arthur Findley

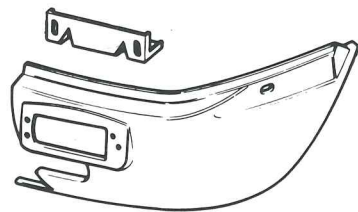


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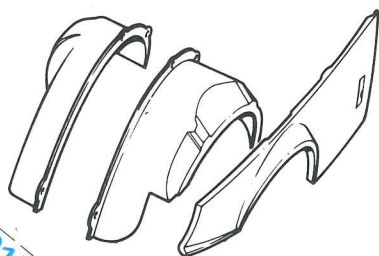
### Replacement Parts for SPITFIRE - GT6 HERALD - VITESSE



OE Quality Steel Front  
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Fitting Kit for above.. each £5.25

Front Wings  
SPIT IV/1500 & GT6 III each £32.50  
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Wheel Arches  
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Front Outer IV/1500 ..... each £22.50  
Front Outer I-III ..... each £25.00



Sill Kit (4 Piece)  
OE Outer Sill..... £35.00  
REPRO Outer Sill ..... £20.00  
B Post-Spit/GT6 ..... £14.00

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Spitfire Mk1/2/3	£57.61	£83.49	£104.37	£119.11	£202.62
Herald/Vitesse	£62.79	£83.49	£104.37	N/SUITABLE	N/SUITABLE
Stag	N/SUITABLE	N/SUITABLE	N/SUITABLE	N/SUITABLE	N/SUITABLE
TR3-5	£84.16	£109.23	£125.94	£128.65	£200.09
TR6, TR7	£73.80	£97.75	£122.19	£119.11	£202.62

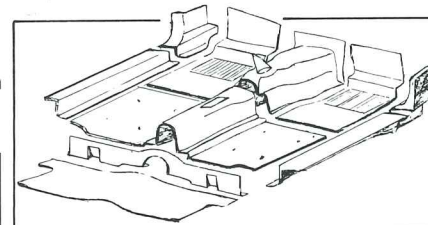
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Model	BLACK VELOUR	DEEP PILE	SOUND DEADENING
Spitfire 10 pce	£43.02	£57.67	£28.05
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TR Stag 11 pce	£53.91	£69.32	£35.75
TR4/5/6 15 pce	£43.02	£57.67	£28.05
TR7 7 pce	£32.13	£46.01	£24.75

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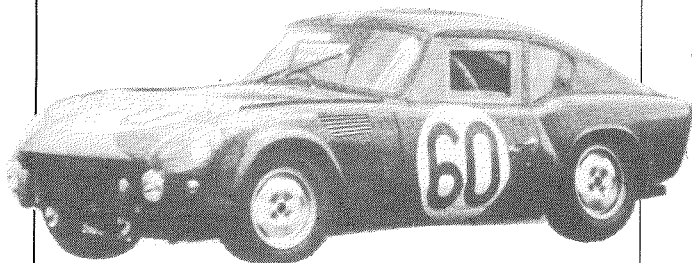




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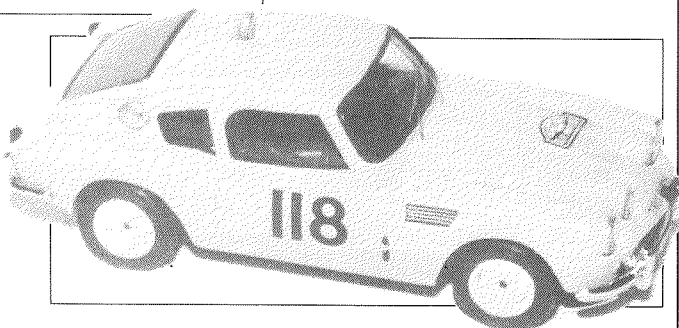
**THE T.S.S.C. is proud to announce its latest high quality product range of connoisseur collectors kits.**



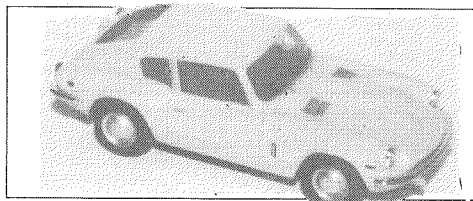
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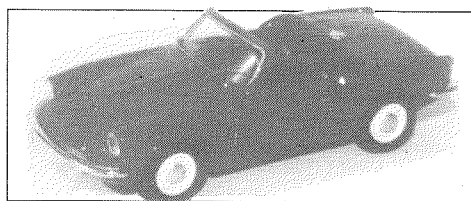
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GT6 MkII £25.50



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# Collecting



**TRIUMPH**

## 'In Miniature'

Andrew Burfora

### Part 2: Metal Kits

**U**NLIKE the plastic kits as mentioned in Part 1, the metal kits are all available at the moment but they are produced in much smaller numbers than plastic kits.

Usually they are produced in batches so can be hard to obtain until they are reproduced again. The average modeller should be able to produce a good white metal kit but the tools needed include a selection of small drill bits, Swiss files, Loctite or Araldite and cellulose primer and colour of your choice.

Certainly more skill is needed to achieve a good fit of the parts and time spent in preparation of the body casting with rubbing down of the primer and filling small pit holes will be worthwhile when glueing other parts to the painted body as Loctite can dry with white marks and also Loctite sends clear glazed parts white (I now use a clear varnish).

Well, now down to availability, these kits are only available from specialised dealers. Manufactured by K&R Replicas to a scale of 1/43rd their range includes TR2, TR3 and 4A, TR4, TR5 and I think the best kit, TR6.

They also recently introduced the Stag, Spitfire IV & 1500 and the GT6 MkIII.

They have plans for others but these usually take a long time to come to fruition. Springside models produce (in 1/76 scale) the Herald Convertible, Saloon, Courier Van Estate, and also the Triumph 2000/2500 MkII Saloon and Estate, these have a multi part body to get the required detail and I think these are really for the experienced modeller. Finally a model in resin of a Triumph Spitfire Le Mans 6S is produced by PROVENCE MOULAGE in 1/43 scale with a 1 piece body moulding and from a built sample I've seen quite a nice kit. Anybody wishing further details on any of the above can contact me: Andrew Burford, 29 Alcester Drive, Evington, Leicester, LE5 6LB. Tel. 0533 415776.





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# Twenty Ways to Herald Insanity

Kevin Parfoot



I have recently completed a two year body-off rebuild of a 1963 Triumph Herald, registered 594 HPX. A car that was so badly rusted it would almost certainly have been scrapped had I not been mad enough to buy it.

I thought about writing a detailed description of this restoration but recently this aspect of our vehicular activity has been pretty well covered (and expertly done — thanks Peter Williams). Suffice to say that most of the time I enjoyed the process of converting a rusty heap back to what it might have looked like in the early 1960s.

So instead of this long story, how about a few photos, a list of twenty restoration experiences plus a few do's and don'ts? Some are serious, some are firmly tongue in cheek, some may even be useful . . . I'm sure that some of them will make sense to some of you. So here we go.

- 1 Your restoration project will always cost more than you originally thought. This fact will require hiding from your other half, girl friend, boyfriend, bank manager . . .
- 2 Don't rush enjoyable jobs, savour them . . .
- 3 . . . and definitely don't rush the horrible ones. Suffer them.
- 4 Plan your work and concentrate on one job at a time.

5 Sweep up at the end of each job. Always check the litter before you dump it. You may have dropped something useful in there.

6 The part you didn't buy at the autojumble will be the one you'll need two weeks later.



OK, so I look a prat. Will it be ready for the MoT?

7 Take photos. They will help when you need to put things together again.

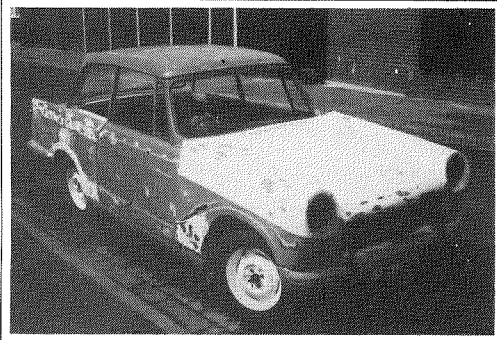


8 Swearing helps, and so does talking to yourself. Consequently swearing at yourself whilst working is priceless.

9 Reading and re-reading you Couriers helps extend your knowledge and maintain your enthusiasm. You'll be able to talk trunnions with the best of 'em.

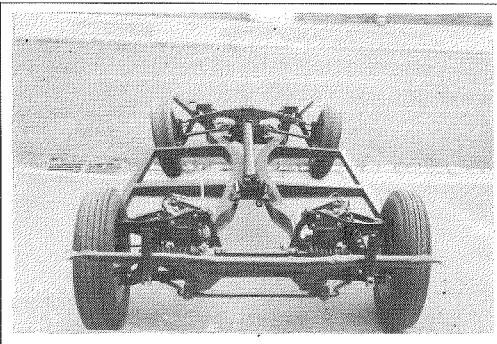
10 Vinylkote gives a superb result, but does it last. Any offers?

11 In order to achieve a dust free zone ideal for spraying your Herald, try damping the floor of your garage . . .



Ready for the respray. Front valance, doors and bonnet were removed and sprayed separately. Note that all the windows have been removed (apart from rear screen).

12 However . . . in order to avoid splashing water onto your newly sprayed Herald, never dampen the floor of your garage!

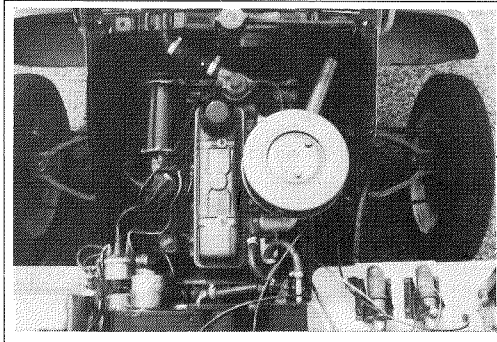


Restored chassis. New outriggers, side rails, rear extensions and a reconditioned front bar (original bar was rusted and hacked about to fit 13/60 overriders).

13 Dropping a newly restored Herald chassis onto your foot might not break your ankle, but it will mean a hospital visit. This I know because I've done it.

14 If welding new rear extensions onto your Herald chassis, do so **BEFORE** you remove the body. You will then be sure they are in the correct place.

15 Safety first! Weld spatter down the overalls is not very comfortable. It does however induce a realistic, even passionate display of break-dancing as you try to remove it.

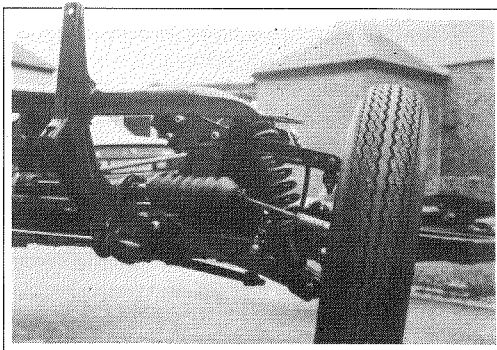


Now, how do I take this photo? Not bad for a 30 year old engine.

16 When you've spent hours aligning the doors on your Herald the bonnet will need adjusting . . .

17 . . . and after adjusting the bonnet the doors to your Herald will then need re-aligning. This brain destroying process can lead to a terminal complaint called Herald Insanitis.

18 If you're thinking of re-varnishing your faded, peeling dashboard, use a hot air stripper to remove the old hardened laquer — not varnish remover. Medium oak wood stain gave my dashboard a rich colour close to the original.



Detail of front suspension, don't cross-plies look skinny!

19 Masking tape that consistently refuses to stick to your rubber window seals when you need it, will stick like the proverbial to anything else it accidentally touches.

20 Finally, and most importantly enjoy your club car. Good, bad or ugly. And remember, don't judge the beast on the things it can't do, but on the **WAYS** it doesn't do them!

Well, that's it, I'm sure that many of you have your own additions.

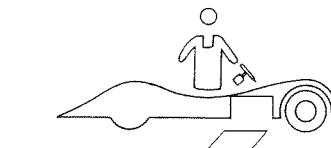
*To finish I'd like to thank Sue, my wife for putting up with Herald bits in the garden, Trevor my brother-in-law for taking the photos and Mum and Dad for lending me the necessities when necessary!*

Oh . . . and would I do it all again? The answer was Never, no-way, not a chance . . . Until I was offered a 1200 Herald coupe for £75.00 . . . well that's another story.

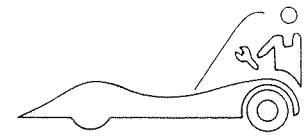


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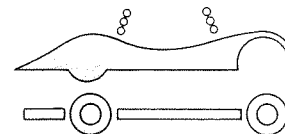
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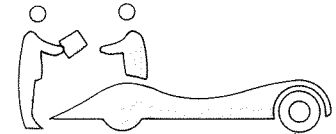
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# WAKE UP TSSC!!

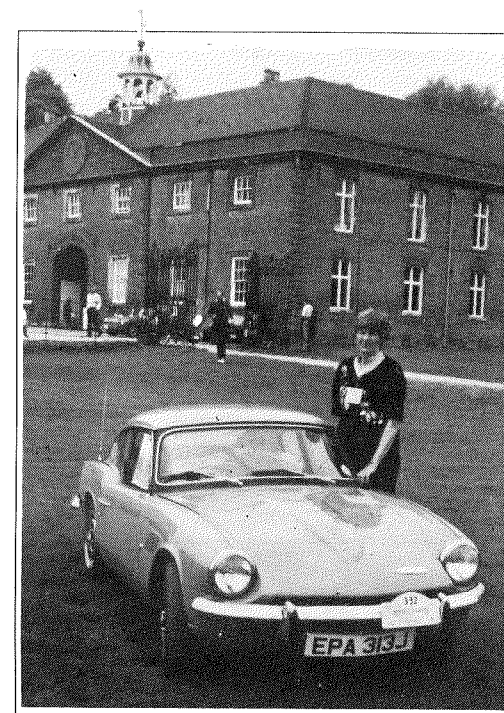
**Brian Matthews**

It may seem expensive but it is very good value at £65 — the Norwich Classic Union/RAC Classic run, I mean: that mobile classic car show now run every late May Bank Holiday and where you can enjoy cars from 1907 to 1971 either as an entrant or spectator.

We entered our 1970 Saffron GT6 MkII (EPA 313J) in this well organised super fun-run for the second time on 26th May 1991 and enjoyed visiting interesting places and driving on circuits not normally accessible to the general public. Each of the nine start points has its own itinerary and in our case (from Luton Hoo, Hertfordshire) we called at the Lotus test circuit at Millbrook, Stanford Hall, MIRA proving ground, Calke Abbey and finally Donnington race circuit where we all, hopefully, ended up. Driving the Lotus hill circuit (climbing hard in 3rd) and looking down over your left shoulder to follow the road) has to be experienced to be believed! All this in the wonderful company of fellow classic, vintage and veteran enthusiasts.

The only nagging question arising after scanning the entry lists was 'where are all the other TSSC members'. Just for the record there were 104 Triumphs running in a total of entry of 1344 cars of the same post 1923 period (about two dozen cars predated Mr. Bettmann's decision to switch from two to four wheels). This represents about 8% of entries which seems quite good until you note that no less than 69 of those Triumphs were TRs. There were 6 Spitfires entered, which, based on numbers produced, indicates a 20 times better showing by the TR owners.

Wake up TSSC! you only need a decent looking legal car more than 20 years old and the entrance fee to enjoy what has now become established as the biggest and best Classic



*Car and Navigator (who has to work with course notes on this run!) at Stanford, May 1991.*

Car event in the calendar. Nevertheless, there was a good representation of the Triumph marque with 2 pre-war Dolomites, 1 Roadster, 2 Renowns, 1 Mayflower, 3 Heralds, 8 Vitesse, 5 GT6s (we only saw one other GT6 which

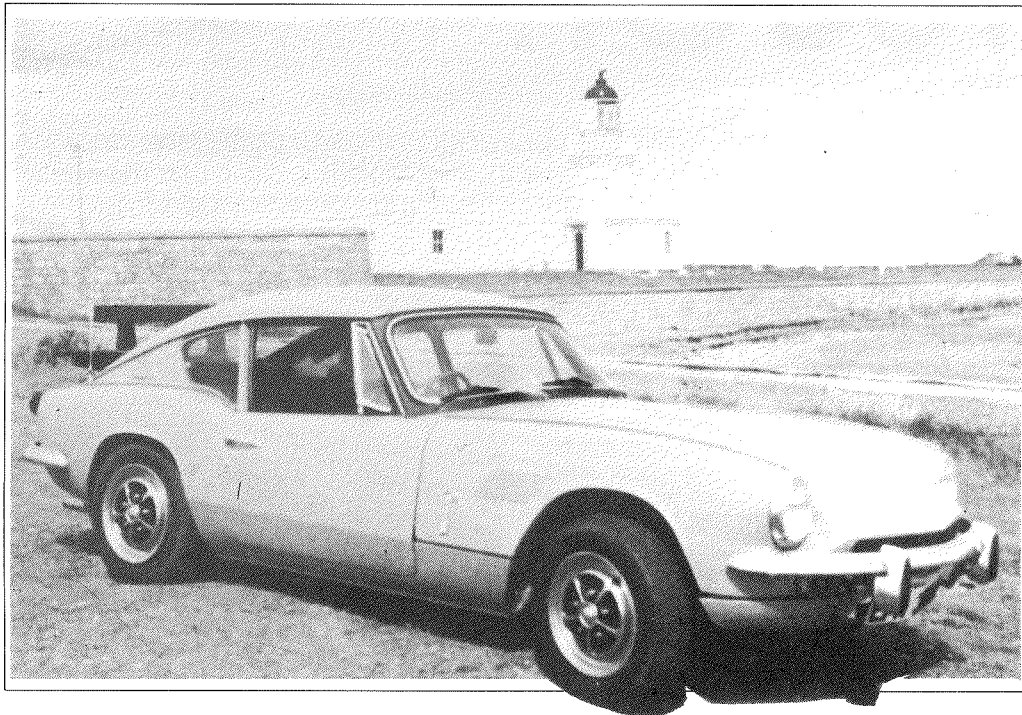


parked next to us at Stanford Hall, Richard Peck's early white MkII — WAL 992G — from the Oxford start, sorry we missed you, Richard!), 6 Spitfires, 3 2000/2.5 saloons, 4 Stags and — you've guessed — 69 TRs of various marks, including 26 TR3's.

Our trip last year started from Bocket Hall in Hertfordshire and was entirely uneventful but this year was slightly marred by some mucky fuel taken on board during the run, which required a carb strip-down at Calke (why don't

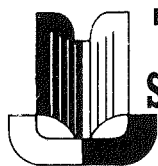
I fit a filter?) and a broken exhaust pipe bracket, the result of clipping a cattle grid earlier that day (does anyone know of a way of lifting the whole TSSC Special Stainless Sytem just a little bit?).

Starting 6 years ago with a mere 450 cars, this event has now grown to 1367 vehicles with a 'reserve list' waiting hopefully for drop-outs. Entries for 1992 will be invited next December, so get organised.

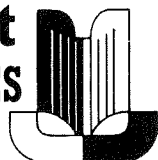


EPA 313J after the 1990 NU/RAC Classic when the outing was extended to a tour of Scotland. At Chanonry Point Light, Ross-Shire near Inverness.

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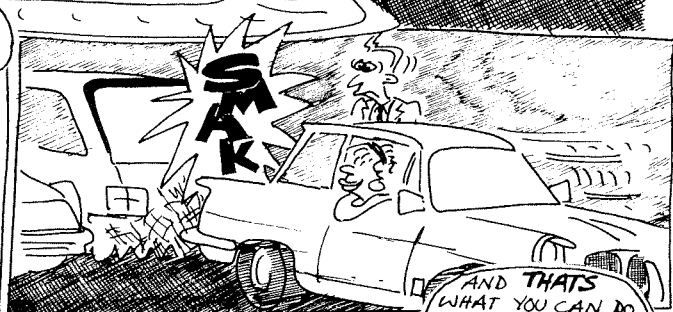
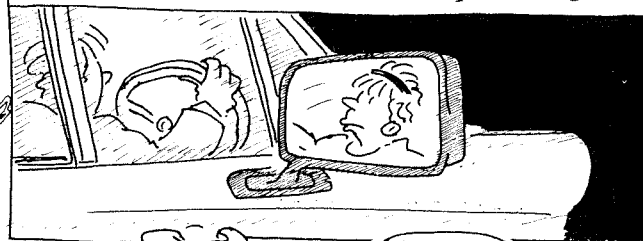


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