



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

Herald/Vitesse

Black P.V.C.	£63.00	£39.00	£34.00
Black Canvas	£105.00	£60.00	£44.50
Black Mohair	£179.00	£95.00	£65.50

Spitfire Mk. 1,2,3

Black P.V.C.	£63.00	£39.00	£34.00
Black Canvas	£99.00	£60.00	£44.50
Black Mohair	£179.00	£95.00	£65.50

Spitfire MkIV/1500

Black P.V.C.	£74.00	£39.00	£34.00
Black Canvas	£120.50	£60.00	£44.50
Black Mohair	£182.00	£95.00	£65.50

303 Goldhawk Road

London W12 8EZ

Tel: 081-748 7823

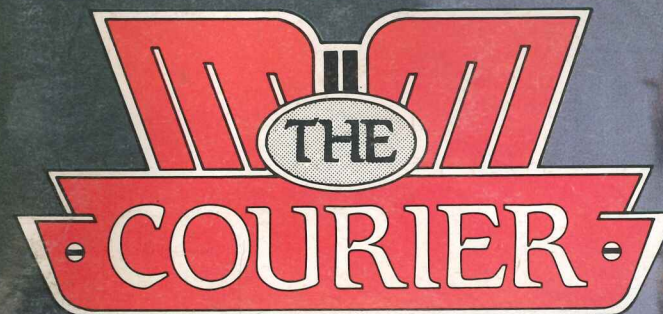
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TRIUMPH SPORTS SIX CLUB - SEPT 1991

135



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

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club shop, open 9-5pm and
save the postage charges.**



THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.12 No. 135 SEPTEMBER 1991

Price £1.50 Free to Club Members

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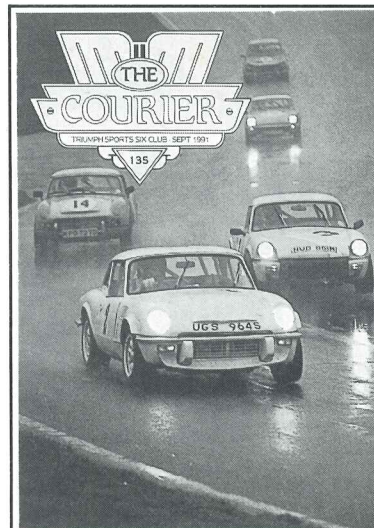
10 Chesham Rise, Cherry Lodge,
Northampton NN3 4XP
Tel: 0604 405416

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
Race Section
in action

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Plus Area News Review/Classified Newspaper

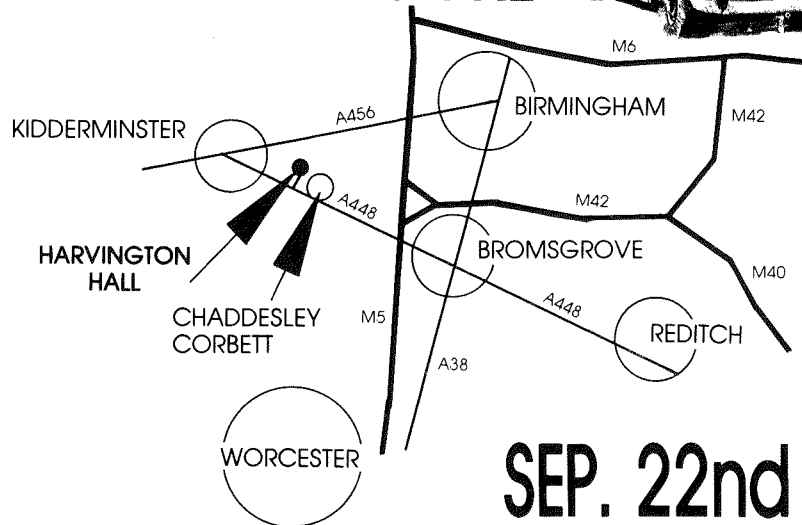
Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein. ★

Herald COUPÉ

SUNDAY

HARVINGTON HALL

WORCESTERSHIRE



SEP. 22nd 1991

ALL CLUB MEMBERS ARE INVITED TO JOIN US AT HARVINGTON HALL WHERE WE WILL BE GIVEN A GUIDED TOUR AROUND THE HALL, ENJOY A PICNIC IN THE MAIN GROUNDS AND RUN AN INFORMAL CONCOURS.

We will have our own separate parking area, and members are invited to gather at the Hall from 12.00 noon onwards. The Coupé convoy will arrive at 1.00pm approximately. When this event gets under way. (Further information, tel:- 0527 77059, or write to Dennis Benson, Courier Cottage, 78 Barley Mow Lane, Catshill, Bromsgrove, Worc's. B61 0LP).

If you are a Herald Coupé owner and I have not contacted you, would you please telephone me now so that I can send you the information pack about the convoy run and meet point.

COMMENT

TEN YEARS ON

What an amazing Club, ten years after losing contact with founder member Paul Swanson, a telephone call to the Club Office

from Paul brought 1981 flooding back to the fore.

The Club has been trying to trace the whereabouts of Paul for over 5 years and what an opportune time - just before our official Club Headquarters Opening. Paul and family are now Honorary Members of the TSSC and their son Carl runs a Spitfire MkIV keeping the family Triumph tradition going. Paul met many old friends and also made the journey to the Leicester National on the following day.

This Event, yet again, had a superb turnout and this is what the Triumph Sports Six Club is about - enjoying your Triumphs. Autumn is fast approaching and as the Events season ends the real work begins, staggering as this may be. More and more people are starting new Triumph companies, the vast choice members now have to obtain parts at competitive prices, plus the continued commitment to the remanufacturing of spares for our cars, gives no excuses for the scrapping of any Club based Triumph.

The time has now arrived that, if you are contemplating a full rebuild — go for it — the parts supply situation is better now than at any time since the cars were discontinued from production. Right, I'll go and get back to my own rebuild, yes a GT6 MkII down to the last nut and bolt!



'Quasimodo' and the team at the official opening.

Club Manager *Bill Sunderland*

NEWS REVIEW

Dave Beardsley informs us that Channel 4 TV will be showing a six part weekly series entitled 'Classic Cars' (original title). Starting Sunday 1st September at 8pm. Programme titles are:- Autojumble, Americana, Red 'n sexy, Wheels of Gold, Suburban Specials, Shrink Wrap Classics. It is heavily rumoured that some of our cars will be featured, but I'll leave it to you as to which heading they will come under!

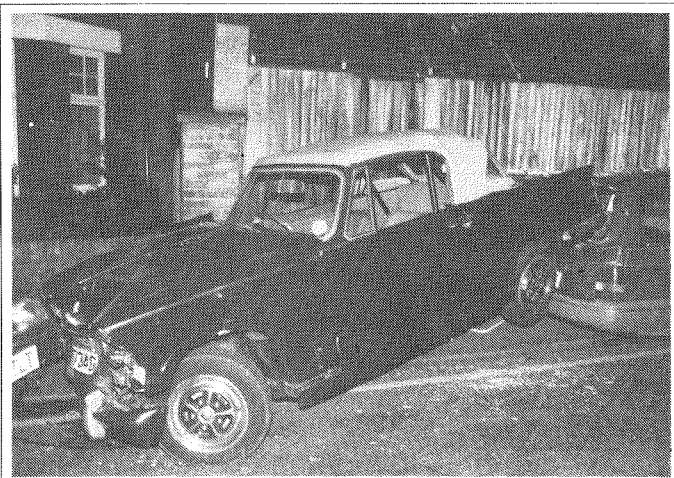
WHERE THE PAVEMENTS ARE PAVED WITH V.....!!

I took the plunge and bought a Vitesse two weeks ago. It was very nice.

Thought you might like a picture of it now for your magazine to show the perils of parking in London.

Sam Street

(Club Editor AUTO CLASSIC)



'SPITBITS'



**10% OFF ALL THE
FOLLOWING SECOND HAND
PARTS. JUST MENTION THIS AD.**

SPITBITS END OF SUMMER SALE

Probably the largest stock of Spitfire/GT6 second hand parts in the country. All off the shelf.

MKIV n/s doors from	£25.00	Props, all models	£15.00
Spring, rear to fit MKI, II, III, IV or		Wiper wheel boxes, 2 off with	
Herald	£15.00	tubes	£15.00
MKIV hood frames from	£45.00	GT6 MKI, II drivshafts,	
MKIV bumpers	£25.00	complete	£45.00
MKIV bumpers with tow bars	£25.00	Herald and Vitesse boot	
Spit manifolds, inlet & outlet		lids, only	£15.00
from	£10.00	Spitfire 1500 gearbox	£45.00
1500 distributors, Herald		Speedos and Rev counters,	
distributors	£15.00	Smiths and Jaeger	£8.00
N/s crash pads, Spit IV, GT6 III	£4.00	MKIV back light units comp.	£8.00
GT6 exhaust manifolds	£25.00	Petrol caps	£8.00
Knee pads, Spit, GT6	£2.00 each	MKIV door glass	£15.00
Air filter box, GT6, Spit	£4.00	Herald/Vitesse complete dash	
Side door lock catch	£8.00	surround	£25.00
Steering column MKIV, GT6		MKIV window winding gear	£15.00
III with locks	£25.00	NEW PARTS AVAILABLE	
MKIV, 1500 wheel trims	£2.00	Check seat covers, orig. BL Black and	
MK I, II, III, IV and Herald		Tan, or bases, pair only from	£35.00
light stalks	£5.00	Good quality carpet sets from	£45.00
Indicator stalks, MKI, II, III,		Original type soft tops with	
IV and Herald	£8.00	zip window	£59.00

VARIOUS PANELS AVAILABLE	
Wings, rear, MKIV/1500/	
GT6 III	£98.00
Wings, front	£39.00
Outer sills	£12.00
Sill extension	£9.00
Rear corner wing repair	£9.00

Thousands more parts available, so if the part you require is not listed here, please ring.

ALL PLUS P&P AND VAT

Spitfires, GT6s bought and sold.

Please ring for opening times and availability. Stores only 1 minute from Junction 11 M4. Postal address ONLY

Jingles Farm, New Mill Road,
Finchampstead, Berkshire.
RG11 4QT

'SPITBITS'

TEL: 0734 732648
THE ONLY NAME TO REMEMBER

The Official Opening of the Triumph Sports Six Club Headquarters on Saturday, 3rd August, 1991

THE official opening and major Club milestone has now happened, the Club's Headquarters have been officially opened.

Paul Swanson, founder member of the Club, Membership No. 77/00001 helped to make this a most memorable day for us all at Market Harborough. At 12.30pm he cut the ribbon that ensures the future of the Triumph Sports Six Club and Triumph Cars.



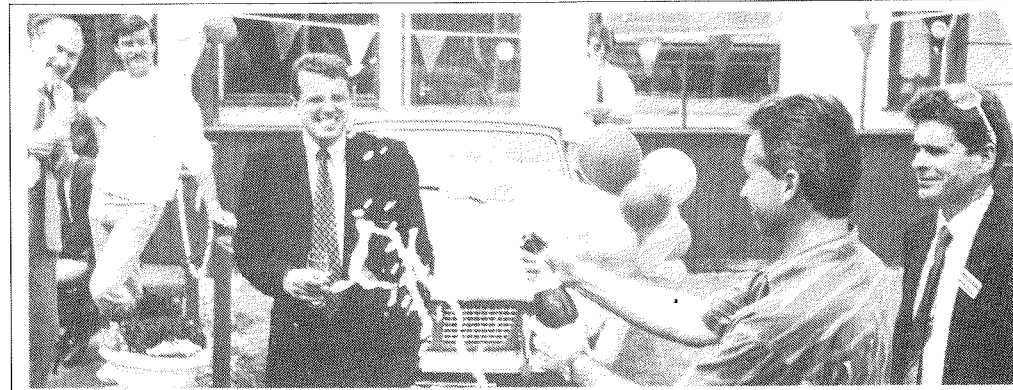
Founder Paul receives Silver Chassis.



Ribbon cutting!!



Noggin 'n Natter



A champagne toast



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

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

FR-MON 30 AUG-1 SEP INTERNATIONAL SPITFIRE WEEKEND — Arcen, Holland.

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

SUN 3 SEP WAC (WORCESTER AREA CONCOURS) — Contact Bill and Bev Dixon 0905 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.

FR-SUN 17/19 JAN 1992 TSSC WINTER WEEKEND — Fosse Manor, Stow On The Wold, Contact John Cudmore 0933 881 55.

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

SAT/SUN 14/15 SEP THE WHICH KIT? KIT CAR SHOW —

East Of England Showground, Peterborough.

SUN 15 SEP CANLEY OPEN DAY — Rovers Canley Plant, Fletchamstead, Highway, Coventry, On Sept.

15th the Canley Open Day is taking place, this is a joint charity event promoted by Rover and the West Midlands Police. It is being run on similar lines to their Driving Awareness day, with the design and testing departments being open to the public. However, this year is a very significant year being 10 years since the last TR came off the production line and the Canley Factory is closing down. To remember these events, two additional attractions are being added. Firstly the TR Drivers Club are putting together a special display of TRs from the complete range and of those with special interest. There will also be people who were involved with the design of TRs. Emphasis will be on motoring, with exhibits, demonstrations and competitions both static and in an arena. Classic cars will be one of the attractions and you are invited to attend.

SUN 8 SEP SPONSORED STARWALK — Variety Club of Great Britain are holding their annual sponsored Starwalk at Cophall Stadium. We have a host of Show Business personalities attending. We are running 'It's a Knockout', we have a fun fair on line, and it is our intention to try and raise £100,000. Variety Club, as you know, is the greatest children's charity in the world, and last year we gave almost £7m pounds to children all over the United Kingdom. Contact Club Office for further details.

SAT 17 AUG 'SWING INTO THE 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 GET YOUR LICENSES NOW FOR — 1992 RULE CHANGES DUE

Contact Kim Pearson, 23 Belmont Road, Wallington, Surrey

7-8 SEP — PEMBREY, WALES

29 SEP — LYDNEY HILL

COMPETITION EVENTS

AGREED VALUE INSURANCE

John & Pam Griffiths

WHAT a superb International at Stafford. The Club's Insurance Broker, Footman James and the Underwriter of the Agreed Value Schemes, Dominion Insurance, put up a substantial sum to help us stage the event. Our thanks go to them for their continued close involvement and interest in the Club.

Pam and I had a really great weekend, trying out our new tent and seeing so many friends old and new. It was quite hard work though, valuing and inspecting so many cars. Pam and I did the Valuation service whilst the kids (Fiona and Katie) helped by many very kindly volunteers, ran the Bouncy Castle.

We only do an inspection service of the cars once a year at the International, but it is a great opportunity to look in detail at so many cars and see the quality of work that is being undertaken these days to keep our cars on the road. And then there is the chance to inspect some of the concours cars. Well that is something else. From a low mileage original Vitesse 1600 to a number of superb GT6's. Values for these cars are getting quite high, in fact right up with cars which only a few years ago would have been seen as a 'different

league' to our own. With so much interest and demand for our cars, it is not surprising that values are still increasing.

And that leads me to my next comment on Heralds.

Traditionally the value of Heralds (13/60 Convertible apart) has been quite a bit lower than that of other Club models, in part due to the number produced.

I have been watching the market price situation carefully however, as many members have found the delights of owning and driving a Herald are as special as any of the other cars in the Club's range.

The Herald has very good balance given its smaller lighter engine whilst maintaining respectable performance. Its other virtues are of course well known and include:-

- ★ 'sweet' 4 cylinder engine
- ★ reliability
- ★ low running costs including cheap insurance rates
- ★ ease of maintenance
- ★ light and airy interior
- ★ strong personality
- ★ light, direct steering
- ★ number of very individual styles, (Coupe, Courier, Convertible, Estate).

The interest in Heralds is undoubtedly growing which leads me to make the following revisions to the Club's valuation guide.

MODEL	BODY	PRODUCTION	CC/CYLS	CONC:	A1+	A1	A2	A3
HERALD	SALOON	59/61	948/4	£2750	£2000	£1400	£ 700	£350
HERALD	F.H.C.	59/61	948/4	£3500	£2300	£1700	£1000	£400
HERALD	D.H.C.	60/61	948/4	£3900	£2700	£1900	£1200	£500
HERALD 'S'	SALOON	61/64	948/4	£2800	£2100	£1500	£ 800	£350
HERALD 1200	SALOON	61/70	1147/4	£2700	£2000	£1400	£ 700	£300
HERALD 1200	F.H.C.	61/64	1147/4	£3600	£2400	£1800	£1100	£450
HERALD 1200	D.H.C.	61/67	1147/4	£4300	£2900	£2000	£1300	£500
COURIER	VAN	61/64	1147/4	£3300	£2200	£1500	£ 800	£400
HERALD 1200	ESTATE	61/67	1147/4	£3500	£2300	£1700	£1000	£400
HERALD 12/50	SALOON	63/67	1147/4	£3300	£2250	£1600	£1000	£450
HERALD 13/60	SALOON	67/71	1296/4	£3600	£2400	£2000	£1300	£450
HERALD 13/60	D.H.C.	67/71	1296/4	£4800	£3200	£2500	£1700	£550
HERALD 13/60	ESTATE	67/71	1296/4	£3800	£2500	£2200	£1300	£500

It may be time to revalue your Herald against these new values. If you need a Valuation form please ring the Club Office on 0858-434424. And don't forget to support the Club's insurance scheme which provides the cover you need at the price you can afford.

INSURANCE ARRANGED BY



FOOTMAN.JAMES



UNDERWRITTEN BY

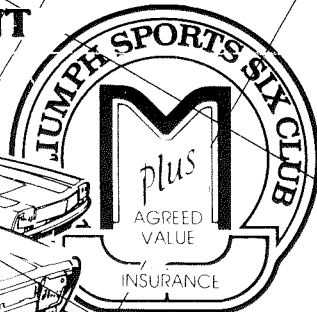
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TELEPHONE FOOTMAN JAMES ON 021 - 561 - 4196

EXAMPLES OF AGREED VALUE INSURANCE COVER FOR HERALDS

1. M25+ SCHEME (for members aged 25/69)

TYPE OF COVER

PRICE INDICATION

★ FULLY COMPREHENSIVE, UNLIMITED MILEAGE

£121/189 depending on where you live.

NOTE: Further discounts available for age

30-34

Deduct 10%

35-49

Deduct 25%

50-69

Deduct 33%

★ FULLY COMPREHENSIVE, LIMITED MILEAGE

6000 miles £103/161 depending on where you live

4500 miles £1000

3000 miles £60

1500 miles £40

2. M17+ SCHEME (for members aged 17/24)

TYPE OF COVER (ALL WITH AGREED VALUE COVER) PRICE INDICATION

AGE	★ FULLY COMPREHENSIVE, UNLIMITED MILEAGE AREA 1	AREA 2	AREA 3	AREA 4
17-18	561	627	736	874
19-20	330	370	434	515
21-22	224	251	295	350
23-24	157	176	206	245
★ FULLY COMPREHENSIVE, LIMITED MILEAGE 4500 miles deduct 10% — 3000 miles deduct 25% — 1500 miles deduct 35%				
AGE	★ THIRD PARTY FIRE & THEFT, UNLIMITED MILEAGE AREA 1	AREA 2	AREA 3	AREA 4
17-18	281	314	368	437
19-20	165	185	217	258
21-22	112	126	148	175
23-24	79	88	103	123
★ THIRD PARTY FIRE AND THEFT, LIMITED MILEAGE 4500 miles deduct 10% — 3000 miles deduct 25% — 1500 miles deduct 35%				

IF YOU WANT A QUOTE RING FOOTMAN JAMES ON 021 561 4196. ASK FOR THE TSSC SECTION.

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Members insured with Dominion for Unlimited Mileage £66

Other Members with Club cars insured elsewhere £74

Please complete all details on this form in BLOCK CAPITALS.

Your Full Name (Mr/Mrs/Miss/Ms) _____

Your Address _____

Postcode _____

Daytime Telephone Number _____

TSSC Membership Number _____

If insured with Dominion please give your Policy/Certificate Number _____

If insured with Dominion please give your annual mileage covered

1500

3000

4500

6000

Unlimited

Give the following details about the vehicle

Make _____

Model _____

Year of Make _____

Reg. Number _____

Date you require your subscription to start 12 months from _____

Return this form to Pam Griffiths, Somerford House, Fairleigh Rise, Kington Langley, Chippenham, Wilts, SN15 5QF, with your remittance.
Cheques should be payable to "The Dominion Insurance Company Limited"

SUMMARY OF BENEFITS

All the benefits of a full rescue service available in a single package at an exclusive rate to TSSC members.

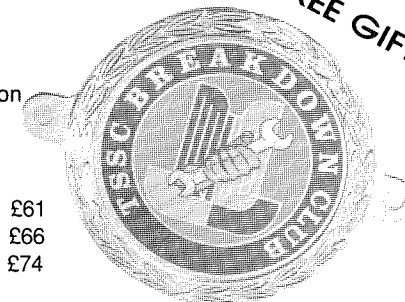
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A valuable chrome grille badge for the first 500 subscriptions received.

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

10% discount to all members! Please remember to mention this when you telephone as correcting this afterwards is not always possible. For the benefit of new **COURIER** readers, we give 10% discount off our normal retail prices to all members who quote their TSSC membership number.

However, prices below are not subject to further discounts as these prices are already reduced. Please call us for full price list, sent free by return. Just remember, autumn rebuild season will soon be with us, **BE PREPARED.**



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ORIGINAL BRAKE
CALIPERS, BRAND
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RARE PART, REMANUFACTURED IN
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AIR FILTERS
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Matched pair doorlocks, Spitfire II/III, GT6,
and keys £11.00
R1300 left hand outer door handle,
Her/Vit. £8.00
R3000 outer door handle, Spit I/II/GT6
with 2 keys £13.50
R3200 boot lock assembly, Spit IV/1500 with
2 keys £13.50
R3300 Boot lock ass. Gt6 III with 2 keys £13.50
R3310 Bonnet latch ass. Her/Vitesse £17.00
R3511 Locking petrol cap, Her/Vitesse £8.00
R2910 Repair 'pull' handle inner, Spit IV/1500
GT6 III r/h £6.90
R2911 Repair 'pull' handle inner, Spit IV/1500
GT6 III r/h £6.90
R2600 Winder handle, Her/Vit/Spit I/II/III £4.00
R2510 Inner door handle, Her/Vitesse,
Spitfire I/II/III £4.00
Spitfire 1500 (early) GT6 III £35.00
R2400 Ignition lock assembly, Spitfire IV/
1500 (early) GT6 III £35.00

ENGINES AND GEARBOX	
Engine, fully reconditioned, 4 cylinder	£325.00
Gearbox, fully reconditioned	£130.00
Differential, fully reconditioned	£160.00

PLEASE STATE MODEL & YEAR WHEN ORDERING

STEEL PANELS — SPITFIRE / GT6	
Front lower wing, MkIV	£37.00
Rear wing MkIV	£105.00
Front wing, MkIII	£42.00
Rear wing, MkIII	£51
Front wheel arch repair MkIV	£13.00
Wheel arch inner/outer section	£27.00
Bonnet leading edge panel, MkIV	£19.00
Headlamp support panel, MkIV	£18.00
Bonnet support tubes, MkIV	£19.00
Steel front 1/4 valances, MkIV	£35.00
Doorskins, MkIII	£17.00
Doorskins, MkIV	£17.00
Rear inner wing repair (joins outer)	£29.00
Rear light panel	£59.00
Rear lower valance	£27.00
Rear valance to wing finishing strip	£3.90
Bootlid, MkIV	£99.00
Outer sill, genuine BL	£25.00
Outer sill, heavy duty pattern	£11.50
Inner sill	£6.30
Diaphragm sill	£3.75
Full floor (front to back) left hand	£28.00
Full floor (front to back) right hand	£29.00
Front footwell (state left/right)	£12.50
Boot floor	£39.00

STEEL PANELS — HERALD/VITESSE	
Front lower wing, Herald 13/60	£49.00
Front lower wing, Vitesse	£59.00
Front inner wheelarch outer assembly	£27.00
Front lower valance (FIBREGLASS ONLY)	£24.00
Rubber bumper mounting strip (set 3)	£11.50
Front floor footwell (ribbed)	£22.00
Rear floor footwell	£9.50
Body mounting point, under floor	£6.90
Body mounting bracket, under B post	£7.50
Body joint strip (floor join to front/rear)	£4.95
Doorskin (original press)	£35.00
Door treadplate (as original)	£5.50
Outer sill	£10.00
Rear lower wing	£55.00
Rear 1/4 valance, Herald	£16.00
Rear 1/4 valance, Vitesse	£16.00
Rear centre valance, Herald	£36.00
Rear centre valance, Vitesse	£32.00
Boot floor/side closure	£11.50
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Door draught excluder (Furflex) Herald/Vitesse	£11.00
Draught excluder, Her/Vit convertible	£11.00
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Bright trim, Spit IV/1500, GT6 III	PLEASE RING
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Gearstick gaiter, Herald/Vitesse	£4.75
Gearstick gaiter, Spitfire / GT6	£7.00
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Carpet set, superior quality, Spitfire	£59.00
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Track rod end	£5.50
Vertical link	£29.00
Stub axle	£18.50
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Front wheel bearing felt seal	£1.50
Spax standard shock absorber	£15.00
Armstrong standard shock absorber	£18.00
Shock absorber top plate	£9.50
Lower steering joint	£12.00
Steering lock 13/60 - Spitfire IV / GT6	£29.00
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Eight inner wishbone bolts & nylocs	£3.75

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Driveshaft flange, reconditioned	£8.00
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Hub and stud assembly	£57.00
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Rear trunnion bush kit	£2.75
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Rear trunnion kit with bolt	£25.00
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Door trim panel, GT6 Mk1, II	£21.00
Door trim panel, GT6 MkIII	£21.00

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TSSC - International Concours Stafford County Showground Results

WHEN I did finally stop to look around the main hall on the Sunday afternoon, it struck me immediately what an amazing sight our Concours really is.

Whilst the 'leading' Triumph clubs do well to get 20-25 entries, we more than triple that figure. And the standard of those cars, one word, superb. Thank you to all the participants for making the Concours something of which the Club can be justifiably proud.

The only sad thing about this year's event was that so many good cars stayed in the car park. The

myth that all concours cars are pampered babies, wrapped in cotton-wool each night really is untrue. Everyday road cars can, and do win prizes and it would be nice to see more of the kind of cars which the bulk of the membership drive.

Anyhow, soap box away, now the interesting bit, the results:-

1991 CAR OF THE SHOW - GT6 Mk3 - RAC 558M - Andrew and Angela McGowan

HERALD - Original Class

1st 1200 - GGU 540C - Terry Lowe
2nd 1200 - YVJ 116 - Diana Mulhall
3rd 1200 - JPA 736C - Michael Clements

Modified Class

1st Coupe - 7777 NX - Dennis Benson
2nd 13/60 - BYF 65H - Ruth Carlidge
3rd 13/60 - RNV 49G - Mick Maidment

VITESSE - Original Class

1st Mk2 - RFA 270H - Dave Binnington
2nd Mk2 - YKE 308J - Dick Plumridge
3rd Mk2 - CUK 405J - P.J. Medlicott

Modified Class

1st Mk1 - LKO 717F - John Tomlin
2nd 1600 - AOW 502B - Kary Antonia
3rd Mk2 - GJC 81G - Fran Shears

SPITFIRE - Original Class

1st IV - RBD 489M - Tim Brown
2nd Mk2 - DTK 700D - Clive Antell
3rd IV - ULT 922M - Victor Thompson

Modified Class

1st Mk3 - MFL 334F - Mike Rose
2nd Mk3 - OCT 557H - Steve Phillips
3rd IV - VXC 129N - Terry Clayton

GT6 - Original Class

1st Mk3 - RAC 558M - Andrew McGowan
2nd Mk3 - VGC 283M - Angela McGowan
3rd Mk3 - SPG 365M - John Fieldson

Modified Class

1st Mk3 - XJH 291M - Bev Warren
2nd Mk3 - HLY 230K - Viv Colenso
3rd Mk3 - LYV 442K - Steve Love

BOND

1st Equipe 21 - NJA 791G - Keith Dungworth
--

SPECIAL

1st Awe Roadster - CYG 506H - John Houghton
2nd Spartan - TON 637H - M.W. Pritchard

BEST INTERIOR

1st Spitfire 1500 - DRF 252T - Annabel Dorey
2nd Vitesse Mk1 - PRT 624F - Vicki Benson

BEST PAINTWORK

1st GT6 Mk3 - 246 LG - Mr. Wallwork
2nd GT6 Mk3 - LAO 176L - Peter Chesson
3rd Spitfire 1500 - OOP 686R - Moss Looley

BEST ORIGINAL UNRESTORED

1st Vitesse Mk1 - CHN 110B - Stan Reid
2nd Herald 13/60 - FYH 861J - C. Allen
3rd Spitfire 1500 - BFP 700T - Mrs. S Hanes.



BEST ENGINE BAY

1st Spitfire 1500 - YVT 727T - Ian Ralston
2nd Spitfire IV - BTE 601L - Gary Breakwell
3rd Spitfire III - TAU 874H - Nick Thomas

BEST PRE-1968 GT6/SPITFIRE

Spitfire - DTK 700D - Clive Antell

BEST PRE-1968 HERALD/VITESSE

Herald 1200 - 193 YRB - Rob Bagnall

BEST RESTORATION

GT6 Mk3 - OGV 368M - Graham Jenkins

BEST GUEST TRIUMPH

Stag Mk2 - TOE 417N - Larry Evans

In addition, the following cars were seen in the car park and deserve recognition. (They should have been in the Main Hall):- Herald Coupe 8385 UE - Herald 1200 HXA 656 - Vitesse 6 CHJ 322B - Spitfire Mk3 GJF 928 - GT6 Mk3 TRX 182M - Herald 13/60 GTC 910K - Herald Coupe XRW 860 - Spitfire 1500 Q779 KEW - Spitfire 4 FRW 38C - Herald Coupe 258 CWU - Vitesse 2 ltr. TPM 224H - Spitfire 1500 PRC 323X - GT6 Mk3 NBH 764M

Dinky Concours

Original - Herald Saloon - Mac Reynolds
Restored - Herald Coupe - Vicki Benson
Kit/Model - Spitfire 1500 - Phillip Pearson

Finally, I would like to thank the team of hard working judges, some of whom were press-ganged into service at the last minute. If the standard of entries improves much more, we will have to start judging the condition of the engine oil (joke!). Keep polishing, and see you all next year.

Dave & Jo Beardsley

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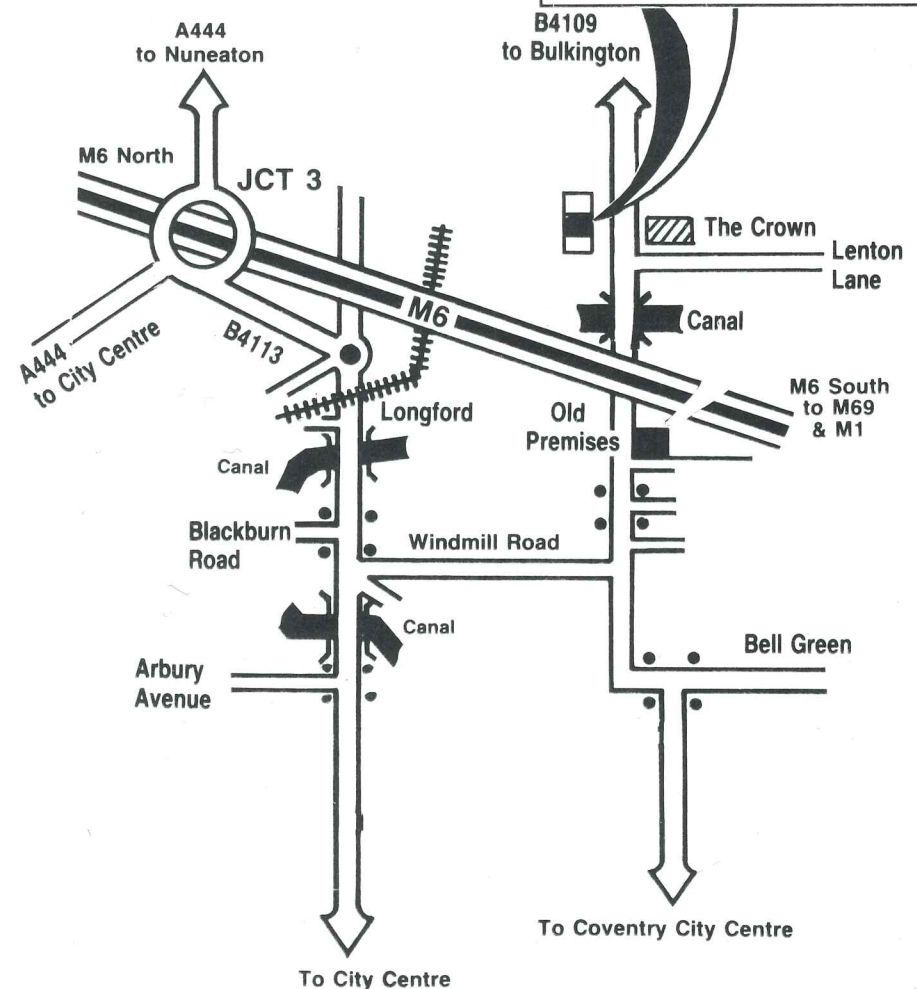
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COP SHOP

Mike Crewes



I am continually asked about the Regulations governing motorways. The subject is quite involved so I have decided to split it into two. This month the Regulations, next month, breakdown procedures.

The Regulations are in fact The Motorways Traffic (England and Wales) regulations 1982.

Sections 1-4 deal with definitions and the enactment of the regulations.

Section 5 — No vehicle shall be driven on any part of a motorway which is not a carriageway. (The hard shoulder or verge is not part of the carriageway).

Section 6 also deals with motorway signs and direction of travel. It also makes it an offence to 'U' Turn on the motorway. All common sense really.

Section 7 — No vehicle shall stop or remain at rest on a carriageway except — breakdown

- accident or illness or other emergency.
- to pick up something that has fallen from a vehicle.
- to give help to someone who has already stopped.

The vehicle shall be moved onto the hard shoulder as soon as is reasonably practicable.

A vehicle on the hard shoulder shall not overhang the carriageway or allow its load to do so.

A vehicle shall not remain at rest on the hard shoulder for longer than is necessary. (If it is unattended this usually means about 2 hours — after which time the Police may remove it to a car pound and the owner/driver will be liable for the removal fee.)

Section 8 makes it an offence to reverse on a motorway.

Section 9 makes it an offence to use the hard shoulder except as in section 7.

Section 10 covers central reservations and verges. No person shall use them.

Section 11 deals with learner drivers and forbids them to drive on a motorway.

Section 12 covers the restriction on use of the right hand or offside lane. Where three or more lanes exist the following vehicles may not use the offside lane:

Large Good Vehicle (over 7500KG GVW)
Coaches and buses over 12 metres long.
A motor vehicle drawing a trailer.

Section 13 allows pedestrians to use the hard shoulder in order to comply with these regulations. Pedestrians are not allowed on the carriageway except to reach the hard shoulder.

Section 14 makes it an offence for animals to be on a motorway, except in a vehicle.

Section 15 deals with the use of motorways by excluded traffic which is basically maintenance equipment.

Section 16 gives exemption or relaxation of the regulations if a vehicle is being directed by a Police Constable or for maintenance purposes.

Most of you probably comply with these regulations without knowing it. Now you do.

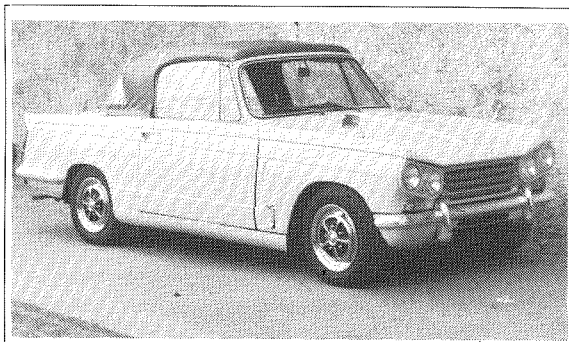
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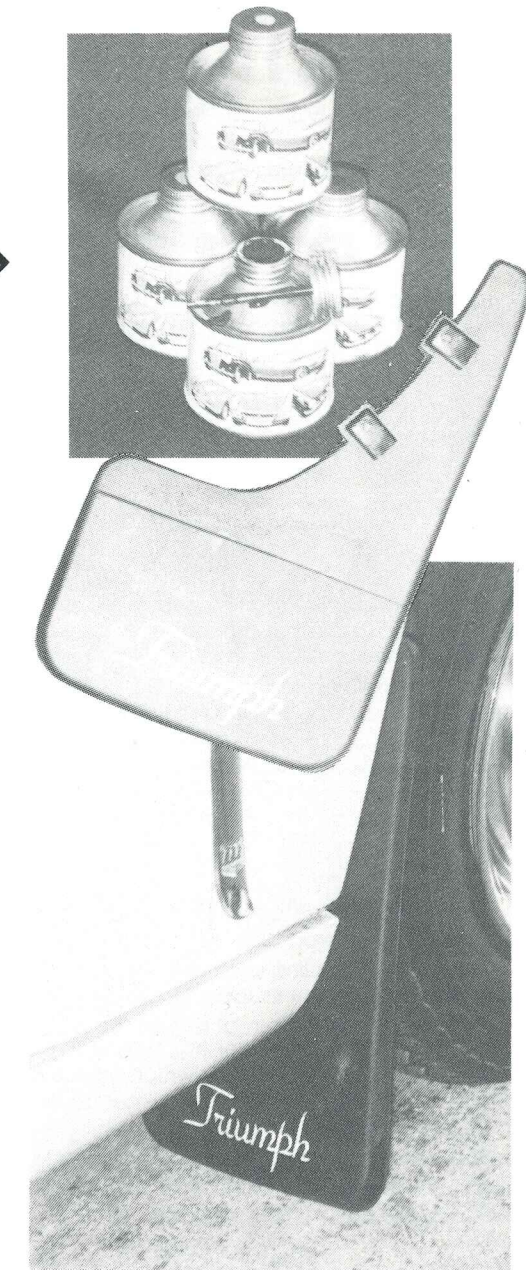
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BOND *Equipe* REGISTER

Peter Jacklin

THIS month's photograph is of John Millers restored 2 Litre Convertible, as you will recall this car was the winner of the Choice Equipe Award at this year's Bond Weekend.

A good turnout of Equipes at the International Meeting at Stafford, some twelve cars present with representatives of all models on show. I was only in attendance on Sunday this time but my 2 Litre made the round trip of over 200 miles without missing a beat. Though I must confess that it did get a little warm inside the car for both driver and passenger on the return trip, this is a common problem on all two litre club cars. Anyone have any good ideas on reducing the heat transfer from the engine/transmission? (fitting air conditioning is not included in my plans!).

Fewer Equipes at the Leicester Area Stanford Hall event this time, a pity because John Thorpe and his team certainly put on a first class event in superb surroundings. However it was nice to see the regular faces again, even if I did take some ribbing over my winning of the Best Bond Award!

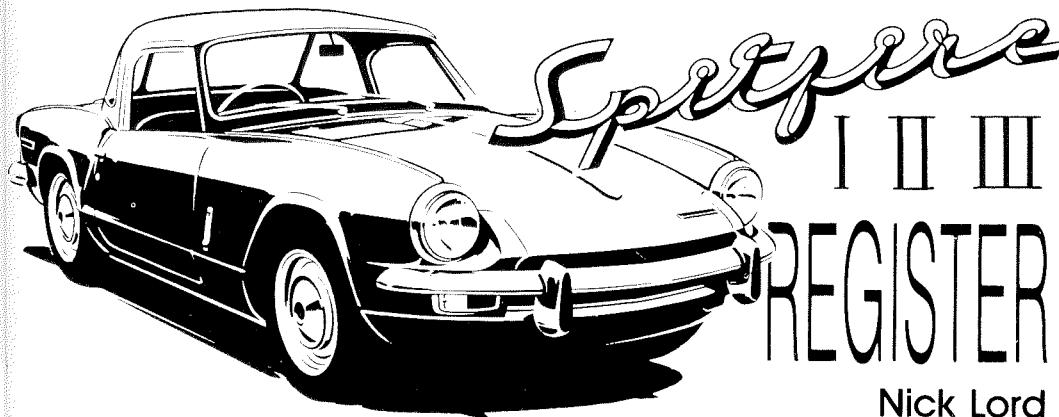
I intend placing the order for 2 litre seat diaphragms during September, so if you are interested but haven't contacted me - do so now or you may miss out.

The Club stainless steel exhaust that was fitted recently to my 2 litre sounds authentic, but I have some mounting problems and under certain conditions the silencer fouls the chassis centre rails, though I suspect that the engine



and gearbox mountings may be a little tired. Due to storage problems I might have to consider selling one of my cars, if anyone is interested in a unique 2+2 i.e. the first production Equipe give me a call as I would prefer to sell to a club member rather than advertise in the classic car press.

The list of Equipes for sale is still available for the price of a stamp, an interesting recent addition is that of a nearly completed project car, a 4s convertible incorporating part of a Herald Convertible rear body and a host of new parts. If you are interested give John a call on 04605-3025, the car is in Somerset and sounds as though it would make an interesting winter project.



Nick Lord

I have a tip from Adrian Beaumont of Oxhill in Warwickshire. He has fitted a Toledo gearbox to this Mk3 and he has mated the gearbox and propshaft with the flange from a Marina propshaft.

I have received a number of enquiries of late in relation to paint options on Spitfires (it must be the spray season) so here is a list of paint and trim options and their various dates.

September 1962 — Spitfire 4	
Paint	Trim
White 0919	Red, Black or Blue
Black 0111	Red, Black or Blue
Lichfield Green 0545	Red
Powder Blue 06	Black or Blue
Signal Red 0232	Red or Black
Phantom Grey 0838	Red
Pale Yellow 04	Black
March, 1963	
Black 0111	Red
White 0919	Red
Wedgewood 0626	Midnight Blue
Conifer 0525	Black
Jonquill 0414	Black
Cherry 0222	Black
October, 1963	
White 0919	Red or Black
April, 1965	
Spitfire 4 Mk2	
(Added options to those used on Spitfire 4)	
Signal Red 0232	Black
Royal Blue 0656	Black or Midnight Blue
Discontinued - Jonquill, Cherry	
October, 1965	
Black discontinued	
October, 1966	
White 0119	Black or Red
Wedgewood 0626	Midnight Blue
Conifer 0525	Black
Signal Red 0232	Black
Royal Blue 0656	Black or Midnight Blue
September 1969	
Spitfire Mk3	
White 0919	Matador Red, Tan or Black
Wedgewood 0626	Shadow Blue or Black
Laurel 0555	Matador Red or Black
Royal Blue 0656	Shadow Blue or Black
Signal Red 0232	Tan or Black
Valencia Blue 0666	Tan or Black
Jasmine 0434	Tan or Black
Damson 0717	Tan or Black
Sienna 0323	Tan or Black

The first two numbers in each code are the basic colour number, the second two refer to the shade. I hope that this assists some of you in those resprays. By the time you read this my Spitfire should be back on the road after a rest of about sixteen months. I would still like to hear from more

of you with information about your cars and Spitfire experiences so that I can pass information on via this column to others interested in reading about them.

Norman Stainthorpe of Blacon, Chester, has sent me a handout (below) that gives information about his car and the Club to any enquirers, admirers, passers by etc:-

KXE 807 D

TRIUMPH SPITFIRE Mk. 2

BUILT 1966, COVENTRY UK

FIRST REGISTERED LUTON ("XE" was originally allocated to London, then transferred to Luton).

ENGINE 1147 cc.
4 Cylinder
Twin S U. Carburettors.
67 bhp at 6000 rpm.

UNLADEN WEIGHT 1568 lb. (713kg.).

DESIGNER GIOVANNI MICHELOTTI
(Note "M" on bonnet catches).

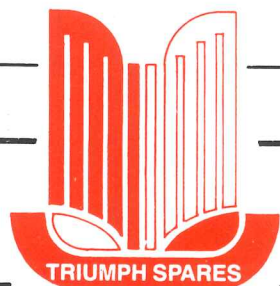
NON - STANDARD FEATURES: GT6 Bonnet
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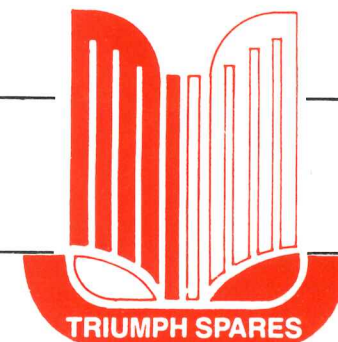
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MEMBERS NOTE:- We do not sell secondhand safety related parts, eg brakes, steering, suspension items, due to the possibility of failure.





SPITFIRE IV John Thomason ***1500 REGISTER***

THIS month's heading photo is sent in by G. Stevens showing his wife's pride and joy, an S reg Spitfire 1500 with only 16,500 miles on the clock from new.

TRIUMPH COMMONALITY Part I - The Triumph Range 1960 - 1980

Many of us are aware that certain parts are interchangeable between Club cars. Not so well known are the components that are common with other Triumph cars, such as the Dolomite and 2000 Saloon ranges. These cars tend to be more readily found in the breakers yards and consequently can be another source of spare parts.

The Triumph Saloon range tends to be little understood by Club car owners and yet have their own history with some noticeable firsts. Many components were tried and tested on the Saloons before finding their way onto 'our cars'.

Consequently before endeavouring to list some of the commonalities with Club cars, this month, I shall give a brief review of other cars Triumph produced between 1960 and 1980.

The Small Triumph Saloons

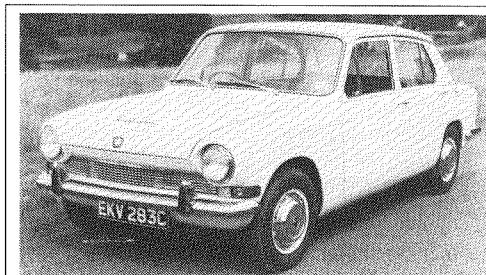
The first relevant Small Triumph Saloon was the **TRIUMPH 1300 SALOON**, appearing in 1965. This was a small four-door saloon marketed as a baby brother to the **TRIUMPH 2000 MKI SALOON**. Styling

was similar. Of particular note was the fact that the car was Front Wheel Drive, the front wheels being driven through a pair of flexible drive couplings.

This was the first use of 'Rubber Doughnuts' which were to be used on the Vitesse and GT6 Rotoflex rear suspension three years later.

It is also interesting to note that this was the first use of Triumph 1300cc engine, two years before it was introduced on the Spitfire MkIII.

In 1967 it was joined by the faster **TRIUMPH 1300TC SALOON**, essentially a twin carb version, the engine



TRIUMPH 1300

being similar to that used in the Spitfire MkIII. The body and level of trim remained essentially unchanged until 1970, when the evolution followed two different routes to increase the product range. 1970 was the year of the big change, when all the Triumph Saloons were restyled to present a common styling theme across the Triumph range based on the Stag.



DOLOMITE

The top of the range became the **TRIUMPH 1500 SALOON** fitted with the 1500cc engine. The car remained FWD. Again this was the first use of the new Triumph 1500cc engine, producing 61bhp (DIN), three years before it was fitted to American Spitfire IV's and four years before it was fitted to the Spitfire 1500 in 1974! Remaining four-door, the body was completely restyled, in line with the new company image. Both the front and rear ends were restyled and lengthened giving 20% extra boot space at the rear end and capacity to fit a larger engine at the front if necessary. The front end had a revised grille with four headlights, in twin arrangements. The interior was very well appointed for a small car. In October 1971 the model received a power boost from 61bhp to 65bhp, the model subsequently being known as the **SILVER LABEL 1500**.

The economy version of the range became the **TOLEDO**. The Toledo was another milestone in the evolution of the range, becoming the first rear wheel drive car in the range. Commensurate with being the economy version, the 1300cc engine in single car form was used.

Although similar in appearance to the Triumph 1500 Saloon, many of the body panels were

different, even the floor pan changing to accommodate the rear wheel drive. The rear end was restyled to fall in line with the new Triumph image, but was not lengthened as on the Triumph 1500 Saloon, and so boot space was smaller. Similarly at the front, although representing the company image, the front end was not lengthened. The front grille was also different, mounting two rectangular headlights, instead of the quadruple headlights of the Triumph 1500 Saloon.

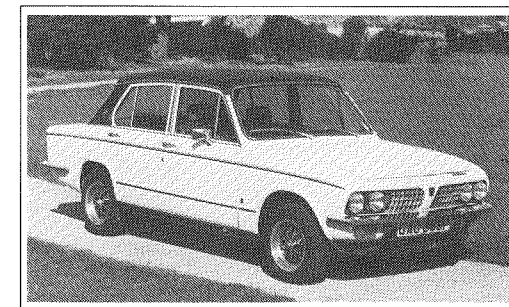
Although less well appointed than the 1500 Saloon, the Toledo was still smart and well turned out, incorporating a veneered dash, something Triumph were beginning to achieve a reputation for.

In 1972 the model range was extended by making the Toledo available in four-door as well as two-door form. Cabin space was the same between the models.

At the same time to further expand the range, the **TRIUMPH DOLOMITE** was introduced. A rear wheel drive car, the Dolomite used the new 1850cc slant engine (the same engine, produced by Triumph for SAAB). For the first time on any of the small Saloons, overdrive was introduced as an option on the Dolomite from March 1973.

Instead of adopting the RWD bodysell of the small engined Toledo, Triumph decided to convert the long nose/long tail bodysell of the FWD 1500 Saloon to RWD for the Dolomite by changing the floor pan. The front grille mounting two twin headlights remained. Consequently in 1972, Triumph had to produce four different body shells; a long nose/long tail FWD version for the 1500 Saloon, a long nose/long tail RWD version for the Dolomite, and a short nose/short tail RWD version in two-door and four-door form for the Toledo.

In 1973 the famous **DOLOMITE SPRINT** was introduced, using the clever double overhead cam, 2 litre version of the inclined 1850cc engine. A different transmission and suspension set up was used, but the bodysell and interior was the same as the Dolomite.



1973 also marked the end of Triumph front wheel drive cars when the 1500 Saloon was discon-

tinued, making way for the **TRIUMPH 1500TC SALOON**, a rear wheel drive car. The FWD bodysell was thus discontinued and the long nose/long tail RWD bodysell already used by the Dolomite was used for the new 1500TC. Power was up on the 1500TC Saloon (71bhp), mainly as a result of the fitting of twin SU carbs for the first time. Otherwise the car was very similar to its predecessor and the Dolomite.

In 1976 the model range was at long last rationalised. All the cars would be known as Dolomites; the **DOLOMITE 1300**, **DOLOMITE 1500**, **DOLOMITE 1850 HL** and **DOLOMITE SPRING**, using single SU 1300cc, twin SU 1500cc, twin SU 1850cc and twin SU 2000cc engines respectively. There was no twin carb 1300cc or single carb 1500cc models. Overdrive was an option on all models, except the Dolomite 1300cc and was standard on the Sprint. All used the same four door long nose/long tail bodysell. To retain some visual distinction within the range, other than badges, the Dolomite 1300 and 1500 used the rectangular headlights from the Toledo, the 1500HL, 1850HL and Sprint having the twinned headlights. The 1850HL and Sprint were further distinguished by a front spoiler.

Interiors were updated with cloth seats and headrests etc. The Dolomite 1300 and 1500 retained simple two instrument dashboards whilst the 1500HL, 1850HL and Sprint had more comprehensive instruments, including rev counter, clock, voltmeter, fuel and temperature gauges, and a level of trim similar to that of the larger saloons. The range remained unchanged until 1980 when it was slowly phased out. Interestingly an estate version of the small saloons was never produced.

The Triumph 2000 Saloons



2000

The original replacement for the 1960 Standard Vanguard 6 and codenamed Zebu had to be dropped as it looked too much like the then new Ford Anglia!

This made way for the Michelotti styled 'Barb' or Triumph 2000 Mk1, introduced for the first time at the 1963 Earls Court Motor Show. It was to be the first Triumph totally conceived under Leyland ownership.

Although the four door bodysell was to be a completely new design, many mechanical components were inherited from the Vanguard 6. The 2 litre 6 cylinder engine was a derivation of the Vanguard engine, producing 90bhp (nett) in twin Stromberg form. The same engine was to be later used in the GT6 Mk1 and Vitesse 2 Litre Mk1. Originally the car was also to be available with the 1600cc engine from the Vitesse 6, but it was decided that such a model would not be much cheaper than the 2 Litre version and would be much slower.

The gearbox was developed from the Vanguard with a TR4 gear linkage. Overdrive was an option from the start as was a Borg Warner Type 35 automatic gearbox. Suspension was independent all round.



2.5 MKII

Trim and upholstery levels were high, as the car received stiff competition from the new Rover 2000. An Estate version followed in 1965.

In 1968, the much more powerful 2498cc petrol injected engine, a detuned version of the TR5 engine, was fitted, becoming known as the **2.5PI MK1**. The bodysell and trim remained largely unchanged. An estate version followed a year later. October 1969 saw the big restyle across the Triumph range. Consequently the 2.5PI Mk1 Saloon and particularly the Estate are quite rare.

Like the smaller saloons, the beginning of 1970 was the year of the big change, when Triumph cars (including the Spitfire IV) were restyled to present a smart

TABLE 1 TRIUMPH DESIGNATIONS 1960 - 1980

MODEL			YEAR	COMMISSION NUMBER		ENGINE NUMBER	GEARBOX NUMBER	DIFF NUMBER	DIFF RATIO	
HERALD	948	SALOON	MAR 1959 - JUN 1961	G	DL	G	G	G	4.875	
		COUPE	MAR 1959 - JUN 1961	Y		Y	Y	Y	4.55	
		CONVERTIBLE	MAR 1960 - JUN 1961	Y		Y	G	Y	4.55	
	1200	SALOON	FEB 1961 - DEC 1970	GA		GA/GD	GA	GA	GA	4.11
		COUPE	FEB 1961 - OCT 1964	GA		GA/GD	GA	GA	GA	4.11
		CONVERTIBLE	FEB 1961 - SEP 1967	GA		GA/GD	GA	GA	GA	4.11
		ESTATE	MAR 1961 - SEP 1967	GA		GA/GD	GA	GA	GA	4.11
		COURIER	FEB 1962 - OCT 1964	GA		GA/GD	GA	GA	GA	4.11
	12/50	SALOON	MAR 1963 - AUG 1967	GD		GD	GA	GA	GA	4.11
	13/60	SALOON	AUG 1967 - DEC 1970	GE		GE	GA	GE	GA	4.11
CONVERTIBLE		AUG 1967 - SEP 1971	GE		GE/GK	GA	GE	GA	4.11	
	ESTATE	AUG 1967 - SEP 1971	GE		GE/GK	GA	GE	GA	4.11	
VITESSE	1600	SALOON	MAY 1962 - SEP 1966	HB	DL	HB	HB	HB	4.11	
		CONVERTIBLE	MAY 1962 - SEP 1966	HB	CV	HB	HB	HB	4.11	
	2LTR MKI	SALOON	SEP 1966 - SEP 1968	HC	DL	HC	HC	HC	FD	3.89
		CONVERTIBLE	SEP 1966 - SEP 1968	HC	CV	HC	HC	HC	FD	3.89
	2LTR MKII	SALOON	JUL 1968 - JUL 1971	HC50001DL		HC50001	HC	HC	HC	3.89
		CONVERTIBLE	JUL 1968 - JUL 1971	HC50001CV		HC50001	HC	HC	HC	3.89
SPITFIRE	MKI	OCT 1962 - DEC 1964	FC		FC	FC50001	FC	FC	4.11	
	MKII	DEC 1964 - JAN 1967	FC50001		FC50001	FC	FC	FC	4.11	
	MKIII	JAN 1967 - DEC 1970	FD		FD	FD	FC	FC	4.11	
	MKIV	NOV 1970 - DEC 1974	FH		FH	FH	FH	FH	3.89	
	1500	DEC 1974 - AUG 1980	FH75001		FM	FR	FR	FR	3.63	
GT6	MKI	OCT 1966 - SEP 1968	KC		KC	KC50001	KC	KC	3.27	
	MKII	OCT 1968 - DEC 1970	KC50001		KC50001	KC50001	KC/KD	KC/KD	3.27/3.89	
	MKIII	OCT 1970 - DEC 1973	KE		KE	KE	KC/KD	KC/KD	3.27/3.89	
SALOON	1300	FWD	OCT 1965 - AUG 1970						-	
	1300TC	FWD	SEP 1967 - AUG 1970						-	
	1500	FWD	NOV 1970 - AUG 1972						-	
			AUG 1972 - OCT 1973	WB		WB	E	WB	-	
			AUG 1970 - MAR 1975	YB54064		YB54401		YB49949	-	
	TOLEDO	2DOOR	AUG 1970 - MAR 1975	ADG		DG		DG	DG	4.11
		4DOOR	AUG 1971 - MAR 1976	ADF		DG		DG	DG	4.11
	1500TC		OCT 1973 - MAR 1976	YC		DS		DG	DM	3.89
	DOLOMITE		FEB 1972 - MAR 1976	WF		WF		WH/WM Auto	WF/WG	3.63
	DOLOMITE SPRINT		JUN 1973 - AUG 1980	VA		VA		VA	VA	3.64
	DOLOMITE 1300		MAR 1976 - AUG 1980	WH		DH		DN	DG	4.11
	DOLOMITE 1500		MAR 1976 - AUG 1980	WG		YC		YD/DR	DM/DP	3.89
	DOLOMITE 1500HL		MAR 1976 - AUG 1980	WK		YC		YD/DR	DM/DP	3.89
	DOLOMITE 1850HL		MAR 1976 - AUG 1980	WF60001		WF60001		WH/WM	WF/WG	3.63
	2000 MKI	SALOON	OCT 1963 - OCT 1969	MB		MB		MB	MB	4.11
		ESTATE	OCT 1965 - OCT 1969	MB32475		MB		MB	MB	4.11
	2.5PIMKI	SALOON	JUL 1968 - OCT 1969	MD		CR		MD	MD	3.45
		ESTATE	MAR 1969 - OCT 1969	MD2809		CR		MD	MD	3.45
	2000MKII	SALOON	OCT 1969 - MAY 1974	ME2		ME		MB	ME	4.11
		ESTATE	OCT 1969 - MAY 1974	ME217		ME		MB	ME	4.11
	2.5PIMKII	SALOON	OCT 1969 - MAY 1974	MG2		MG		MD	MG	3.45
		ESTATE	OCT 1969 - MAY 1974	MG		MG		MD	MG	3.45
	2500TC	SALOON	MAY 1974 - MAY 1977	MM		MM1		MK	MG	3.45
		ESTATE	MAY 1974 - MAY 1975	MM		MM1		MK	MG	3.45
	2500PI	SALOON	MAY 1974 - MAY 1975	MN		MN		MD	MG	3.45
		ESTATE	MAY 1974 - DEC 1974	MN		MN		MD	MG	3.45
	2000TC	SALOON	MAY 1974 - MAY 1977	ML1		ML		MB	MF	3.7
		ESTATE	MAY 1974 - MAY 1977	ML449		ML		MB	MF	3.7
	2500S	SALOON	MAR 1975 - MAY 1977	MP		MM		MK	MG	3.45
		ESTATE	MAR 1975 - MAY 1977	MP		MM		MK	MG	3.45
STAG			JUL 1970 - MAY 1977						3.7	
TR4		SEP 1961 - MAR 1965	CT		CT		CT	CT	4.11	
TR4A		MAR 1965 - OCT 1967	CTC		CT50001		CT50001	CT50001	4.11	
TR5		OCT 1967 - JAN 1969	CP		CP		CD	CP	3.45	
TR6		JAN 1969 - MAY 1976	CP25001/CR		CP/CP		CD	CP	3.45	
TR7		MAY 1976 - OCT 1981	ACL/ACG/TCG						3.63	

NB: Dates refer to when model became available

British Sports Car Centre

**All parts on this page are original
Triumph Stanpart Rover BL and Heritage.**

Front Lower Valance Spitfire/GT6	£195.00
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Rear Valance Spitfire Mk.1/2 GT6 Mk.1	£39.50
Rear Valance Lower (905970) Spitfire Mk.4 GT6 Mk.3	£25.00
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Dash Panel (910961) Spitfire Mk.4 GT6 Mk.3	£25.00
Bonnet Top Spitfire Mk.1/2/3	£99.00
Bonnet Top GT6 Mk.1/2	£99.00
Bonnet Top Herald 1200	£99.00
Rear Door GT6 (809405)	£120.00
Rear Wing Spitfire Mk.1/2/3 GT6 Mk.2/3	£59.00
Rear Wing RH Spitfire Mk.4 GT6 Mk.3	£102.00
Outer Sill Spitfire/GT6	£27.90
Rear Windscreen Glass GT6	£39.50
Door Spitfire Mk.1	£150.00
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Outer Sill Herald Vitesse	Pair £15.00
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Hood and Frame (813518) Spitfire Mk.3 White	£295.00
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Hood Bag (822431) Hard Top Mk.4	£29.50
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Speedometer	£29.50
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Cylinder Head (517610) Vitesse/GT6 2 Litre	£89.50
Crankshaft (307718) Vitesse/GT6	£79.50

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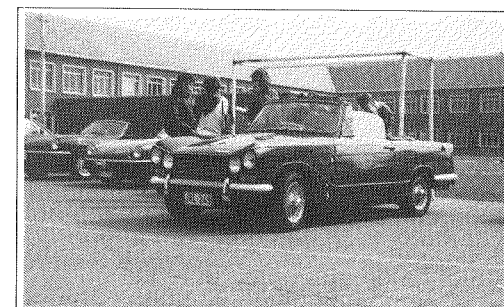
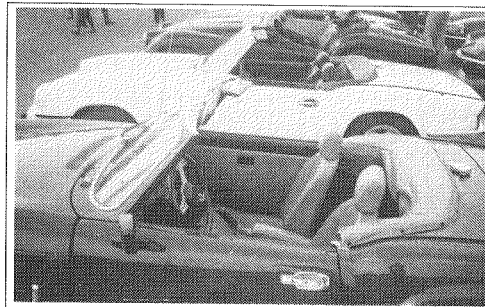
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LEON F GUYOT



Life, as they say, is hard. I am writing this report sitting on the sun deck of m/s Rosella, in Naantali harbour, Finland.

Just about to set sail for Kapellskär, Sweden, an 11 hour crossing via the Åland islands. The weather is quite fabulous, and contrary to popular belief, you can get a suntan in Finland! but more of my Herald holiday in a future travelogue. For now, I must make do with some material which I have brought with me on holiday, especially for the purpose of writing this report.

First off, I apologise to Stefan Vandendijk/TSSC Belgium for the somewhat belated inclusion of their report sent to me back in mid May, somehow it got overlooked, TSSC Belgium Report on their rally "Valley of the Geer" 7.30am. We are already too late, we have to be at Claude Buntix's place at 8.00am, this is to verify if everything's running smoothly. The dog is unhappy about being left behind, he tries to sneak out, and we have to catch him, when we finally arrived, everybody thinks that we have had an accident again, so late, in fact, we "take off" in the Spitfire to the meeting point with two Vitesse's guiding us, but we lose them - too fast for my Spitfire. When we arrive, they are already at the meeting point and we still have to make a U-turn, at the next highway exit. The weather forecast is not promising, but on the site it looks very nice, but coldish, some of the participants arrive topless, (cars not drivers), but with extra warm clothing, we are ready to start, when the last Spitfire arrives. We give everyone a roadbook, maps and "The questions". First stop, a lot of cars are already missing deep in the beautiful Hesbignion countryside. All but two arrive to play the first game. Charly and Monique, (no club car, no Triumph, yet) are organising a game called "Jeu du Bouchon" meanwhile, we hear that one car has mechanical problems, not for the first time this year! and one team is missing completely. At the second stop at Glons, two new members offer us an "aperitif" cocktail. At the same place, we have a hoola hoop contest, just right in the sun, and of course to warm up, (still "frisky"). Some are very good at this with the right music of course, thanks to D.J. Patrick, another neighbour of Claudes with his girlfriend Nathalie. We take the highway to a shopping centre, where we have a small lunch - some have more (my ship just left harbour - Léon). At the shopping centre, we found everybody again, some were very slow - here we had a third game with the assistance of the Police - who invited them? Luckily, they like the game, bursting balloons with a footpump, but in an odd position, underneath ones behind! We took off again, around 3pm, to take a last ride through the countryside, we arrive at our final stop, to have a beer and get the prizes ready. Results: 1st Bessel in Triumph 2000, 2nd Le Grand in Spitfire (TSSC member saved our

honour), 3rd Vekemans in Spitfire. We had a total of 16 cars participating, of which only 4 were TSSC members - where were the rest? Of course, in the organising team, we had 7 TSSC members and one with a TR6. We all had good fun, and will definitely be doing this again...report by Nicolle Van Strijdonck and Stefan Vandendijk. The following photos serve to illustrate the rally. Photo 1) participants lined up, Photo 2) Claude Buntix's recently completed Vitesse restoration (as seen at Stafford).

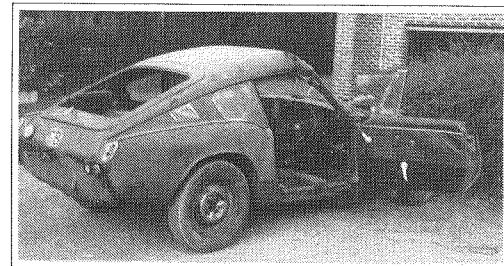


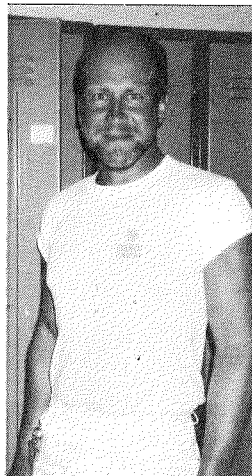
Photo 3). A rather sorry looking GT6 - 2 abandoned in Belgium by a British driver.

A couple of photos now of a "French registered" Herald 1200 Convertible parked, apparently out of use on the French island of Corsica, on the 26th May 1991, these photos kindly supplied by Peter & Angela Hale from Halesowen in the West Midlands. As you can see, some of our members, like me, are not scared of taking their Triumph past the edge of the British Isles from time to time but seriously, as you can see, their much travelled Herald 13/60 is still in remarkably good condition.





Vitesse
Register



Mac Reynolds

BONNET LOCK

THE kit comprises two bonnet lock assemblies. The illustration inset shows how the bonnet catch level (2) is prevented from being released by the lock lever (1).

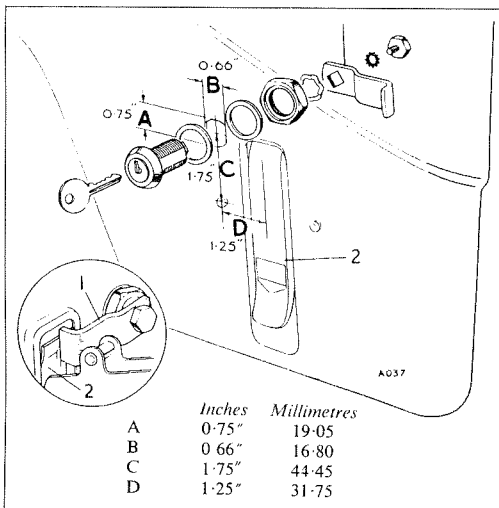


Fig. 153. Exploded arrangement of bonnet lock details.

Procedure 1. Cover the area forward of the bonnet catch where the lock is to be affixed, with white masking tape.

2. Using a pencil, mark the position of the hole on

the tape to the dimensions shown on the illustration.

3. Drill a $\frac{5}{16}$ " diameter hole at the point marked.

4. Shape the hole to the dimensions shown.

5. Remove the tape. Paint the edge of the panel to prevent the formation of rust.

6. Assemble the bonnet lock details (see illustration).

7. Repeat the above operations on the opposite side of the car.

ORIGINAL PRICE £1.15 PART NUMBER 562116

Hi this month we have two featured cars...both adding a bit of International flavour following this year's show at Stafford...First we have Claude Buntix excellent example of a left hand drive MkII Convertible (conifer green/black interior) it is actually a 1965 Vitesse 6 bodytub on a MkII chassis also fitted is a J type overdrive unit. Claude travelled from Belgium to be with us at Stafford.. that registration looks familiar...Cornish-Belgium maybe?

The second feature is basically a "Spare Parts Collection" undergoing restoration, it will when completed be a 1964 1600 Convertible Registration EPK 114B. It belongs to Ivan Souverain from Bordeaux, France...who would like to know any history on the car, so come on all you former

owners, recognise the number! Let me know and I'll pass it on...

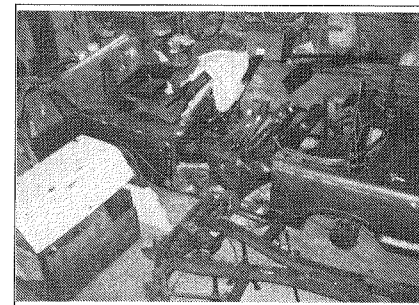
This year's International at Stafford was again a great success, and as all previous years a joy to attend, even though I took a year off from showing I still found that I didn't have enough time to see as much as I would have liked to (so many cars to see, so many people to speak to)...it was sheer delight to see all your Vitesse (in varying conditions) in the line-up outside and entered in the Concours in the hall itself...it was good to see some new faces and catch up with old friends, that's the thing about owning one of our cars, apart from the total pleasure of owning and driving it, it also opens the door to a whole social way of life, I've heard it said over and over again how all club members are so friendly and helpful, (I've yet to be proved wrong, but no doubt you do as in everything get the odd exception)...so it was with a certain amount of sadness after the Award Ceremony that the tent was slowly packed away and I started my journey home (260 uneventful miles - in which I only saw one Herald...!).

So what about the Show itself? Congratulations to all the Vitesse entered, I do know what it's like to spend hours and hours cleaning and polishing...well done to John Tomlin (modified) with this superb Convertible (I liked the chrome bumpers!). Well done also to Dave Binnington (original) with his rather more

scarce coloured (saffron) MkII Convertible, and a special mention for Stan Reid's (original unrestored) 1964 Vitesse 6 Saloon, I found it difficult to fault the "as new" interior...excellent!!!, which brings me to say, it was indeed an honour to be asked to be a member of the judging team...quite an immense responsibility (and not without a degree of stress...) a task I didn't take lightly, I know only too well after spending hours and hours trying to achieve what you think is perfection, it's positively downheartening to get the judge come along and start deducting points...it was certainly an experience to be on the other side of the fence, but one I must admit I enjoyed immensely. After Stafford came the official opening of the Club offices at Lubenham (Sat. 3rd August). It was an opportunity not to be missed, and looking around our Club premises I can only congratulate all who have helped, or had a hand in what it is today, they are truly excellent a real credit, I am most impressed..... I stayed over (loitering within tent!) for the Leicester National at Stanford Hall (Sun. 4th August), this in itself was excellent...what a wonderful venue, (I was a bit disappointed in only five Vitesse in the convoy) but this was compensated for by the large line up at Stanford. I counted 46 at one point (some of you kept moving about to make it more difficult). Anyway what with the sun shining all day...a couple of auto-jumble bargains...and all those Triumphs it was again another "wonderful day". Well done to all the Leicester Area members involved in organising this event. "I'm hooked", so I'll see you again next year. It was nice to see Sid Jensen get a first with his excellent red MkII Convertible. (I think it gets better each time I see it!) and well done to Kim and Clive Maydom with their 2.5 Convertible YVR 8H (nice wheels!). What's happening to the world? everyone seems to have Convertibles apart from me, I'm getting jealous and hot under the collar.

Still on Convertibles, on page 10 of June's Courier is a photograph that I sent in of two models produced by E.F.E. (Exclusive First Editions). The Vitesse finished in white, the Roadster finished in red. In a recent telephone conversation to the Director of E.F.E. he told me that the same pair are shortly to be re-released, but this time the Vitesse in wedgewood and the Roadster in black, so watch your model shops for these limited runs.

Continuing again on the subject of Convertibles, I had the pleasure of seeing "Geraldine"... "in the flesh" as it were... she is Tom Longley's rather unique automatic Vitesse Convertible MkII. (Full story October '89 Turning Circle), she is still undergoing a running restoration, perhaps one day we will see her gleaming! how about it Tom!! Here we go another plea for information, does anyone know of more automatic Vitesse? Rumour has it there is another MkII and a 1600 out there somewhere. Do you know different? Let me know...



I've had several enquiries from people involved in rebuilds, asking where bits and pieces belong on a Vitesse, a good reminder here with winter restoration projects fast approaching (what happened to the summer??), please do take time to label and store all items methodically it really does make sense and easier assembly.

A problem that seems quite common is the one where you are happily driving along not a care in the world, when suddenly your bonnet unclips itself and does a little flapping, bouncing dance in the breeze, no amount of adjusting of the bonnet stop cones seems (in some cases) to cure this, you can try to get hold of original cones, the ones moulded onto steel washers...not the completely rubber remanufactured ones, the ones with the washers give slightly more support, and last longer...anyway the only real cure I can think of for this is to fit a pair of bonnet locks (thus not allowing your catch to spring open), these are readily available, priced around £10 per pair. They will also protect your removable valueables, battery, dynamo, alternator, etc and being an original optional extra can add to the car...see fitting instructions/diagram...

Just a point of interest I felt worth passing on, when I visited the Club offices recently one of my purchases from "Special Offers" shop were some Courier binders, these are of excellent quality, and far more practical (and attractive) than a biscuit tin or Tesco carrier bag to keep your Couriers in, well worth £4.95. They are so good it makes me want to buy all the old available Couriers.

If anyone has 'phoned me recently and I haven't 'phoned back...then would you either 'phone again or drop me a line. In an attempt to get my desk (breakfast bar!) into some order and tidy, I've mislaid a whole sheet of telephone numbers...sorry!!

Also if you've sent me photos/info on your car and it hasn't yet appeared in the Courier please be patient, I've had quite a few and I'm using them in the order I received them, but please keep them coming in...

Thanks, take care, cheers.

P.S. Troubles on the way home from Leicester. I was as they say "inebriated and penniless" and had to be brought home by "a very nice man" full story next month.



1991 RACING NEWS

KIM PEARSON

THE weather report for Sunday's race was looking good, 23C, but cloudy, about time we had reliable weather, after all it was the middle of July.

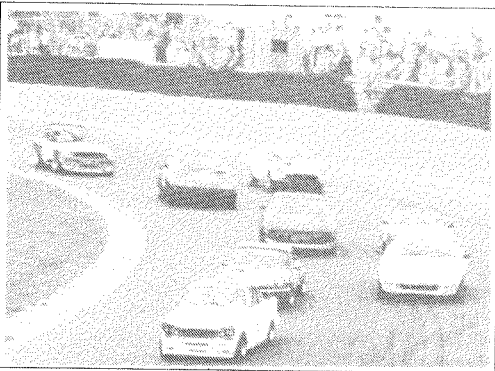
The days racing was sponsored by the evening standard, and spectator entry was free of charge. I had a feeling it would be a busy day. The T.S.S.C. were first practise and first race of the day, along with Thunder Saloons, single seaters, MG's (yuk!!!!), and Alfa Romeo's, but of course the best race was heading the programme.

The first problem encountered in the morning was scrutineering, of which I had to go and have a quiet word with the chief scrutineer. The Triumphs had been queuing since before 8am, some had camped there all night, and were forming quite a long queue, and then it was noticed that some single seaters, who were third in the programme, were jumping the line,

by this time it was 8.50am and there were still 5 or so Triumphs to be scrutineered, and their practice was 9.15am, so I had a stiff word and the single seaters were moved out, and the Triumphs went in. Well, there is no point in a timetable if nobody sticks to it, is there? 9.15am arrived and all were called to the practice grid, firstly there should have been 26 racers, which looked promising, but there were only 22 on the grid. Marc Amshwand was not racing because he only got his engine back on the Friday, tested it on the Saturday and unfortunately it broke down, we followed Pete Lambourne to Brands, but he didn't get out to practice, I don't know why though, I couldn't find him in the crowd.

Richard Gales car was not ready, and then we noticed that Nick Barry had not arrived, but he did eventually turn up late, after a night of heavy drinking at a reception the night before, causing him to get up late. Despite all these calamities the grid still looked good, of the 22, only 9 had ever been to Brands before, so there would be some surprises to come. During practice cars were teetering into Paddock bend, (first timers that is), trying to get used to the downhill bend and all the camber changes, that go to make up Brands Hatch.

Just as Dave Barnes looked as though he had got it to a fee, he spun just before the dip of paddock, causing Mark Baldock to drive towards the gravel

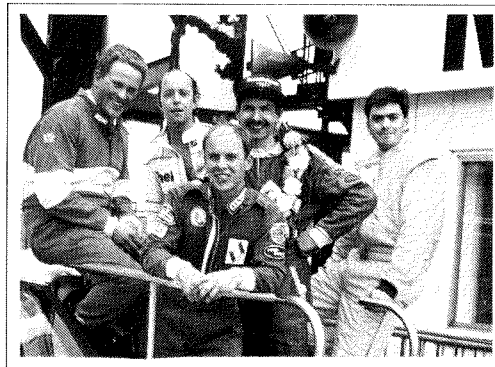


and the marshalls post and retire, luckily Dave got his spin back and carried on to complete practice. Just then Pete Whiteman retired into droids with engine failure, and John Saddler also retired with over heating problems and then Kevin Williams pulled into the pits with a broken starter motor ring gear.

Other than that, times were not bad, and there were some quite surprised looks from TSSC drivers. After practice there were a few amendments to make, Kevin Williams took out his gear box and removed the ring gear, so he would have to have a push start for the race.

Mark Hellier had to cut some holes in the boot for ventilation to the fuel pump, which was over heating. Eddie Wilkins found that he was having some strange handling problems due to the result of his excursion into the tyres at Mallory Park earlier this season, so he borrowed a set of tracking gauges and set about trying to realign all his wheels.

Ken Lark had brake troubles in his TR6, which he hoped he had rectified for the race. Other than this everyone else had a relatively trouble free practice.



As the race time approached the weather was hotter, the circuit was busier with spectators, and all the TSSC racers were called to grid up in race order for a pit walkabout, with all the other cars racing in the days programme.

2pm arrived and tension was mounting, Tony was sitting on pole, Mike Read TR7 next to him and Guy St. John Spitfire next, the grid at Brands is 3.2.3 etc and all the rest of the cars in respective order following, with Nick Barry bringing up the rear with a 10 second penalty for practicing out of session.

The green light came on and Tony got a good start away from pole with Eddie following into paddock. Mike Read followed in third with Guy and Colin Pendle behind. Ken Lark went from 9th to 2nd in the first couple of laps, obviously his brake problems were now sorted out. Nick Barry, starting from the back, was really going well and he was really sything through the field to try and catch Guy up for the Class B honours. Class A looked like going Kevin Ginger's way with him putting in some really fast laps, to be well in front of all the other Class A runners, he even had enough time at the end of the race to slow down a bit and make sure he finished.

Back at the front Ken had caught Tony up and was trying every way he could think of to get past him, this was causing quite a lot of comment from the Brands Hatch commentator.

Kevin Williams in Class C was really starting to make up ground in his very smart Chiswick Car Craft Spitfire, after an indifferent start, he passed Guy and Mike and then had a really good race with Colin, TR7 V8, for 4th place, which he got and held onto the finish, despite his clutch blowing up on the last corner.

Colin then started to fall back, being taken by Mike and then Guy to finish 7th. Mark Hellier, Spitfire Class C, had a good race after his practice problems, and set a good best lap to show he and Robert Roodhouse (co-driver), are really getting their 2 litre Spitfire sorted out, they finished 8th, 4th in Class C. Nick Barry had continued to go well, eventually finishing 9th, 2nd in Class B, I think this was probably the best drive of the day, considering where he started. Tony was just ahead of Ken with Eddie finishing quite a lonely 3rd. The next six were covered by only seven seconds. Of 21 starters, 18 finished, John Saddler, Mark Baldock and Trevor Brotherton being the only 3 non-finishers.

All in all it was a fairly exciting race, with surprising happenings. Well done to all, and we hope to see you all at the next meeting.

TODAY'S OUTLOOK: ACTION

BRANDS HATCH SPECIAL



Evening Standard
BRANDS HATCH, SUNDAY, 21 JULY, 1991 OFFICIAL PROGRAMME 51.50

FREE CAR RACE DAY

PROVISIONAL RESULTS - RACE 1
TRIUMPH SPORTS SIX CLUB CHAMPIONSHIP

12.04 Miles 19.38 Kms.

Pos	No	Driver	Car	Laps	Time	Revised	MPH	KPH	Best	MPH	KPH	On
1	4	C	TONY LINDSEY-DEAN	TRIUMPH VITESSE	10	0:49.51	132.32	138.34	0:37.72	75.99	120.85	10
2	3	C	KEVIN GINGER	TRIUMPH TR7	10	0:49.89	60.47	73.43	1:08.27	63.57	45.78	121.47
3	5	C	MARK BALDOCK	TRIUMPH TR7	10	0:50.11	60.11	73.43	1:08.27	63.57	45.78	121.47
4	12	C	KEVIN WILLIAMS	TRIUMPH SPITFIRE	10	0:50.83	61.17	73.43	1:08.27	63.57	45.78	121.47
5	11	C	JOHN SADDLER	TRIUMPH TR7	10	0:51.31	61.31	73.43	1:08.27	63.57	45.78	121.47
6	2	C	GUY ST. JOHN	TRIUMPH SPITFIRE	10	0:51.78	61.78	73.43	1:08.27	63.57	45.78	121.47
7	13	C	COLIN ELSTROP	TRIUMPH TR7	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
8	12	C	MARK HELLIER	TRIUMPH SPITFIRE	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
9	8	C	NICHOLAS BARRY	TRIUMPH VITESSE	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
10	9	C	KEVIN GINGER	TRIUMPH TR7	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
11	2	C	KEVIN GINGER	TRIUMPH SPITFIRE	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
12	10	C	COLIN ELSTROP	TRIUMPH TR7	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
13	14	C	LAURENCE BALL	TRIUMPH SPITFIRE	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
14	16	C	ANDY SCHULTZ	TRIUMPH SPITFIRE	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
15	18	C	JOHN LARK	TRIUMPH SPITFIRE	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
16	17	C	PAUL MARTIN	TRIUMPH TR7	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
17	8	C	DAVID BARNES	TRIUMPH TR7	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47
18	2	C	JEFFREY CARLSON	TRIUMPH TR7	10	0:52.11	62.11	73.43	1:08.27	63.57	45.78	121.47

... Not Classified ...

19	A	JOHN SADDLER	TRIUMPH VITESSE	7	DNF				1:24.44	45.41	121.70	A
20	A	MARK BALDOCK	TRIUMPH SPITFIRE	7	DNF				1:24.72	50.50	81.34	A
21	A	TREVOR BROTHERTON	TRIUMPH VITESSE	7	DNF							

... Fastest Laps ...

1	A	KEVIN GINGER	TRIUMPH SPITFIRE	0:50.33	73.43	121.34	Lap Record
2	A	NICHOLAS BARRY	TRIUMPH VITESSE	0:50.87	73.43	121.34	Lap Record
3	A	TONY LINDSEY-DEAN	TRIUMPH VITESSE	0:51.47	73.43	121.34	Lap Record

DATE: 21-07-91 START: 14:10 ISSUED: 14:27

NEST Sports Timing EVENING STANDARD BRANDS HATCH

BULLETIN NO. 17

PUBLISHED: 14.40

WEATHER/TRACK CONDITIONS: Cloudy/Bright/Track Dry

The three remaining race dates are:- 10th August - Lydden Hill; 18th August - Cadwell Park; 28th Sept. - Lydden Hill. Current points table: 1. Kevin Ginger - Class A - 111 points; 2. Nick Barry/Adrian Boyle - Class B - 99 points; 3. Guy St. John - Class B - 98 points; 4. Tony Lindsey Dean - Class C - 93 points; 5. Kevin Williams - Class C - 80 points; 6. Dave Barnes - Class B - 71 points; 7. Pete Whiteman - Class A - 62 points; 8. Marc Amshwand - Class A - 55 points; Laurence Ball - Class A - 55 points; 10. John Saddler - Class A - 53 points; 11. Trevor Brotherton - Class A - 33 points; 12. Mark Hellier/Robert Roodhouse - Class C - 31 points; 13. Eddie Wilkins - Class C - 29 points; 14. Andy Schultz - Class B - 28 points; 15. Mark Levy - Class A - 25 points; 16. Colin Elstrop - Class B - 20 points; 17. Mark Baldock - Class B - 18 points; 18. John Bateman - Class B - 12 points; 19. John Wolfe - Class A - 9 points; Pete Lambourne - Class C - 9 points; Paul Martin - Class A - 9 points; John Lowe - Class B - 9 points.

STOP PRESS:
Dave Barnes - Class B - Vitesse would like a mechanic for 1992 Race Season, to help prepare and to attend all races as a "spanner", and general moral booster! Please contact him at 30 Church Road, Reigate Surrey, RH2 8HY for further details.

TODAY'S OUTLOOK: ACTION
Evening Standard
BRANDS HATCH, SUNDAY, 21 JULY, 1991 OFFICIAL PROGRAMME 51.50

FREE CAR RACE DAY

BRANDS HATCH ■ SUNDAY JULY 21 1991

PRACTICE 1
TRIUMPH SPORTS SIX CLUB CHAMPIONSHIP

Pos	No	Driver	Car	Laps	Time	MPH	KPH
1	4	C TONY LINDSEY-DEAN	TRIUMPH VITESSE	10	0:50.87	76.00	122.46
2	3	C KEVIN GINGER	TRIUMPH TR7	10	0:50.87	76.00	122.46
3	5	C MARK BALDOCK	TRIUMPH TR7	10	0:50.87	76.00	122.46
4	12	C KEVIN WILLIAMS	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
5	11	C JOHN SADDLER	TRIUMPH TR7	10	0:50.87	76.00	122.46
6	2	C GUY ST. JOHN	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
7	13	C COLIN ELSTROP	TRIUMPH TR7	10	0:50.87	76.00	122.46
8	12	C MARK HELLIER	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
9	8	C NICHOLAS BARRY	TRIUMPH VITESSE	10	0:50.87	76.00	122.46
10	9	C KEVIN GINGER	TRIUMPH TR7	10	0:50.87	76.00	122.46
11	2	C KEVIN GINGER	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
12	10	C COLIN ELSTROP	TRIUMPH TR7	10	0:50.87	76.00	122.46
13	14	C LAURENCE BALL	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
14	16	C ANDY SCHULTZ	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
15	18	C JOHN LARK	TRIUMPH SPITFIRE	10	0:50.87	76.00	122.46
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17	8	C DAVID BARNES	TRIUMPH TR7	10	0:50.87	76.00	122.46
18	2	C JEFFREY CARLSON	TRIUMPH TR7	10	0:50.87	76.00	122.46
19	A	JOHN SADDLER	TRIUMPH VITESSE	7	DNF		
20	A	MARK BALDOCK	TRIUMPH SPITFIRE	7	DNF		
21	A	TREVOR BROTHERTON	TRIUMPH VITESSE	7	DNF		
22	A	KEVIN GINGER	TRIUMPH SPITFIRE	7	DNF		
23	A	NICHOLAS BARRY	TRIUMPH VITESSE	7	DNF		
24	A	TONY LINDSEY-DEAN	TRIUMPH VITESSE	7	DNF		
25	A	MARK BALDOCK	TRIUMPH SPITFIRE	7	DNF		
26	A	JOHN SADDLER	TRIUMPH TR7	7	DNF		
27	A	KEVIN GINGER	TRIUMPH SPITFIRE	7	DNF		
28	A	NICHOLAS BARRY	TRIUMPH VITESSE	7	DNF		
29	A	TONY LINDSEY-DEAN	TRIUMPH VITESSE	7	DNF		
30	A	MARK BALDOCK	TRIUMPH SPITFIRE	7	DNF		
31	A	JOHN SADDLER	TRIUMPH TR7	7	DNF		
32	A	KEVIN GINGER	TRIUMPH SPITFIRE	7	DNF		

DATE: 21-07-91 START: 14:10 ISSUED: 14:27

NEST Sports Timing EVENING STANDARD BRANDS HATCH

BULLETIN NO. 1

PUBLISHED: 10.25

WEATHER/TRACK CONDITIONS: Bright/Sunny/Track Dry

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Door skin to door glass inner	£2.75
Bonnet scuttle/bulk head seal	£4.00
Hand brake lever gaitor — all models	£7.95
Triumph Pedal rubber	£1.55
Bonnet stop cones	£1.30
Gear lever gaitor	£3.95
Door aperture seal convertible	£9.50
Door aperture seal saloon	£11.95
Master cylinder dust cover	£3.25
Wheelarch to dash seal (small mud flaps)	£2.30
Front valance seals	£1.00
Boot seal, non original	£9.00
Boot seal, as original	£14.00
Estate rear tailgate glass seal — original	£18.00
Rear windscreen rubber saloon	£18.95
Door check link seal	£1.95
Window runner channel front	£4.95
Window runner channel rear	£3.45
'P' seal on windscreen frame	£3.25
Rear roof to deck seal (saloons)	£7.50

SEALS — SPITFIRE/GT6

Front w/screen seal	£14.75
Hood header rail/hard top front	£5.50
Door skin to door glass outer (weatherstrip)	£4.95
Door skin to door glass inner (weatherstrip)	£2.75
Bonnet scuttle seal	£4.00
Bonnet stop cone	£1.30
Door aperture seal (furlflex) SPIT	£10.25
Door aperture seal (furlflex) GT6	£14.50
Front valance seal (SPIT I/II/III, GT6 I/II)	£1.00
Front valance seal (SPIT IV/1500, GT6 III)	£2.00
Wheel arch to dash seal (small mudflaps)	£2.30
Boot seal SPIT	£9.00
Tailgate aperture seal GT6	£9.00
Tailgate glass seal	£18.50
Door check link seal	£1.95
Gear lever gaitor SPIT I/II/III/IV	£6.80
Handbrake gaitor SPIT I/II/III/IV	£7.95
Master cylinder dust cover	£3.25
'P' seal on windscreen frame	£3.25
ROOF TO WINDSCREEN-TOP SEAL GT6 I/II	£16.95

ALL OTHER SEALS AVAILABLE FOR ABOVE
CARS — PLEASE RING.

CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HER, VIT	£4.75
Front w/screen insert SPIT I/II/III, GT6 I/II	£4.75
Tailgate rubber insert GT6 I/II/III	£4.75
Cover clips for inserts	£0.85p
Door handle l/h HER, VIT	£9.95
R/h barrel and keys HER, VIT	£4.50
'B' POST STRIKER (LESS SLIDER) HER, VIT pairs	£17.90
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SPIT IV/1500, GT6 III (includes lock barrels)	£58.00
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Matched pair door lock barrels SPIT I/II/III, GT6 I/II	£11.95
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Boot 'T' handle and keys HER, VIT, SPIT I/II/III	£9.80
Boot lock assembly SPIT IV/1500	£11.95
Tailgate lock assembly GT6 I/II	£11.95
Tailgate lock assembly GT6 III	£11.95
Boot latch/striker assy SPIT IV/1500, GT6 all	£7.25
Chrome flip top petrol cap SPIT IV/1500 orig.	£17.50
SPIT locking petrol caps	£11.95
Her, Vit locking petrol caps (chrome)	£6.50
Lock barrel and keys for GT6 III petrol cap	£6.95
Chrome wiper arm assembly all models	£5.25
Stainless wiper blades all models	£4.95
Bonnet mirror HER, VIT, ORIGINAL from	£11.75
Door mirror SPIT IV/1500, GT6 III	£10.95
Bonnet lock kit (pairs) all models	£9.50
Bonnet catch assy all models original	£17.45
Steering column lock assy SPIT IV/1500, GT6 III	£29.95
Ignition barrel and keys SPIT I/II/III, HER, VIT, GT6 I	£4.25
Ignition barrel and keys as above HIGHER SECURITY TYPE	£7.25
Matched lock set GT6 I/II, door, tailgate & ignition locks	£18.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set SPIT I, door boot & ignition locks	£12.50
Full lock set as above with paired bonnet locks	£20.00

Chrome/locks/brightwork - continued

Matched lock set, SPIT I/II/III, door, boot & ignition locks	£19.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set, HER, VIT, door, boot, ignition and c/box locks	£17.00
Full lock set as above with paired bonnet locks	£25.00
Cubby box lock assy HER, VIT	£6.50
Spit I/II/III, GT6 I/II chrome headlight rim	£7.50
Chrome hub cap, HER, VIT, SPIT I/II/III, GT6 I	£12.75
Rear overdrive, HER, VIT fully pressed (pair)	£56.00
Front overdrive, HER 948/1200 original (each)	£29.50
'B' post capping, SPIT IV/1500	£4.25
Chrome w/screen washer jet complete assy. ORIGINAL, HER, VIT	£3.95
Rear number plate light aluminium cowl ORIGINAL HER 13/60	£4.75

ALL LOCKS, BRIGHTWORK AND BADGES STOCKED — PLEASE RING

PANELS — HERALD/VITESSE

Front valance quality fibreglass	£24.95
Rear quarter valance steel	£12.75
Front wing HER 13/60 ORIGINAL PRESSING	£49.00
Front wing VIT	£68.00
Front wing HER 1200	£75.00
Rear wing, HER, VIT	£52.00
Front wing arch repair	£10.95
Rear wing arch repair	£10.95
Sill HER, VIT	£9.75
Door skin ORIGINAL PRESSING	£31.50
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Door step/tread panel HER, VIT as original	£5.00
Bonnet 'D' plate, HER, VIT	£8.50
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Rear centre valance (original HER)	£35.75
Complete bonnet front panel HER 13/60 ORIGINAL	£48.00

ALL CHASSIS AND OTHER PANELS STOCKED — PLEASE RING

PANELS — SPITFIRE/GT6

New bonnets available, SPIT IV/1500	
Front valance SPIT I/II/III, GT6 I/II (steel)	£62.00
Front valance SPIT I/II/III, GT6 I/II (f/glass)	£22.00
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Front quart valance SPIT IV, GT6 III (f/glass)	£16.75
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Front wing SPIT IV, GT6 III	£38.50
Front wing ORIGINAL SPIT I/II/III, GT6 I	£49.95
Front wing ORIGINAL GT6 II	£72.00
Sill all SPIT, GT6 ORIGINAL	£25.00
Sill all SPIT, GT6 quality pattern	£12.00
Rear wing ORIGINAL SPIT I/II/III, GT6 I/II	£52.00
Rear valance SPIT I/II, GT6 I original	£39.00
Rear valance SPIT I/II/III, GT6 I/II pattern	£30.00
Rear valance SPIT IV, GT6 III	£28.00
Boot floor all models	£39.50
Door skin SPIT I/II/III, GT6 I/II	£15.50
Door skin SPIT IV, GT6 III	£16.50
Full floor	£29.50
Rear light panel SPIT IV/1500	£59.95
Battery box	£11.00

ALL OTHER PANELS FOR SPITFIRE & GT6 STOCKED — PLEASE RING

MECHANICAL/SUSPENSION/STEERING

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Driveshaft all models non rototflex	£47.00
New propshafts from	£75.00
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Front vertical link HER, SPIT	£38.00
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Universal joint all models with grease nipple	£4.50
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Rear shock absorbers all	£16.75
Rear full wheel bearing kit rototflex models	£12.95
Rear full wheel bearing kit non rototflex models	£11.95

Mechanical/suspension/sterring - continued

Rotoflex coupling GENUINE	£17.50
Rear leaf spring SPIT IV/1500, GT6 III late NEW	£49.50
Rear leaf spring SPIT I/II/III NEW	£48.50
Rear leaf spring GT6 I/II/III, rototflex NEW	£49.50
Rear leaf spring HER NEW	£58.00
Rear leaf spring VIT 1600/1 NEW	£58.00
Rear leaf spring VIT II NEW	£60.00

FUEL SYSTEMS & CARBS

Petrol tank sender unit HER, VIT	£22.50
Petrol tank sender unit SPIT	£18.50
Fuel pump HER, SPIT	£12.00
Fuel pump VIT, GT6	£19.90
Petrol tank new ORIGINAL SPIT IV/1500	£125.00
Carb repair kit (Stromberg) inc. needle valve	£9.95
Carb repair kit (S.U.'s) inc. jet	£11.95

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Standard gear box mounting	£1.60
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Rear inner wishbone bush rototflex models	£4.75
Rear spring eye bush, all models	£4.25

BUMPERS ETC.

Rubber bumper set HER	£99.00
Bumper end cap aluminium HER	£6.95

COOLING SYSTEM

Water pump SPIT IV/1500 (non viscous)	£26.00
Water pump, SPIT 1500 (viscous)	£33.00
Water pump HER, SPIT	£28.00
Water pump VIT, GT6	£28.00
Radiator overflow bottle all models	£4.95
Radiator overflow bottle cap	£1.20

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Door trim panel GT6 — state model	£20.00
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Glove box SPIT, GT6 each	£12.00
Pair of sunvisors SPIT IV/1500, GT6 III	£25.00
Engine bay valance GT6	£16.75
Rad cowl GT6	£11.50
Rad cowl SPIT	£9.95

ALL OTHER TRIM AVAILABLE FOR ALL SPIT, GT6, HER & VIT

LIGHTS AND MISCELLANEOUS

Side/indicator light SPIT IV/1500, GT6 III	£16.50
Rear light assy SPIT I/II/III/IV GT6 I/II	£32.95
Halogen headlight conversion set HER, SPIT & GT6	£26.50
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Fibreglass turner/ covers, state model	£26.95

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Pen to Paper



PERIOD OF INACTIVITY

I do enjoy the Pen to Paper section which throws light on the general membership and hope to take advantage of the Open Day in August. By then both my Spitfire and I should be ready to get out and go!

* Penning thoughts is a hobby of mine since a period of inactivity set in. Retiring (at 65 years) Christmas 1979, I swapped my 'Goldy' Spitfire IV for a Brooklands Green 1500 and my 'A Line' caravan for an 'Ace Diplomat'.

I found both cars quite suited to their task — despite disbelievers — and toured Wales & Scotland with ease and pleasure. All depends on balance. My only precaution was to hang back at the bottom of steep hills when a heavy lorry was not far ahead as I could then ascend at my engine's ease and not labour behind. One good thing about motorways is the ability to cruise quietly by in the middle lane on hills.

The 'Loners' C.C. has provided company since I have at last relinquished ALL my commitments with various charities, Caravanning a common link. I wonder whether vintage T.S.S.C. members might be interested in lunch, picnics or similar 'get togethers' possibly mid week? The planned events are seemingly patronised by younger (in years) members. Perhaps a 'feeler' might be printed in the September issue of the Courier? I'd be a young 77 then.

* I warned you! Explanation of doggerel: FRW is under refurbishment. Complete job — 2 years whilst I am recovering from a laminectomy — 2 cogs removed from spine.

Companions

My little friend has let me down
maybe no more we'll roam
Through leafy lanes so bright with flowers
sweet songs of birds — oftimes soft showers
now — must we stay at home!

★ ★ ★ ★ ★

Ten years ago our friendship new
began with hopes so bright
For many miles our journeys planned
aimed to enjoy our native land
Equipped to face the way ahead
we teamed up with delight

★ ★ ★ ★ ★

Surgeon and garage do their best
to mend the toll of time
Potions for one, spares parts for t'other
Much great expense and so much bother
renewed in spirit — once more we'll roam,
resume our life sublime.

Spitfire 1500 FRW 841T

So happily we ventured forth
and many scenes enjoyed
Vistas from peaks, folk customs old,
river adventures - oft retold
Castles and villages to review
our journeys never cloyed

★ ★ ★ ★ ★

A decade now has passed away
and wear and tear is seen
Our joints and other working parts
no longer fit for early starts
The bloom has faded from our faces
and for repairs we're keen

★ ★ ★ ★ ★

Kay Tole

TR

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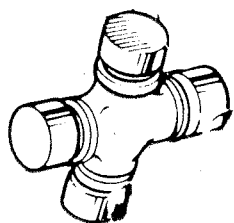
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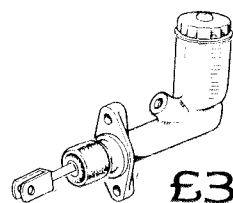
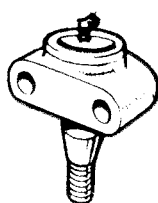
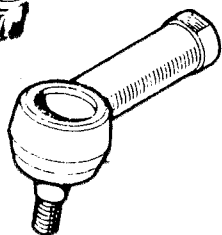
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WOT NO BOND!!!!!!

I feel I must protest, the two articles in August's Courier failed to mention my BOND'S participation in the Norwich Union Classic Run.

As my Bond Equipe Convertible KCK 820H was the only Bond to start and finish the Run, I think it should have received some mention, unless our two correspondents do not consider the Bond as being a Club car.

My rally number was 316 and I started from the same place as Brian Matthews GT6, Luton Hoo. For rarity I would imagine that only one model from any manufacturer takes some beating.

The Run itself was thoroughly enjoyable being mainly run on B roads to avoid the major roads. The finish at Donnington was great fun, to be let loose on a Grand Prix circuit with a road car was quite an experience.

Yes Bonds do handle pretty well. I look forward to next years Run.

Brian Waters

MISGUIDED MIDGET OWNER (?)

I see in the August issue of the Courier that Mr. Ian Brighton makes a little quip about MG owners driving with their hoods up. I often read such micky taking in the magazine and I think it's about time I wrote in MG owner's defence.

What we Triumph people don't appreciate it that those who drive MGs have much higher standards of etiquette than us. This can be explained by the fact that the vast majority of MG's, particularly the Midgets, are owned by air hostesses, and of course the owners' club insist on complete originality at all times or else members risk confiscation of their 'I LOVE MY MG' sticker.

A misguided friend of mine who owns a Midget has kindly lent me his club rule book, and I think members would be interested to read of rule 23.

I think we all should admire these high standards and treat MG drivers with the respect they deserve. I take my hat off to each and every one of them.

Ian Towner

RULE 23. TEMPORARY OVERHEAD PANELLING

a. Drivers should at all times try and ensure that their Temporary Overhead Panelling is in place. The panelling is original equipment and must therefore be in place otherwise people might assume you don't have one and that your car is original. Significant brown points may be lost if you ignore this ruling.

b. WINDOWS. If drivers insist on driving without hoods in high temperatures eg, in the Sahara, they must take care to always have their windows wound UP. This is essential. Failure to comply will result in complete loss of brown points or, worse still, might blow a hair out of place

ALL THAT GLITTERS

Is good chrome a thing of the past? Your readers' experiences, recently reported, seem all too common.

To complete a back to bare metal rebuild of my 1979 Spitfire, I bought sixteen road-wheel nuts, bagged in BL bags, which FROM THE MOMENT THEY WERE INSTALLED began to shed chrome. Now, ten months after fitting, each is at least fifty per cent devoid of plating which has peeled off resulting inevitably in ugly rust. Suppliers, Rimmer Bros, in a letter to me, expressed no surprise at this short product life. It would seem that British Motor Heritage approval of a supplier is no guarantee of product quality.

Ironically the original wheel nuts purchased with the car in September 1979 are so superior that I've Brillo'd them and put them back on again.

THE MORAL IS CLEAR. Use either the new stainless steel variety from the club shop (Area News Aug. P17) or polish up the old. At all events, avoid these BL bagged replacements.

Terence Sharkey

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Vitesse radiator grille 814083	£45.00
Herald/Vitesse front wing D plate 703627/8	£5.50 each
Boot Hinges 604917/8	£16.00 pair
1200 front wing, exchange	£65.00
13/60 front wing inc. rear strip 713267/8	£45.00 each
Vitesse front wing	£60.00 each
Herald/Vitesse door skins 901338/9	£25.00 each
Complete doors	£145.00
948 Herald/Vitesse rear centre valance	£25.00 each
1200-13/60 rear centre valance	£37.50 each
★ Sills 803070/803071	£10.50 each
Complete grille assy. complete with badge	
807508	£55.00 each
Herald 13/60 front panel 812140	£40.00 each
Pedal rubbers 122289	£ 2.00 each
Early Vitesse carburettor (Solex) front	£25.00
Bonnet catch (Chrome) 607663	£17.50 each
★ Herald/Vitesse treadplates	£4.00
★ Rear overriders	£25.00 each

SPITFIRE Mk I + II + III

Overdrive propshaft 210985/218952	£55.00 each
Speedocable GSD165	£8.00 each
Speedo cable o/d	£6.00 each
Stop tail rear light lense 511800	£6.00 each
Nearside/offside front wings	
907154/5 - 903088/9	£45.00 each
Rear valance lamp panel 569900	£30.00
Battery box 806707	£7.50
★ Rear lamp assy. 208532/217025	£30.00
Brake caliper 210988/210989	£45.00 each
Windscreen wiper motor 513961	£55.00
Bonnet catch (chrome) 607663	£17.50 each
Shock absorbers front, GSA265	£15.00 each

SPITFIRE Mk IV + 1500

Window regulators 911271/2	£25.00 each
Front susp. vert. link & trunnion ass.	£47.50 each
★ Spitfire rear lamp panel	£60.00
Stainless steel oversill kit	£45.00
Early number plate lamp cover 519582	£25.00
Handbrake cable end fork 104749	95p each
Early/Late rear drive shafts 155928	£40.00 each
Vitesse 132300	£40.00 each
Windscreen chrome insert	£27.50 each
Set of eight front suspension bushes 119451	£7.50 set
Windscreen aperture drip rail channel	£4.00 pair
Windscreen aperture panel 815397	£1.25 each
Brake master cylinder	£30.00 each
Brake cali. o-side/n-side 159130/1	£45.00 each
Rear valance 908970	£25.00 each
N-side/o-side sill 903097/8	£22.00 each
★ Sill reinforcement panel, l/hand & r/hand 806634/5	£ 3.50 each
Inner sill l/hand & r/hand 806638/9	£ 7.50 each
Headlamp support panel l/hand & r/hand	£15.00 each
Bonnet hinge tube l/hand & r/hand 91107/8	£15.00 each
Bonnet hinge pivot box RKC362/3	£20.00 each
Rear inner/inner wheel arch l/hand & r/hand 725563/4	£22.50 each

★ ALL ITEMS MARKED ★
HAVE BEEN REMANUFACTURED
TO ORIGINAL OR BETTER
SPECIFICATIONS

Front ¼ valance near side 815391	£45.00
Seat recovering set, black cloth houndstooth material, complete car set	£75.00 set
As above, brown houndstooth	£60.00 set
Mk IV steering wheels 518534	£25.00
Knee pad l/hand & r/hand 719391/719401	£ 5.00 each
Steering joint 142140/FAM1718	£12.50 each
Lucas distributor	£65.00 each
Heater valve 724021	£25.00 each
Right and left hand rear lamp panels	
216932/TKC941 - 216933/TKC940	£25.00 each
Front and rear side marker lamps	£10.00 pair
Front shock absorber GSA364	£20.00 each
Air filter assy. inc. filters 217822	£17.50
Water pump 216939/GWP128	£20.00 each
Later type water pump (viscous) UKC774	£20.00
L/hand & r/hand doors 917569/917570	£175.00 each
Body shell complete with bonnet, door boot lid, ¼ valances and chassis	£4000.00
Speedometer 218815	£35.00
★ Brake discs 208715	£11.50
Stub axle UKC697	£12.50
Steering lock 216449/UKC2719	£25.00
Front wheel arch inner l/hand & r/hand 909797/8	£25.00 each
Front wheel arch outer l/hand & r/hand 909351/2	£30.00 each
★ Steel boot lid 911327	£105.00
★ Front wings 909663/4	£35.00 each
★ Door skins	£19.00 each
★ Sill end plate (front) 706422/3	£ 4.00 each
★ Rear wing rear repair panel	£11.00 each
★ Rear wing front repair panel	£ 9.00 each
★ 'A' post lower panel l/h & r/h 706288/9	£ 7.50 each
★ Half floor l/hand & r/hand	£40.00 each
★ Front footwell l/h & r/h	£18.00 each
★ Rear footwell l/h & r/h	£22.00 each
★ Boot floor	£45.00
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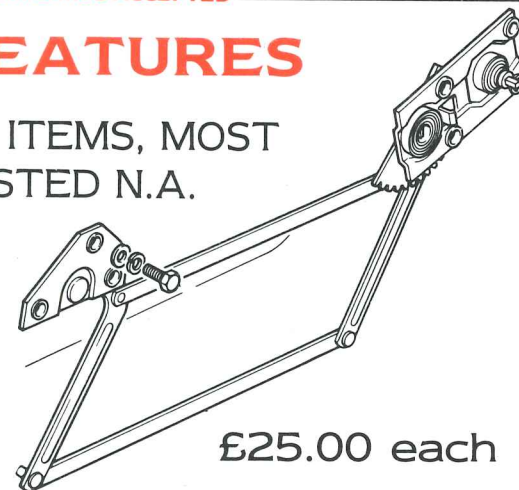
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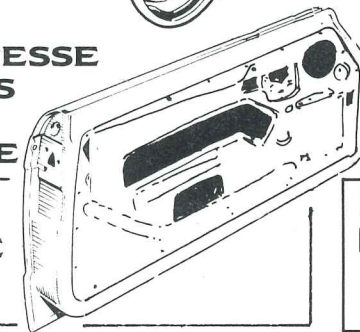
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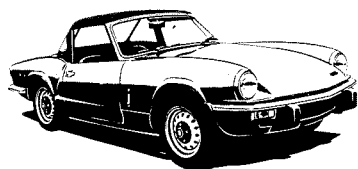
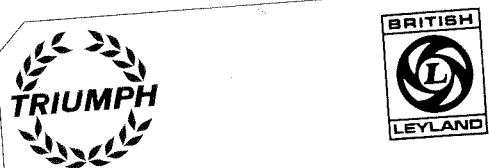
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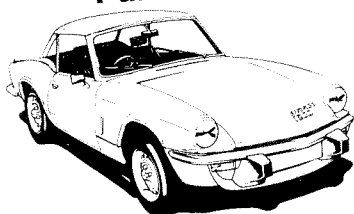
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Herald/Vitesse Restoration

Part 8

Peter Williams

Body Removal

It's always good to receive feedback and constructive criticism and I'm grateful to Ashley Roberts and Nick Wotherspoon for providing some useful comments reproduced in the text and at the end of the article respectively.

(Thanks also for Kevin Parfoot's comments, previous Courier). If there are any more out there please drop me a line.

the bottom edge of Estate tailgates. There not being any tailgate skins around and assuming no, good second hand items are available, such a repair is about all you can do. With care though, good results can be obtained. Cut the damage out...

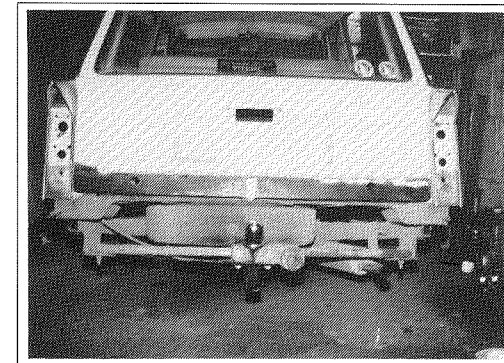


Figure 141. ...and weld in the new. Ashley pointed out that as supplied, the repair panel itself was slightly too wide and hence to obtain a good fit he had to cut out a small vertical section in the centre of the repair and reweld the two remaining pieces together before fitting to the car. This is probably quite a regular occurrence with non original panels so always check for fit first and where possible adjust to suit.

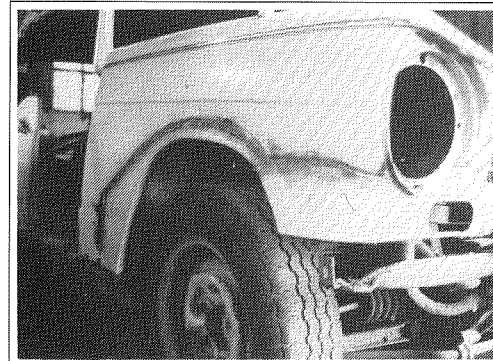


Figure 139. The first picture up this month sees Ashley and Tina Roberts' home restoration of Tina's 13/60 Estate. Like me they've tried front wing repair panels with similar results to that shown in figure 135 - not good enough. So it was out with the grinder and welder to re do the job and put on a complete new wing.

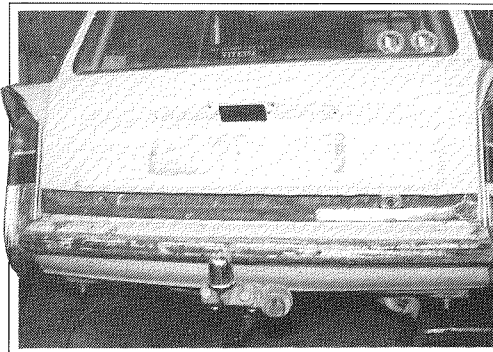


Figure 140. The next two figures also from Ashley show the fitting of a repair panel used to replace

Back to the job on the Vitesse Convertible sees the body off stage. From this and previous experience, and having spoken to others, removing the body during restoration of any of our cars is the only real way to reveal all the nasties that could possibly be lurking. I thought that my Vitesse although a little rough was at least pretty solid underneath. No Way! Although the rear tub floor was indeed very solid, all of the front bulkhead body brackets were absolutely shot and the only way for proper inspection and repair is with the body off. Centre and rear outriggers, one boottrig-ger and both side rails were also gone and I'm sure that a lot of other cars of similar age are going around in the same state probably unknown to their owners.

Removing the body is not difficult and can be carried out in an afternoon quite easily with the help of a couple of friends. What takes the time is putting it back together and getting the door gaps etc. right but don't let that put you off. The benefits far outweigh the effort.

Following removing the roof (for saloon and Coupe owners see figure 24), the next stage involves releasing 26 body mounting bolts/screws found on the front bulkhead (2), rear tub to front bulkhead joint (8), side rails (8), inner seat belt mountings (2) and boot area to the rear spring tunnel chassis member (2) and boottriggers (4).

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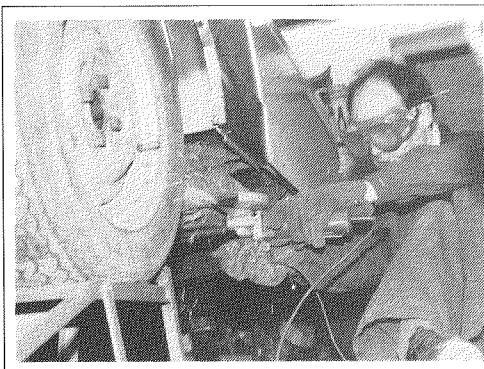


Figure 142. Although most of the side rail bolts on my previous, 948 Coupe restoration actually unscrewed, more often than not they'll be so rusted in that the only approach is a big hammer job. Grind off the heads...

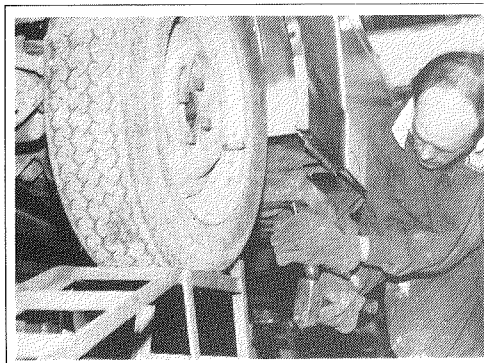


Figure 143. ...and tap through with a drift.

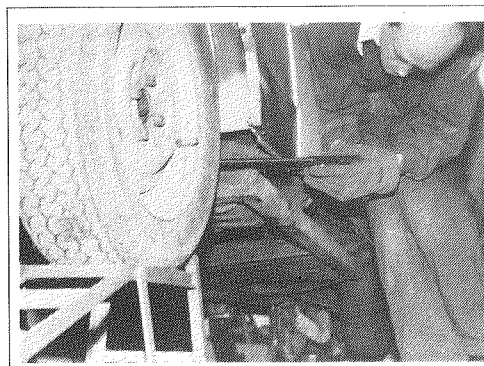


Figure 144. You might also have to do some sawing.



Figure 145. Unscrew the large self tapping bolts holding the front and rear sections to the centre outriggers and start to loosen off the joint which will be stuck together with old sealing goo.

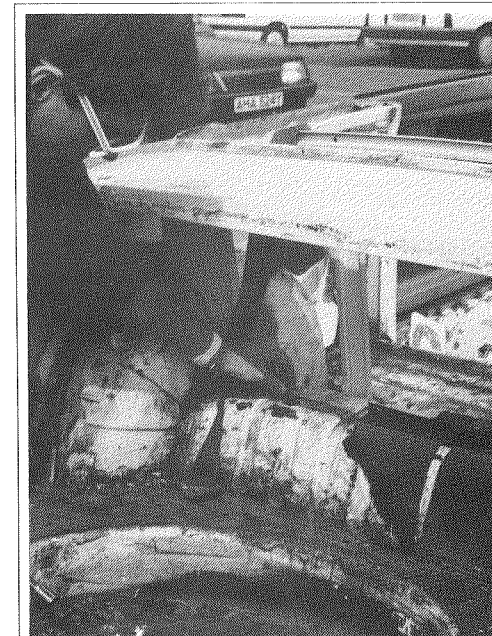


Figure 146. Follow this by removing the seat belt ring bolt mountings close to the handbrake lever, then spring tunnel...



Figure 147. ...and twin bootstrigger bolts.

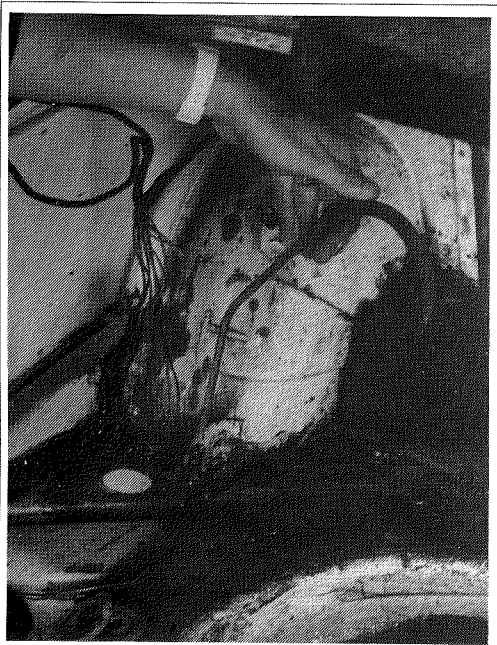


Figure 148. Before lifting the body ensure that all fuel and brake lines, wiring loom and the handbrake cable plus anything else in the way are correctly detached.

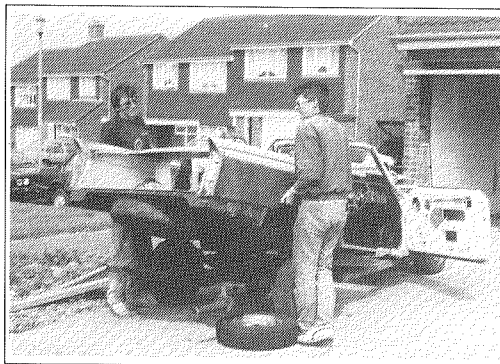


Figure 149. With a bit of wiggling, especially about the rear to front bulkhead join the body can be lifted off - as shown, lift off at quite a steep angle.

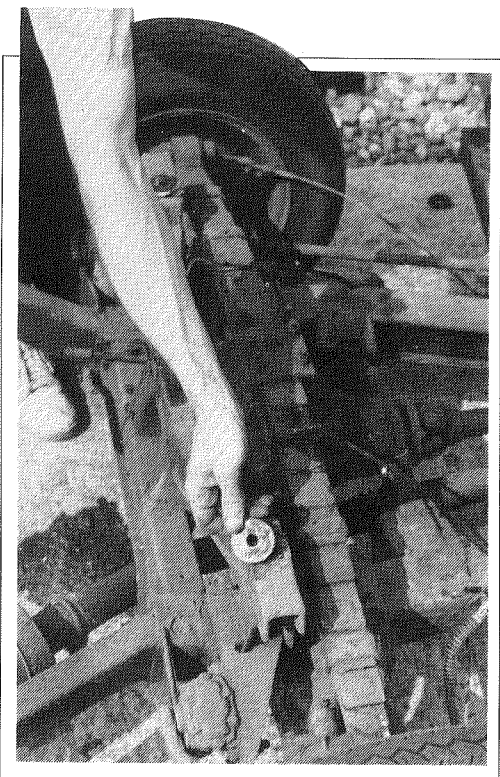


Figure 150. Don't forget to pick up the ancillary fittings. Two thick alloy washers on the spring tunnel chassis member...



Figure 151. ...and a number of steel, slotted packing washers on the chassis side rails (the exact number will vary depending on the number used when the car was first put together).

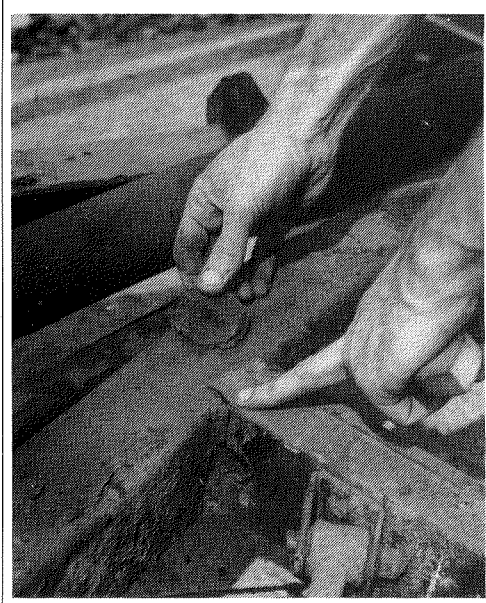


Figure 152. There'll also be a number of compact reinforced rubber packing pieces. Make a note of where they came from and then throw away and fit new replacements. As an aside, on my 1960 vintage 948 Coupe instead of

these rubber packing pieces there were larger diameter thin plastic (or probably bakelite) items. As pointed out in part one figure 6, note the rear outrigger had been replaced under previous ownership without it being rewelded along the top edge.

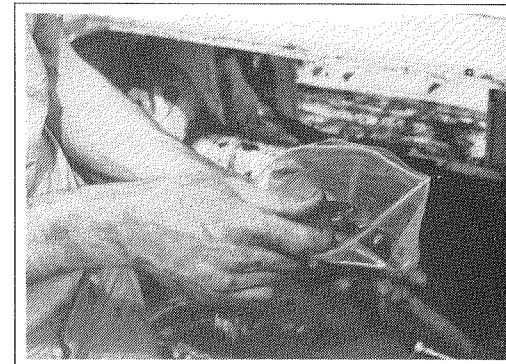


Figure 153. As always, store any reusable or reference items in a labelled bag.

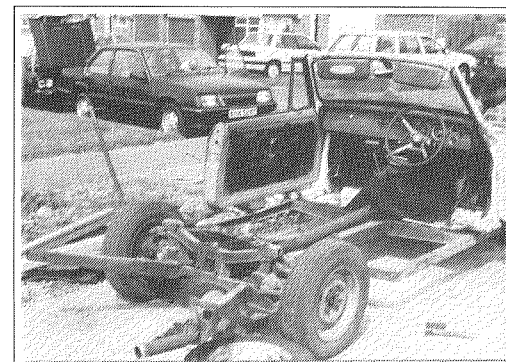


Figure 154. Over half way there and looking a little bare.

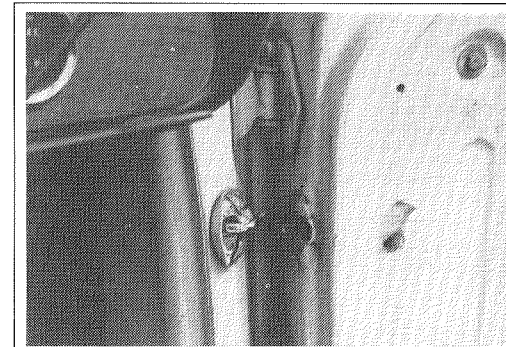


Figure 155. I found it difficult to get at the door strap securing pins before removing the doors so used the grinder to chop through the straps - I was going to replace with new anyway so no problem.

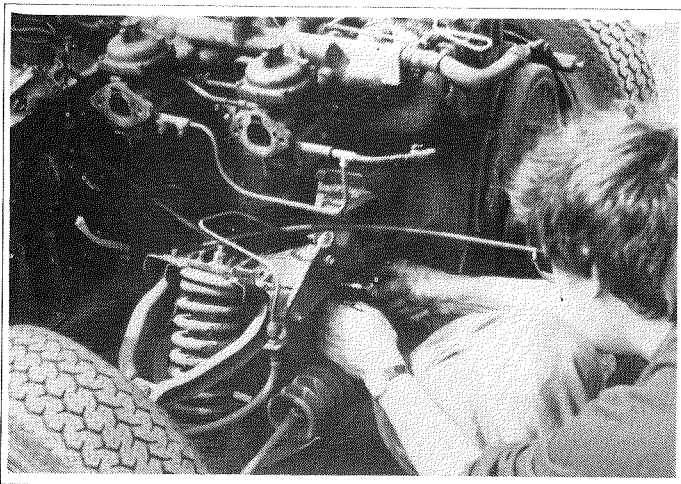


Figure 156. At the front, unbolt the steering column universal joint and pull the column through into the remains of the car.

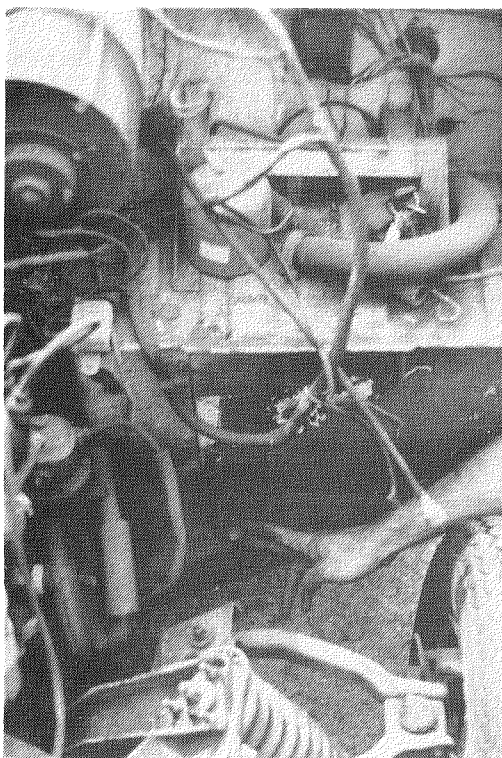


Figure 157. Next, unscrew the two front bulkhead mounting bolts.

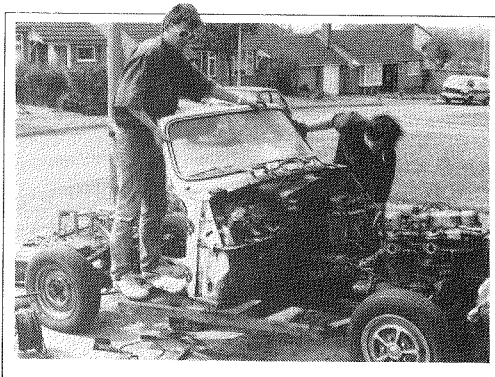


Figure 158. As with the rear section, have a good look around to ensure that there aren't any cables, wires, brake/clutch/water pipes etc. still connecting the bulkhead to either the chassis or engine. When all's clear lift off.

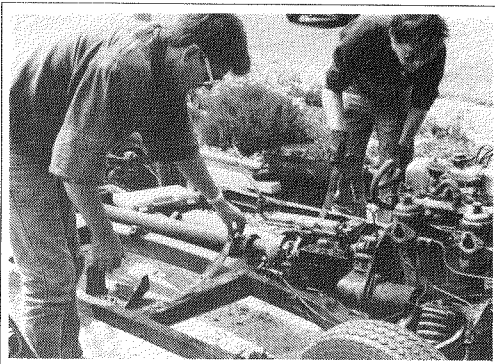


Figure 159. With the body off, remove the centre rigger sealing strips and have a good look round to assess any structural damage.

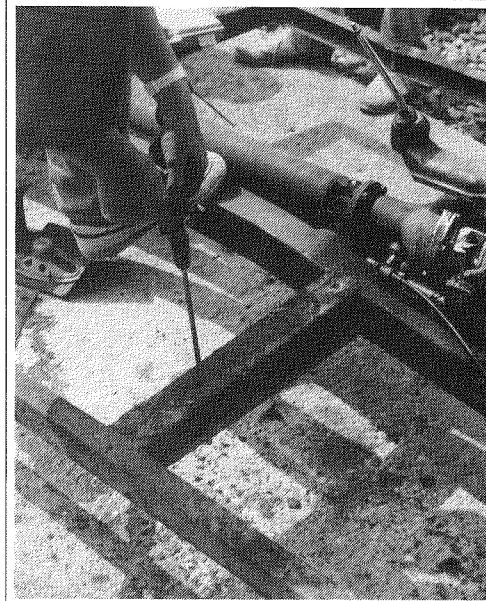


Figure 160. Not a lot of strength here, in the rear outriggers or side rails. One of the boottriggers was gone too.



Figure 161. Just how did the car stay in one piece with front body mounting brackets like this? There's a bit of one of the driver's side still attached to the chassis as easily seen in figure 160!

Nick Wotherspoon writes:

Whilst I must congratulate Peter Williams on his excellent series on Herald and Vitesse restoration, I feel I must bring one small point to the attention of other members. Whilst it is good to see evidence of the use of protective goggles and even ear defenders in the photographs for these articles, I am concerned that members are apparently not made aware of the destructive effect that the sparks produced by an angle grinder can have on the glass and other unprotected parts of their vehicles.

In the photographs, the windscreen and dashboard are apparently still in situ, although the instrument faces appear to be masked off. From my own experience it is all too easy for the sparks (which are in fact white hot particles of the metal being cut) to find their way past such precautions and permanently embed themselves in the instrument glass, dashboard veneer or any window glass (including wound down windows!).

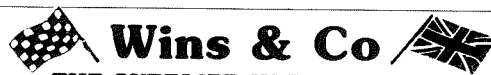
The only effective solution, especially if any major work is to be done is to remove all window glass and the dash completely and to store it well out of the way (preferably not in the same place where the work is being carried out) until you are ready to refit it. Another method that I have seen is the use of blankets to protect vulnerable parts of the vehicle. I would certainly not recommend this method as the potential fire risk from such blankets coming into contact with a stream of white hot sparks is obvious.

I hope that this information helps to prevent others making the same mistake as I did, although fortunately I had only left the quarterlights in situ and these were fairly easy to replace. Also readers who do not carry out their own work should also take note as I have seen a number of vehicles that have had work done on them at 'garages' with glass damaged in this way, including some on restored vehicles for sale. It is fairly easy to detect such damage as the glass will have rough, raised particles easily detected by touch even if not immediately obvious to the eye.

Peter Williams replies:

Thanks for the letter Nick, guilty I'm afraid. I totally agree with Nick's comments and certainly know of the problem having previously said exactly the same thing with regard to glass damage in a previous article regarding replacing Herald/Vitesse doorskins *Courier* number 106 pp 51-55. I even suggested that the screen should be removed in part two of this series but hadn't taken my own advice until sometime after the main body work had been completed. Though not really a good enough a precaution, I'm sure that at the time I would have taken a lot of care over where the sparks were flying and I had in fact forgotten that I hadn't removed the screen earlier in the rebuild until researching back through my photographs. A case of do what I and Nick say rather than what I do. Nick's advice about dashboard protection is also well worth noting.

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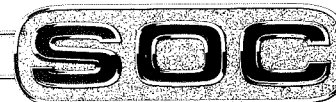
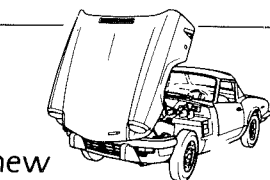
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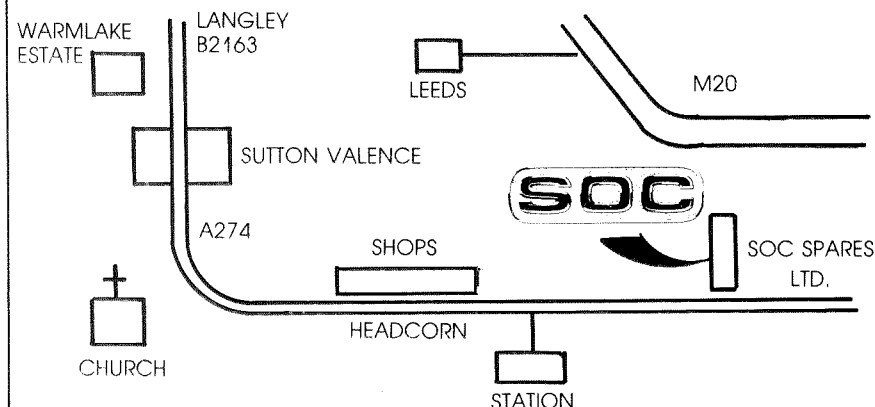
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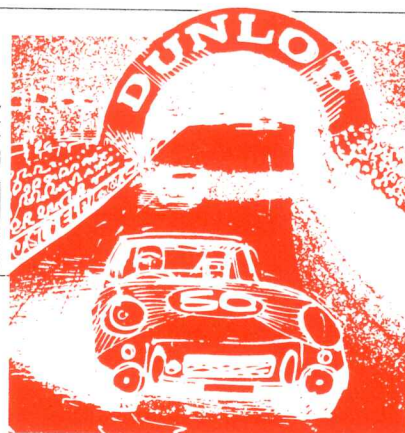
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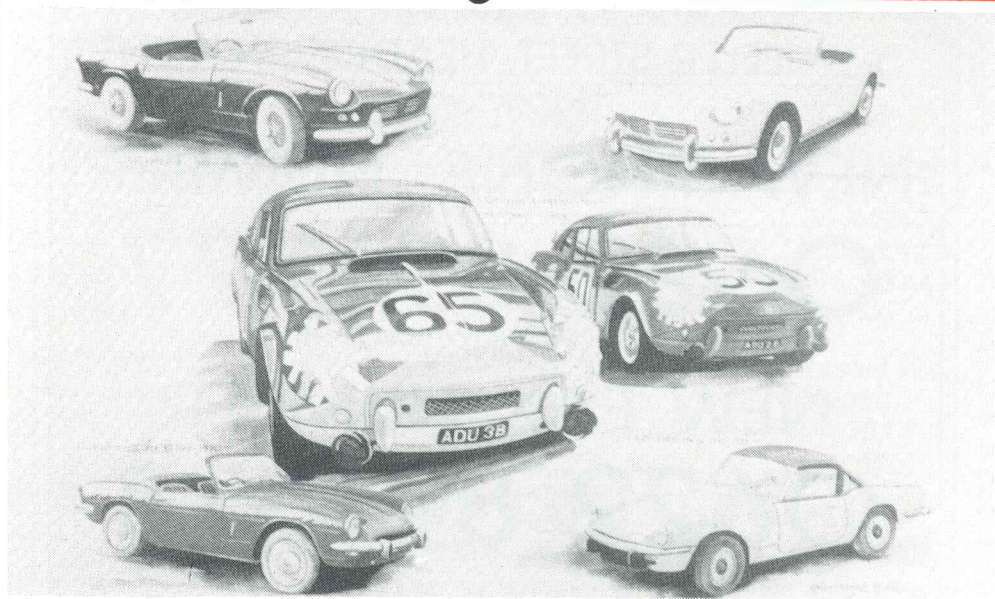
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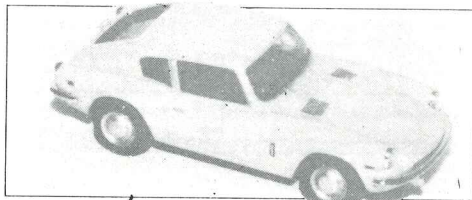


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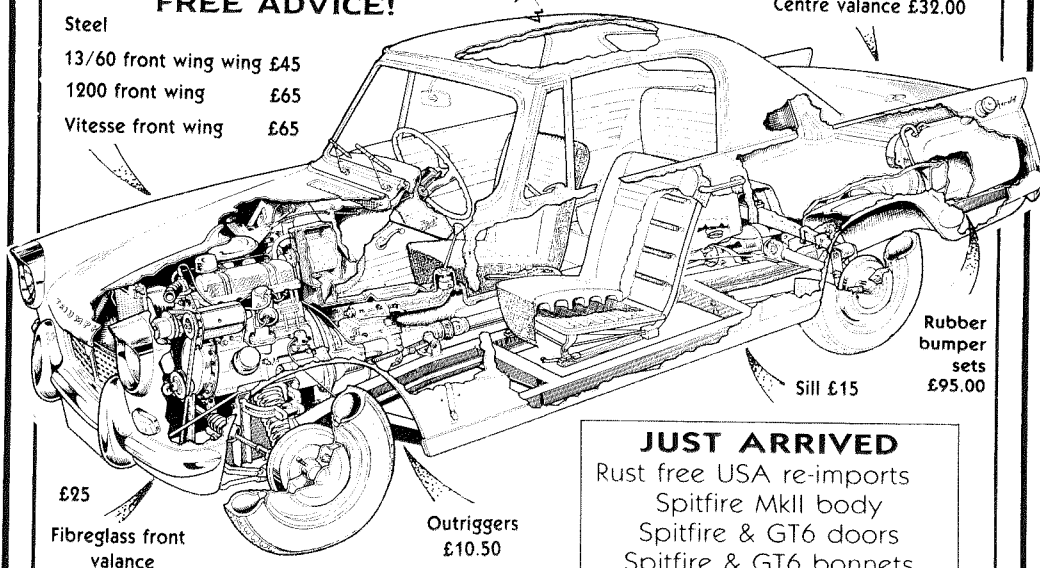
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LET'S go and get some lagers' said my boyfriend Paul. What the hell,
it was Easter after all.

We walked to the local 'offy' which happens to be almost next door to a Car Sales plot. Then it happened!!! Love at first sight (not with Paul). On the forecourt was the car of my dreams, an Inca Yellow Spitfire reg. no. SNO 521R.

AN EASTER BUNNY CALLED 'SNOR'

We both gave it a good look over, but due to failing light and the deep need for lager, decided to go back the next morning to test drive 'SNOR'.

But I had already decided that I couldn't live without her. While walking home, I was trying to work out how to raise the necessary cash to purchase my 'Easter Bunny'. I could sell my C reg Mini Chelsea, by body, my Mother — would it be enough? Would the dealer take my car in part exchange?

I couldn't sleep that night, tossing and turning, wishing the hours away.

At last, 7.30. Leaping out of bed, I threw some muesli down my throat and rushed out clutching a bucket of water to wash my Mini. I hoped that the absense of bird droppings may add a couple of hundred pounds to its Trade In value.

We drove to the Car Sales place. I was really worried that someone else may have nipped in and already whisked my Bunny away.

Ah!!!!!! no, there she was waiting to be loved. We started to look at 'SNOR', when as if by magic, a small man with a rather handy cigarette sized gap in his teeth

appeared (with handy cigarette in place) and asked if we wanted to look the car over. I wanted to drive my Bunny. 'You can drive can't you?' asked the Benson & Hedges man. Stupid question!! We drove off round the block. SNOR felt strange, but I wanted her. I asked B & H man if he would take my Mini in part exchange.

Abracadabra!!!! A rather large gold laden man clutching a leather bound Glasses Guide appeared as if from a puff of B & H mans smoke. 'I'll give yer 2 for it' he said. 2 what I wondered. I stood there looking calm

(I hoped). 'Two farsand'. I was elated, but returned his steely gaze. 'I'll take the Spitfire', I said nonchalantly.

Home we went to get the rest of the cash, and back again at 3.00pm to collect my baby Bunny, all newly taxed and raring to go.

SNOR needed a good cleaning inside and out. Her previous owner by the looks of things had been a demented hairy dog breeder with amateur electrician tendencies. There were dog hairs everywhere, and dangling electric wires held together with bits of tape. Luckily Paul is an Approved Electrician (well I approve) and a very handy person to have around when your wires are dangling.

We cleaned the car from top to toe. SNOR had obviously been quite well looked after, and apart from needing some new hair free carpets, requires only minor work to be done on her body (who doesn't).

There were a few minor bits and pieces and needed doing. The heater valve was jammed permanently on HOT, just a tinsiest bit inconvenient in a heat wave. So that was replaced.

While Paul was doing this (good old Paul) he noticed that the fuel pump was leaking. I telephoned Hills for a new one, telling the very helpful man that it was for a Spitfire 1500. 'What's the engine number?' he enquired. I told him. 'That's not a 1500', he replied. Oh dear! thought I.

Apparently, SNOR'S previous owner had a new engine fitted. A 1300 short engine with a 1500 head.

We had noticed severe clutch judder very soon after SNOR came to live with us. She had supposedly had a new clutch some 12,000 miles earlier. Was it the correct size? Was anything that had been fitted to the bottom half of the engine the



correct size? I was worried. The fuel pump arrived, was fitted (by Paul) and proved to be OK.

Next job, the clutch. I phoned a couple of clutch fitters to get quotes. I think they must have thought that I wanted to buy shares in their companies. I was stunned. We decided to do it ourselves (I say we, I held the socket set and made the coffee). The old clutch was removed and we found that the friction plate was a real cheapy, although the cover was Borg & Beck. I ordered a complete clutch and spigot bush from Rimmers.

Meanwhile B & H man bought the log book around, the plonker had registered the car in his name.

The tax disc arrived, followed shortly by a new log book. I phoned Swansea and tried to explain that I now had two log books. I returned the one in B & H's name.

We went on holiday.

While we were away the clutch arrived. Paul fitted it for my.

Now SNOR complete with new clutch and spigot bush goes like a dream (which is more than can be said for Paul).

It's a job and a half trying to get the gear box etc. back into position on your own.

We went for a test drive. The joy of being able to do a hill start without having to worry about rolling back into an irate Medallion Man in Ford Capri.

I would like to thank Paul for all his hard work (and my mother for having me).

A am as in love with my Easter Bunny as ever, and realise that having a car like my Easter Bunny means that I will probably never have a Nest Egg, but it's worth it.

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ARE ALL REMANUFACTURED BY TRIUMPH SCENE!!!

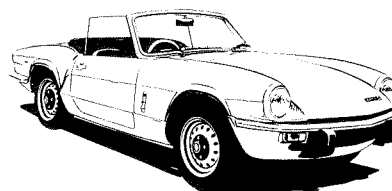


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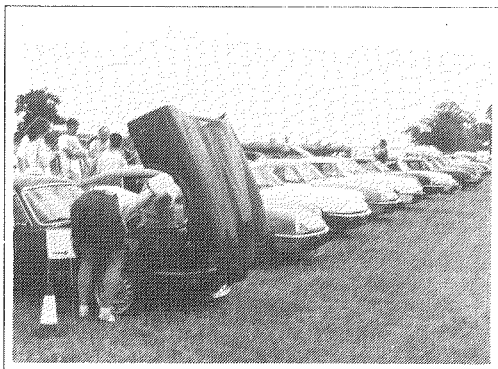
GT6 SILVER JUBILEE 7TH JULY 1991

After months of preparation and constant praying for no rain, the day finally dawned with not a cloud in the sky.

From 8.30am onwards the sound of GT6's could be heard roaring down the road. What a magnificent sight as convoy after convoy appeared. By 2.00pm 81 GT6's had been counted in. It was the largest gathering ever and what a superb sight to see them all lined up in their appropriate marks.

Most impressive of all was the concours line up. In my five years of competing I have never seen so many cars in concours condition. Twenty two entries in all and the judges Roger Rowley and Pete Morgan of Benson & Hedges fame, my husband Paul and Mick Maidment had a very difficult job.

Congratulations must go to Andrew and Angela McGowan for putting a lot of hard-work preparing and showing two cars (you want to try 3!!) both of which won trophies. We were also pleased to see that a MK1 won the "Public's Choice". It's great to see the MK1 getting the recognition it deserves.



It was very encouraging to see so many really nice modified cars and as a consequence a class for modified cars will be introduced at next year's event.

On a personal note it was nice to see Bev Warren's Magenta GT6 which came so close to winning it's class, back on the scene. However Bev I must warn you that Paul is currently restoring a low mileage Magenta GT6 so I'll look forward to doing battle next year!!



I would also like to thank Max Stall for attending - the only non British car to attend (haven't forgot the video Max) and to the gentleman with the nitrous oxide injected GT6 - I'll look forward to seeing your turbo-

charged version next year - thats assuming you drive your car to Hatton rather than land it at Birmingham Airport!!

The full concours results are as follows:-

MKI	3RD	Chris Tarrant	RYP 390E
	2ND	M.I.Ovenden	RLY 128E
	1ST	Chris Marshall	KCV 770E
MKII	3RD	Max Stall	74-38-HK
	2ND	Mrs J. Orchard	WOT 253H
	1ST	Paul Woodward	FHB 586H
MKIII	3RD	Viv Colensco	HLV 230K
	2ND	Bev Warren	XJH 291M
	1ST	Andrew & Angela McGowan	VGC 283M

PUBLIC'S CHOICE — Chris Marshall KCV 770E

CAR OF THE SHOW — Andrew & Angela McGowan RAC 558M

Finally I would like to thank all the GT6 owners for bringing their cars and making it such a successful day and thanks for all of you who dropped me a line saying how much you enjoyed it.

DO NOT FORGET TO PUT NEXT YEARS EVENT IN YOUR DIARY NOW - HATTON COUNTRY WORLD SUNDAY 12th JULY - LOOK FORWARD TO SEEING YOU ALL.

Sharon & Paul Espin

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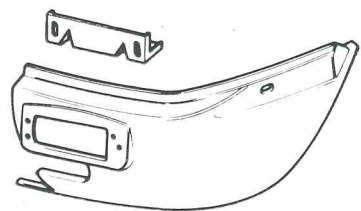
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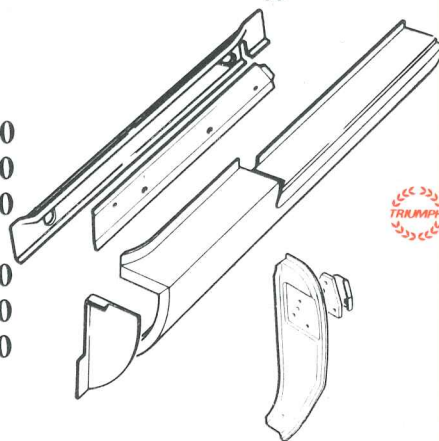


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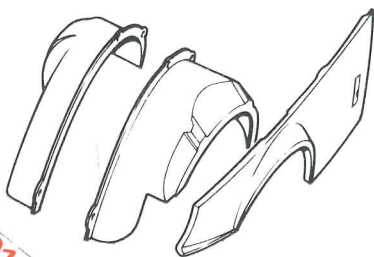


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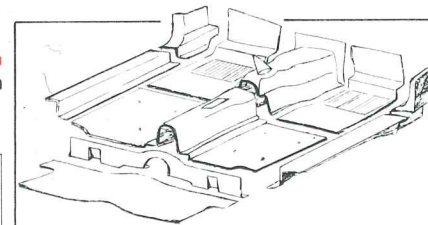
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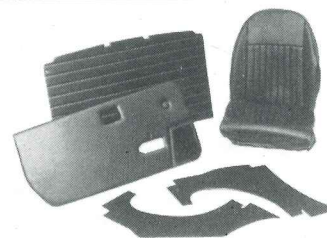
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LEICESTER NATIONAL

August 1991



DESPITE our worries about changing name from the Leicester Sunshine Rally, the sun still shone for us.

Most people who were camping at Shearsby arrived on Saturday (except Andy Higgins, who was a day early), and pitched their tents ready for the Bathnite. Two people were very noisily celebrating their birthdays, Paul from Essex was 21, and Greg from Surrey was older than this. First prize in the raffle was won by Shaun (Swindon).

The convoy on Sunday of nearly 60 cars actually left on time to everyone's amazement (with the exception of Thames area who couldn't get up in time!). Well done to Chris Gunby for such excellent planning.

People started arriving at Stanford Hall by 8am, and the show really got underway by 10am, with 860 programmes being sold (an increase on previous years). The only people disappointed at the gate were a couple from London who expected to see a motorcycle show — they were a week late! Trade stands were very popular with a record number of traders this year. We actually entered a team in the Tug o'War, which got through to the 2nd round, well done lads, but Nottingham's experience finally 'pulled' them through to regain the title.

A tense and thrilling final on the men's autosnooker eventually lead to a win by Nick Gorvin and David Aspinell. Well done to everyone in the final and thanks to Mark and Jo for running the event and members of Hants and Surrey for their help.

By 12 o'clock the smoke signals indicated that the barbeque was well underway. Once this had cleared, we could see Mick and his team doing a fantastic job which we're sure was enjoyed by all (including Hazel).

The concours proved a success for Leicester area members with Sheila, Mick, Carl and a Coalville area member with a fine example of a 1200 Herald being invited into the Concours D'Etat (with their cars of course). This resulted in Leicester sweeping the board in the Spitfire class and Mick's pickup coming first in the Herald class.

All that remains to be said now is thank you to everyone who attended the show and I'm sure you'll join us in expressing our appreciation to those members who put in so much hard work to make the event such a success.

We've been inundated with people saying how enjoyable it was (some saying the best they have attended so far) and we can only hope that next year's tenth anniversary of the Leicester National will be just as good, if not better!

**Diane Hanes &
Hazel Spouge**

RESULTS

MASTER CLASS: 1st, UGC 283M GT6 MkIII, Mimosa, Andrew & Angela McGowan. Runner up, Q408 UOE Marlin Roadster, White, Nigel Ellis.

GT6: 1st, RAC 556M MkIII, Carmine, Andrew & Angela McGowan. Runner up, XJH 291M MkIII, Magenta, Bev Warren.

Herald: 1st, RNV 49G Pick up, Wedgewood Blue, Mick Maidment. Runner up, 7777 NX Phantom Grey/Sebring White, Dennis Benson.

Vitesse: 1st, VHV 814G MkII, Signal Red, Sid Jensen. Runner up, YYR 8H MkII Convertible, Red-Sebrine, Kim and Clive.

Spitfire: 1st, EBC 601T 1500, Inca Yellow, Carl Gunns. Runner up, BFP 700T 1500, Vermilion, Sheila Hanes.

Special: 1st, LYH 518D Burlington SS MkII, Old English White, T Marris.

Bond Equipe: 1st, MRY 7F 2L MkI, White, Peter Jacklin.

All Comers (Visitors), 1st, Q87 HNR Westfield SE, Burgundy, Steve Marsh. Runner up, GOL 4D Cobra Replica MkIII, Black, John Abbott.

Finlux Cup (Leicester Premier Award). Mick Maidment for the unique conversion of his

Herald RNV 49G to a pick up with a Spitfire 1500 engine.

BEST INTERIOR TRIM AWARD

GT6 MkIII, Carmine, RAC 558M, Andrew and Angela McGowan.

GT6 SILVER JUBILEE SPECIAL AWARDS

MkIII, SEG 567, Sharon and Paul Espin. Stolen in 1988 and recovered the same day, but only after receiving serious damage. This car has been lovingly restored by Sharon and Paul into what you see today.

MkIII, DTV 462L, Pete and Sue Barrett. Since being acquired by Pete and Sue, this GT6 has travelled around the world to New Zealand and back, changing its plates along the way. It was a real delight to see the car and its owners back in this country. (Hope to see you at our next area meet).

MkIII, XJH 291M, Bev Warren. A one owner car from new, when it was bought for £1700 in 1974. It is a long standing concours car and since its total rebuild in 1991 it has gained a number of successes.

MkIII, NBH 764M, Colin Geer. This car has been rebuilt and restored for speed! With virtually all parts being uprated, including: triple Webers and nitros injection giving around 240bhp. Nopt surprisingly its owner claims that it is 'probably the fastest GT6 in existence.

DENNIS BENSON PERSONAL AWARD (for the car he would like to steal)

Spitfire, PMG 455L (sorry, owners name not known).

DRIVING TEST GYMKHANA — AUTOSNOOKER

Best male driver — Nick Gorvin
Navigator — David Aspinall

Best lady driver — Diane Hanes
Best Navigator — Mark Bland

TUG O' WAR

Won by Nottingham area (Again).

The above awards were presented by TSSC Member of the Year, Mick Maidment of Leicester.

With thanks to Ian White for compiling the Concours Results.

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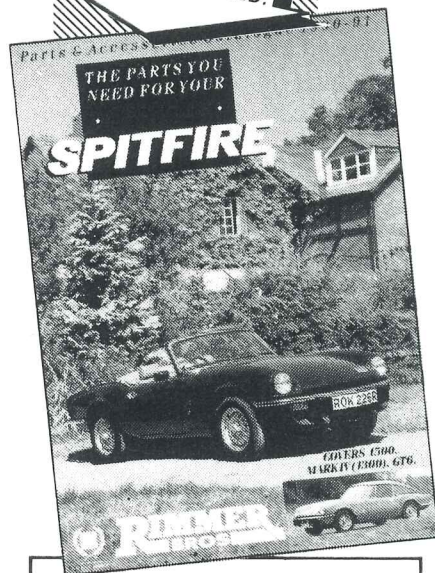
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Triumph



'BBC' SPITFIRE

Gordon Bell

HAVING just finished reading with interest the experiences of fellow Spitfire owners in May's 'Turning Circle', I thought I would put biro to paper and give an idea of life with a Spitfire north of the border.

I bought my 1978 Spitfire 1500 from my brother back in June 1989, a clean, white example having done around 60,000 miles (though the odometer I later discovered, has both good and bad days, the bad ones of course being when it actually functions....).

For the past two years, the car has been my pride and joy, giving never-ending - albeit not uninterrupted - pleasure. In addition, and most importantly, this enjoyment has been obtained at very reasonable cost. It has averaged 32-33 mpg in town, 35.40 on longer runs. As far as reliability is concerned, the Spit has only let me down once, when an electrical lead snapped (my fault really, as the battery had not been properly located). Apart from that one breakdown

there have only been the usual periodic replacements (including a TriumphTune exhaust which surely exceeds effortlessly the legal noise levels), the normal replacement of mechanical parts which have given up the struggle against their advancing years, and there has also been the constant battle against body disintegration (a particular hazard up in Scotland of course).

Last summer I decided to make the most of my last decent length summer break before starting work and therefore, having got back from a couple of months in Canada,

arranged to take the Spitfire across the channel to visit some friends.

The (fair-sized) boot, 100% full, and the 'Ecosse' badge, stuck on proudly, is a prominent place, off I went, full of optimism. However, no sooner had I polished off my first croissant when the engine started overheating, the whole adventure suddenly lost its appeal and even a fortnight in Harrogate seemed a better bet.

I thought I'd conquered the problem back home firstly by fitting a new thermostat during the spring, having my local garage give the Spit the quick once-over before leaving, and also lowering the front number plate to allow a greater through-put of air. Being reasonably incompetent mechanically, I ran out of ideas in an impressively short period of time, whipped out the thermostat in desperation and

off hoping for the best. This (miraculously) proved a successful tactic as I later discovered that I had managed to fit the wrong size of thermostat (I guess it needed 85° to show up the problem!). Anyway on I went, via Brussels, Luxembourg, Dijon, Geneva to Evain. From there to Bourg St Maurice in the Alps, then back up to Paris and eventually Calais, Dover, Oxford and safely home. The Spitfire was amazing and won my everlasting respect. Apart from the (short lived) cooling problem, it ran like a dream. It averaged 46mpg on the Continent, which even though I was only cruising at 50mph, is pretty impressive for a 12 year old non-overdrive 75,000 miler. It was brilliant fun, cruising through the continental countryside seeing, hearing and feeling so much more than if I had been cooped up in a modern saloon.

A fantastic experience, one which will live with me for a long time, and one which I recommend to other, perhaps, wary TSSC car owners. Take a few deep breaths, put a bit of work into the car and go for it, 'Carpe Divem' as Robin Williams might say.

For my part, I hope my Spitfire continues to give me as much pleasure in the future as it has done in the past. For me, the greatest pleasure in owning a Spitfire is perhaps the feeling that, indeed the knowledge that, you are beating the system for at least three reasons:- Firstly, a Spitfire, in reasonable condition, is cheap, both to buy and to run. Economy isn't too bad, it should (like mine has been thus far) to reliable (and spare parts are not expensive

anyway) and most interestingly and most pleasing of all, you avoid the crippling depreciation of new car owners.

Secondly, Spitfires (and other TSSC cars of course) are DIFFERENT - not only from modern makes of course, but different also from all the horrendous MGB's and Midgets that litter the streets.

And the third reason why I feel that I have beaten the system is that *you don't have to drive fast to enjoy Spitfires.*

With a GTi, GTe, XR2, GSi, GTi or whatever, what fun there is to be had is only to be extracted by driving at illegal, dangerous and licence endangering speeds. With Spitfires and other club cars (and of course virtually all classic cars), the fun-factor seems to increase the slower you go (which is a boon when like myself, you only have third party insurance....)

Wishing all members an enjoyable summer's motoring.

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My Travels in a Sports Car

B Hamilton

THE day was overcast with a promise of sunshine if the wind would pick up from the west. Today I have planned to visit Pendragon Castle in the east of Cumbria, a few miles south of Kirkby Stephen near Nateby.

This ruin had interested me about fifteen years ago whilst holidaying with my wife and three children in our Ford Transit Caravanette travelling the back roads to Northumberland.

We had stopped for tea and I took the children to play on what looked like a ruined farm house, it was actually a ruined castle, I didn't know its name of course.

Today in my wife's Spitfire 1500, I had returned for my third visit. This delightful car was giving a little trouble. There's a photograph of it in the 1991 February edition of The Courier.

The heat radiating from the engine was affecting the operation of the carburettors, a not unusual fault, and is overcome by replacing the Waxstat jet with a fixed one. Two years ago I fitted an electric fan to the front of the radiator to assist the flow of air over the engine. The man at the scrapyard where I bought it told me it was taken from a Fiat. It is difficult starting the engine after a long run, leaving the fan on after switching the engine off puts things right, but brings forth quizzical looks from people passing a whining Spitfire.

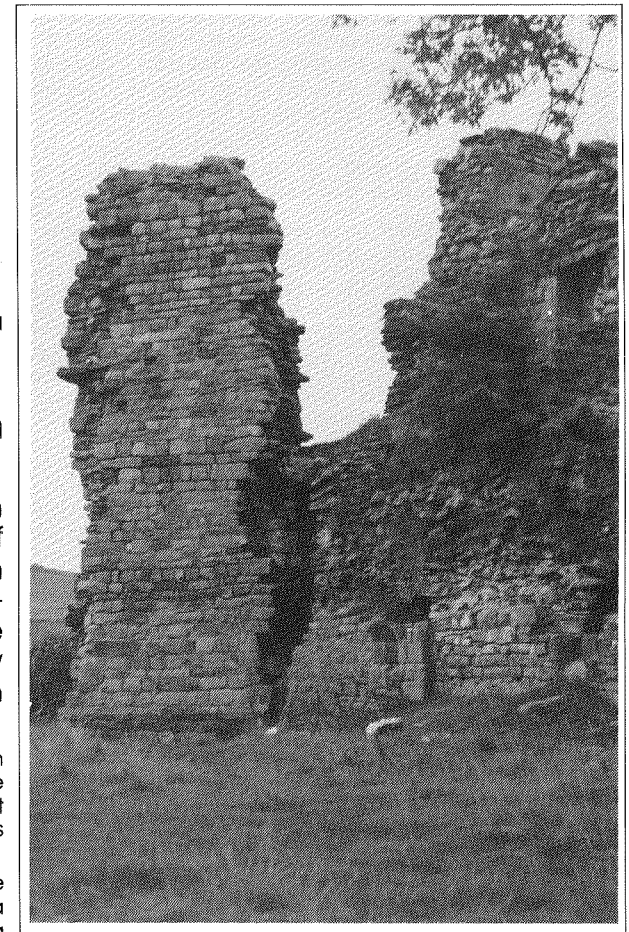
It's a Bank Holiday weekend, Sunday. All people travelling north will have done two days ago, Friday. They will start back tomorrow, Monday, today I'm safe. I do not like junction 32 on the M6. Even though one does not have to filter onto the

motorway, I am a little apprehensive when flowing in with other vehicles. The lane leading into the main stream of traffic becomes the inside and additional lane. This seems to surprise drivers already on the motorway finding their lane, an inside lane, suddenly becomes a middle lane and faster one. There you are, neck and neck with a lorry or coach.

The castle. There's not a lot to see, but anyone with an interest and imagination will see what they want to see.

Junction 40 is my usual turn-off to Penrith, the A66, however today it's the A685. It's about 3-o'clock, still overcast, not cold and the hood has been down since I started out.

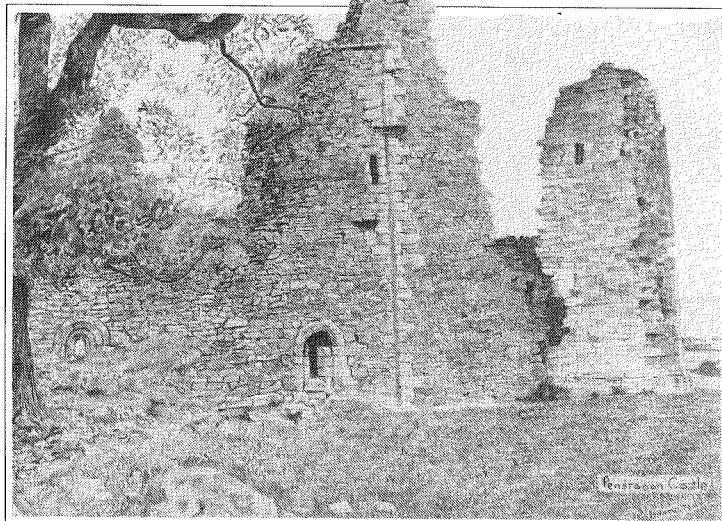
To go back to the motorway. Just after my unfavourite junction looking to the right you will see that hills are starting to accompany you. Preston is the 'Last Outpost' one might say.



Beacon Fell (874ft) you could miss, a gentle rising hill. I climbed this with my daughter as a child in my arms when she was six months old. There is a fine view of Morcambe Bay from the top. (Parlick Fell (1416ft), next to it Fairsnape Fell (1701ft) and Calder Fell (1505ft). Hang gliders take off from Parlick, and ordinary gliders use the uprush of air from them to maintain and gain height.

I made my children climb Fairsnape in 1981. The youngest six years old, my daughter 12, and my other son 11. We were seeking the source of the River Brock, a tributary of the River Wyre, we found it.

Several small trickles under the heather fed from hundreds of yet smaller trickles to make finger like gullies near the top of the hill and flow into one large gully down into the valley. This journey took several days because of the childrens wee legs. I'll do it again one day.



I have given the heights of the hills in feet. Like the famous fell walker, Wainwright I think mountains and fells should be measured in feet not metres. After junction 37 the motorway becomes emptier, the carriageways separate and the southbound one can no longer be seen. The countryside becomes more apparent. The hills rise up to over 2000ft. The Calf, and Langdale Fell. I'll mention this point on the motorway again towards the end of the journey. I slow down a little at this section to have a longer look, it's a pity there is nowhere to park.

At junction 38 the road leads away from the motorway in a sweeping circle to the left. At the end of this sweep is a roundabout and signpost

indicating the road to Kirkby Stephen, also a petrol station for those in need. The A685 is a twelve mile journey to the town passing limestone outcroppings, a lonely road all the more enjoyable.

About nine miles along another road the A683 joins the A685. This returns south to Sedbergh, another scenic route, but not to be followed today. A surprise right hand turn is signposted Nateby. This is a tiny village, it has a petrol station, and the road is the B6259 which goes south to the Moorcock Inn.

Back to Nateby. The River Edon is visible from this road, it runs parallel to the right, there is very little water flowing today. After about four miles, at a road junction is Pendragon Castle, on a hill to the right.

I parked the Spitfire opposite, the fan whining away. Entering a field through a gate, a walk of thirty yards and I am standing in front of the pile. There are sheep around, lambs looking at me curiously, the ewes suspiciously, I was a threat. 'Clear off!' I shouted and they did pretty quickly.

Pendragon Castle is a Norman pele tower. The Scots burnt it down in 1341. A pele is a building with a vaulted basement for livestock with family accommodation on the first floor reached by an outside staircase.

Vandalism has exposed inner construction, the window arches, the door arches and inner wall construction. They did things better then. Nothing has changed, only the styles and shapes — Progress? Cannot some authority tidy up the place and put the stones

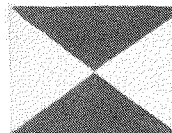
back, this is our heritage, living history, why give it to the sheep? Hello, here's the beginning of a spiral staircase, must have lead to a tower or room long gone. An archway in what seems to be a courtyard is still in good condition. Well, there's another, and yet another. Walking around the back, or the side, I don't know which, a tower section has parted from the main structure, it will fall down one day, must photograph it, it might happen tomorrow.

What's this? A medieval lavatory outlet. I could squeeze into it, no one will use it today. Better not, it's on the bit that's about to fall down.

An aristocratic personage, the Lady Anne Clifford, restored this castle in the seventeenth century as

Brougham Castle near Penrith. She also owned Appleby, Brough and Skipton Castle. I think she would have been — or still is a kindred spirit, are you there Lady Anne? — Lady Anne are you there? I sat there for half an hour willing the ghost to speak to me.

Well I must leave, I'll be back, after all I'm the King of that castle. A last look around, climb the walls, better be careful, there's nobody about to rescue me if I fall, just the sheep and I've shouted at them. On parts of the castle wall, painted on since I was last here a year ago are little flags of four black and white triangles. I wonder what they indicate?



After closing the gate, I looked at my wifes car whining away across the lane. It should start right away. It did.

I think only two other cars have driven past during the time spent here. If only the Lake District was as quiet as this. To the right, as I drive away, it's an escarpment, Mallerstang, Wild Boar Fell (2324ft) and Swarth Fell (2235ft) looks an easy climb, if I had the time.

I must add here I'm not a climber of boots, thick socks and ropes. I wear everyday walking shoes, jacket and flat cap. I don't walk or climb a lot. My attire does seem to interest the lads and lasies who have spent a night sleeping rough with their expensive walking gear. I once wore white shoes on a fairly hard walk trying to wear them out, white shoes were going out of fashion.

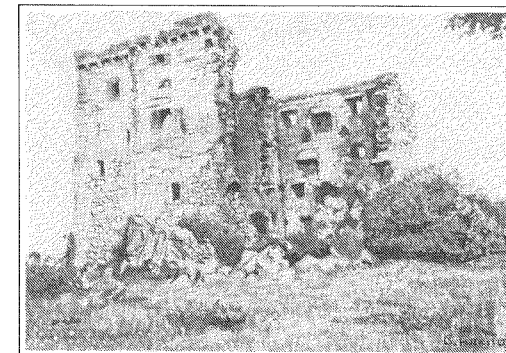
I made my youngest son, he was 11 at the time, walk with me, he went everywhere with me. Poor lad, his feet were wet through, he was wearing trainers. We had climbed Barton Fell, overlooking Ullswater.

The road to Nateby goes on through Outhgill, if you blink you'll miss it. At the junction of the A684 is the aforementioned pub, the Moorcock Inn. From Outhgill the road passes through the Yorkshire Dales, but not for long.

Heading west the A684 leads to Sedbergh which I've already mentioned and the A683. Bough Fell (2216ft) is to the right and I think you can see the other side of it from the motorway. I'm not going through Sedbergh today, a minor road to the left will eventually lead me to Dent, a pleasant village if left alone, free from visitors.

The single track becomes quite steep and the surface very lumpy. I slowed to a crawl, one car passed travelling in the opposite direction, at about 1000ft the road gets worse. What if something happened to the suspension, such a lonely place. The temperature gauge was half-way between hot and quarter to hot, that's alright, must stop worrying and look around at the wonders

about me. The clouds were high, no sign of rain, a bit of blue sky in the far distance, good visibility. The music of Scottish composer Hamish McCann, 'Land of the Mountain and the Flood', comes to mind. Turning 360° makes one feel so indiscriminate, and unnecessary. Time to go.



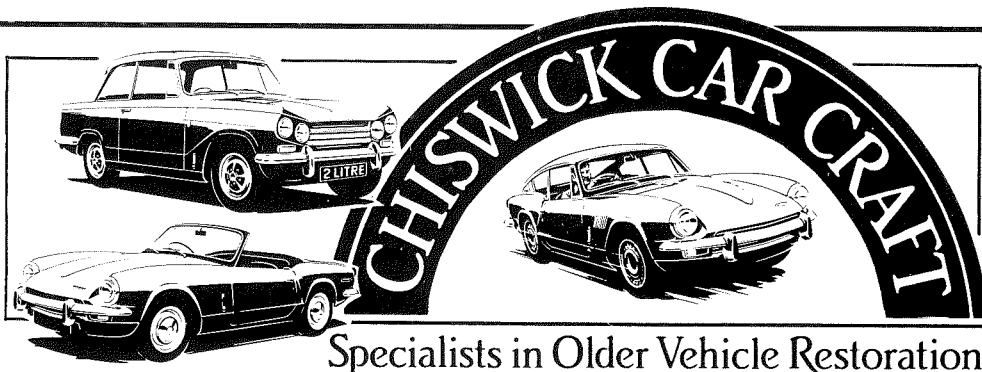
I know I shouldn't do it, but I do; that is, put the gears into neutral with the engine running and let gravity do the work, recouping come petrol used on the climb. Down, down, down to Dent.

The village centre is cobble-stoned, just like driving over a continuous cattle grid. The buildings have been left as they must have been originally, unsullied by tourists, which include hikers, walkers and climbers who are equally incongruous as the petrol station with its brash digital price indicator. Not a barn or outhouse is left derelict, young ex-hikers, walkers and climbers setting up home mixing cement, laying down bricks, and assembling scaffolding, not a bad thing you say, but are they the descendents of Dent folk, or town dwellers seeing what it's like living in the country. It's like the Viking museum at York. I'll not stop and add to the pollution.

A signpost to Barbon takes you to yet another minor road, Crag Hill (2239ft) to the left and Calf Top (1999ft) to the right, a short run, make the most of it, the hills are going. Joining the A65 I am looking for Lancaster signs. The countryside is pleasant. Passing through Hornby you will see the castle in your car mirror half a mile outside the village. This castle was painted by Turner. It was partly destroyed during the Civil War, and was a ruin until restoration in Victorian times.

I've never visited it, I will one day. I've heard or read that there is a recording studio inside. A prominent pianist recorded the complete sets of Mozarts Piano Sonatas there.

The journey I have described is comparatively short, and a part of a longer one visiting three castles and a Little Chef. Reading an Ordnance survey map can be awkward sitting in a Spitfire. I use a Bartholomews Road Atlas published in 1976. Unlike later editions this one shows contour lines. They gave it away with a gallon of oil!



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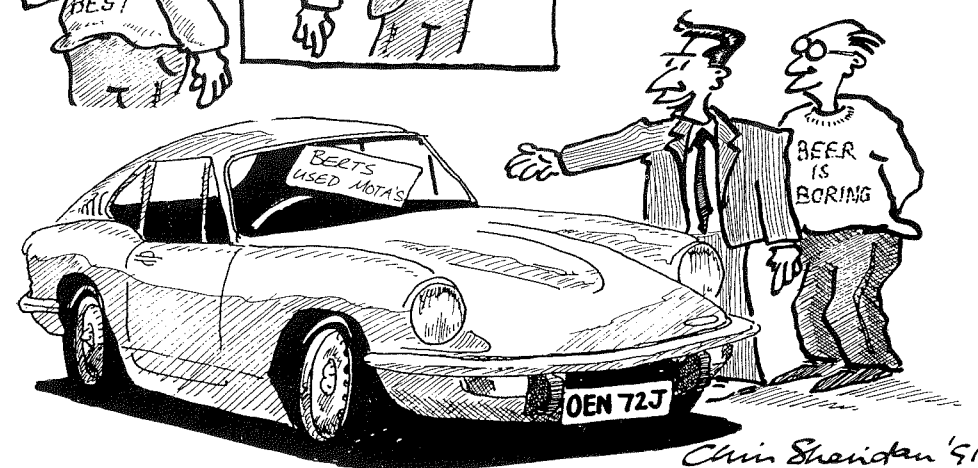
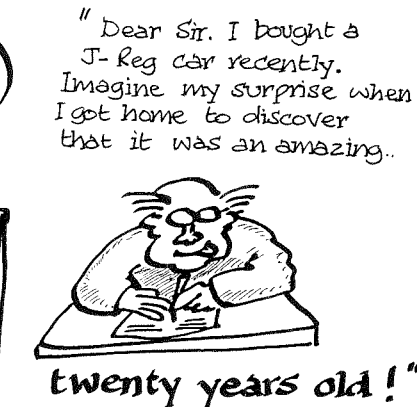
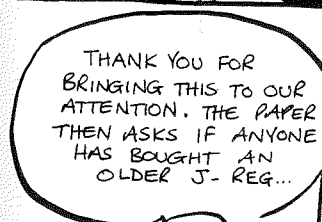
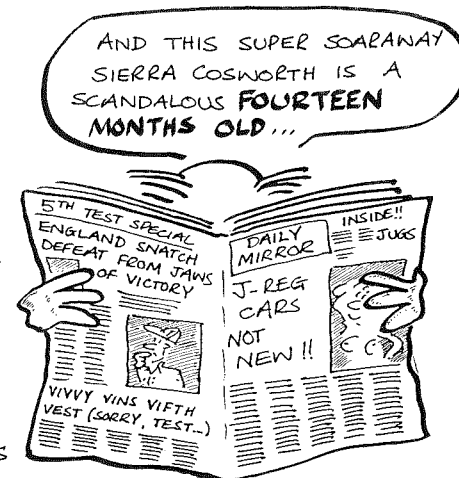
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TOMMY THE TRIUMPH



A well known paper recently got its knickers in a twist over the age of what were supposed to be **NEW** cars! Apparently, some were four months old, some were six months old....



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