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Wire Wheel Chrome	£83.00
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Continental Spinner	£11.50
Spinner Spanner	£4.05
Wire Wheel Cleaning Brush	£3.95
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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

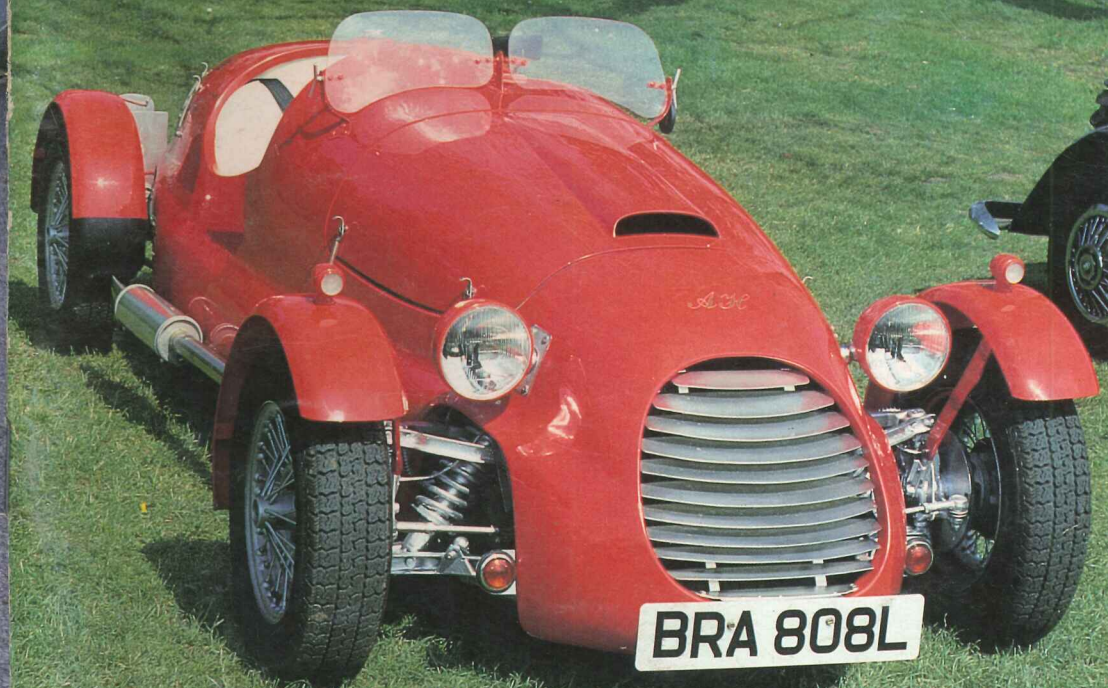
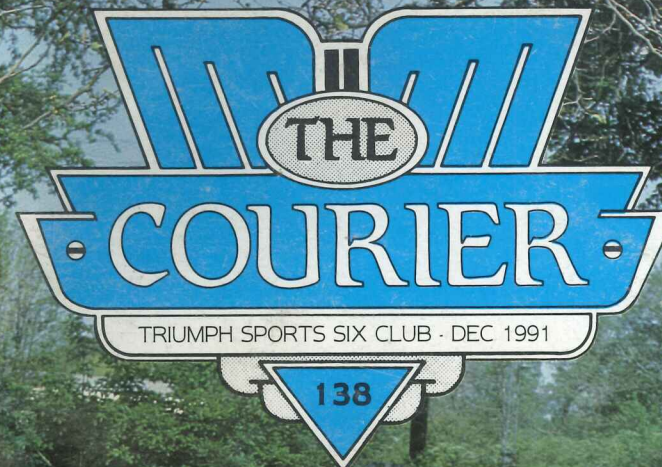
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WELCOME



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

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from the brochure
or why not call in to the
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. 138 DECEMBER 1991

Price £1.50 Free to Club Members

CLUB HEADQUARTERS

Main Street, Lubenham, Market
Harborough, Leics LE16 9TF

TEL: 0858 434424

FAX: 0858 431936

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

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS ADMINISTRATOR

Diane Spence

COURIER MAGAZINE

EDITOR

Bernard Robinson

TYPESETTERS

John Fairey, Joyce & Jo Sunderland

TRIUMPH SPORTS SIX CLUB - PO Box 28,

Market Harborough Leics LE16 7FX

TEL (0858) 434424 FAX (0858) 431936

GENERAL SECRETARY

Peter Williams

10 Chesham Rise, Cherry Lodge,

Northampton NN3 4XP

Tel: 0604 405416

COMMITTEE MEMBERS 1991

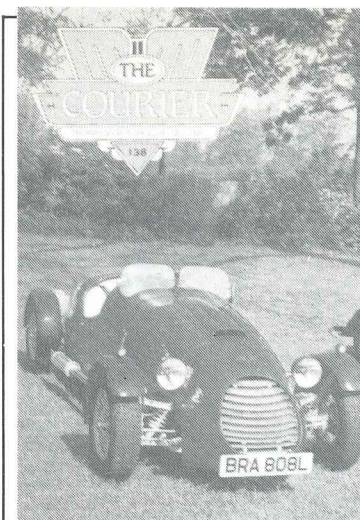
Roland Drew, Brian Waters, Glyn Ridgewell,
Peter Williams, Mike Costigan, Leon Guyot,

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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Front cover photo
Alan Hooper's
one-off special.

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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. ★



THE TRIUMPH SPORTS SIX CLUB

NATIONAL & INTERNATIONAL EVENTS 1992

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

FRI/SUN 17/19 JAN TSSC WINTER WEEKEND — Fosse Manor, Stow On The Wold, Contact Glyn Ridgwell 0245 71987

FRI/SUN 7/9 FEBRUARY EARLS COURT MOTOR RACING SHOW — Club Stand, Contact Tony Lindsay Dean 081 890 6777

SAT/SUN 7/8 MARCH LONDON INTERNATIONAL CLASSIC CAR SHOW — Alexandra Palace, London, Contact Club Office.

SAT/SUN 14/15 MAR BRISTOL CLASSIC CAR SHOW — Bristol Exhibition Centre, Contact Club Office.

SAT/SUN 2/3 MAY ISLE OF WIGHT CAMPING WEEKEND — Contact Jason Hawkins 0983 853208

SAT/SUN 9/10 MAY SOUTH OF ENGLAND MEET — Leatherhead Leisure Centre, Contact Mike Crewes, 0344 885541

SAT/SUN 23/24 MAY CLASSIC SPORTSCARS INTERNATIONAL 1992 — Classic Car Show, NEC, Birmingham, Contact Club Office.

SAT/SUN 30/31 MAY S.T.I.R. XV111 (STANDARD TRIUMPH INTERNATIONAL RALLY) — Domein Puyenbroeck, Wachtebeke, Belgium.

FRI/SAT/SUN 17/18/19 JULY TSSC INTERNATIONAL WEEKEND STAFFORD COUNTY SHOWGROUND — CONTACT CLUB HEADQUARTERS FOR DETAILS. TEL: 0858 434424

SUN 2 AUG LEICESTER NATIONAL — Stamford Hall, Lutterworth, Leics, Contact Diane Hanes, 0533 716463

FRI/MON 29/30/31/ AUG MANCHESTER CLASSIC CAR SHOW — GMEX, Exhibition Centre, Manchester, Contact Club Office.

SAT/SUN 5/6 SEPT INTERNATIONAL SPITFIRE WEEKEND — Arden, Holland, Contact Club Office.

SAT/SUN 28/29 NOV CLASSIC CAR SHOW — NEC Birmingham, Contact Club Office.

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

ANY AREA WISHING TO ORGANISE A CLUB STAND AT ANY OF THE FOLLOWING EVENTS — PLEASE CONTACT THE CLUB HEADQUARTERS FOR FURTHER DETAILS.

SUN 2 FEB HARLOW TRANSPORT & COLLECTORS BAZAAR — Harlow Sports Centre, Hammerskjold Rd

SAT/SUN 7/8 MAR BEAUJOLAIS REVENGE — TSSC TEAM INVITED, from Midlands area to St Omer and back.

BAZAAR — 22 MAR BROMLEY TRANSPORT & COLLECTORS

The Civic Centre, Stockwell Close, Bromley.

SAT/SUN 28/29 MAR NATIONAL CLASSIC SPORTS CAR SHOW — Royal Showground, Stoneleigh, Warks.

SUN 26 APR BROMLEY VINTAGE & CLASSIC MOTORCYCLE SHOW — The Civic Centre, Bromley.

SUN 2 JUN WHITBREAD MIDSUMMER MOTORING LEGENDS —

Whitbread Hop Farm, Paddock Wood, Tonbridge, Kent.

SUN 28 JUN BROMLEY PAGEANT OF MOTORING — Norman Park, Bromley, Kent.

SAT/SUN 4/5 JUL EUROPEAN KIT & SPORTS CAR SHOW — The Stour Centre, Ashford, Kent.

SAT/SUN 22/23 AUG BRITISH SPORTSCAR RALLY — Longleat, Wilts.

TSSC RACE CHAMPIONSHIP AND COMPETITION EVENTS — DATES NOT YET RECEIVED.

TSSC RACE CHAMPIONSHIP

Contact Kim Pearson, 23 Belmont Road,

Wallingford, Surrey

Dates to be advised.

COMPETITION EVENTS

Comment What a way to end a Super year!

Classic Car magazines' award ceremony at the National Classic Car Show NEC became an emotional end to a triumphant year!

Firstly we won Club Magazine of the Year, in the 5000 and over membership group. Being the most important service any club can offer, this award was I think justifiably won. Not only do we publish more copy than any other car club, but the quality of content has always far outstripped most other car club magazines. To everyone concerned in taking part in producing the Courier, from contributors to production team, and a very proud Editor, Bernard Robinson, my congratulations. Our second award and crowning glory, 'Most Improved Club of the Year'. Again a very tough and competitive category as it recognises the full spectrum of Club Services to members. Classic Cars Magazine goes out of its way to reward and encourage clubs to further their aims, and winning the award means all the hard work of the last 12 months is recognised throughout the Classic Car scene. I gratefully accepted this award on behalf of the Club.

Members Handbook 1992

Another milestone is about to unfold. The 1992 Members Handbook — this will be sent with the January Courier. Apologies for not having a 1991 Edition — but the new team, lead by Peter Williams, have completely revamped this important publication and now over 100 pages it is by far the most comprehensive Triumph Trade Directory & TSSC Breakdown Scheme ever produced.

Bill Sunderland



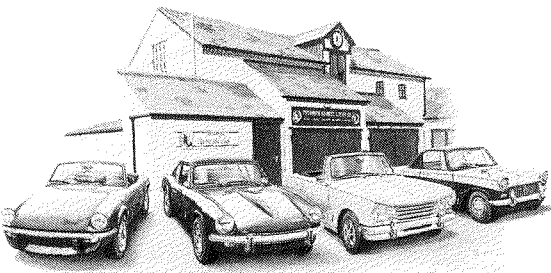
TSSC Valuation/Insurance

Over the past 6 years John and Pam Griffiths have been effectively running this important TSSC Service. Due to pressure of work they have passed this department to the TSSC Headquarters. As from January 1st, 1992, all valuations will be handled from the Club, the systems will remain the same as before. Please note in this Courier a revised Car Value Guide giving an important new category, A1+ for cars above A1 condition but below concours.

We thank Pam and John for building up this part of the Club and John is writing an in-depth article in the January Courier on how to value your Club car.

Finally — on behalf of everyone at H/Q, may you enjoy a happy Christmas and Safe 1992.

Due to printers holidays,
Deadline January Courier,
5th DEC. 1991 for Area News
and Classifieds.



TEACH INS

Now that the Club headquarters is established, we thought it would be a good idea to further extend its use.

A recent idea is to start a series of 'Teach-In' sessions, probably run on a weekend afternoon, whereby small groups of members could, for example, come along to learn about MIG welding, mechanical repairs, or for the less knowledgeable, how to carry out basic servicing on their cars. My idea is that we hold an occasional series of teach-in sessions, starting sometime in the New Year for about 15 members per session. The teach-ins would be organised on a voluntary basis and offered at NO COST to members. Do you think this is a good idea?

What other teach-in subject can you think of? Please contact me, Peter Williams on 0604 405416 so I can gauge the response.

RUN TO EURO DISNEY: Making a World of Difference for Save The Children

The run to Euro Disney, which will take place in May 1992, is to benefit Save the Children. The event aims to raise significant funds for Save the Children to help the charity's work in the UK and overseas. The cars taking part in the two-day run will be invited to raise sponsorship per mile for the charity, with prizes being awarded to the participants raising the most money for Save the Children. Save the Children was originally founded in response to a European emergency in 1919. It is therefore particularly appropriate that Save the Children should be the beneficiary of this special European Rally.

NEWS REVIEW

CLASSIC CARS ON THE AGENDA FOR RURAL LORD

Ceremony quickly turned to reminiscences of bygone motoring when Lord Shuttleworth, chairman of the Rural Development Commission, visited Newton Commercial in October. Lord Shuttleworth was on a fact-finding mission, analysing the economic and social needs of rural Suffolk. His visit to the Leiston company which makes original specification interior trims for classic British cars, was one of more than a dozen projects which he viewed over two days. Last April the company launched the first of an original range of trims for the Mini Cooper, joining more familiar products for the Morris Minor, the Mini, the Triumph Spitfire and the MGB. 'It's going very well', said Mrs Newton, 'and plans are now in hand to make trims for the Mark II and Mark III Coopers, as well as for the remaining range of Minis. *'We are also planning to launch the correct trim for the Triumph Herald and Vitesse next spring'.* Contact: Newton Commercial, Richard or Vera Newton on Leiston (0728) 832880.



Trimming up on the facts: Lord Shuttleworth (left) and Richard Newton watch the machining skills of Shena Norsworthy at Newton Commercial's Leiston factory.

Autorama IN AND AROUND THE TRADE SCENE

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



TOTALLY TRIUMPH have moved from Yew Tree Hall Farm, High Legh, Cheshire. New address is c/o Brian Hewitt (Haulage), Badger's Croft, Intack Lane, off Swineyard Lane, High Legh, nr Knutsford, Cheshire, WA16 0SE. The telephone is not yet connected so the old number is still in use: (0565) 830 250. We apologise for any existing customers who were

not informed verbally before we moved and we look forward to welcoming new customers when we've settled in a little more. At least most of the second hand parts are racked now, instead of being in a large pile!

Chris, Paul, Ben, Dave and Phil wish all TSSC members a Merry Christmas (I'm early for once! Chris)

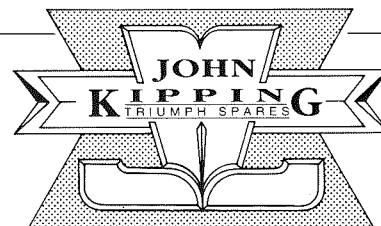
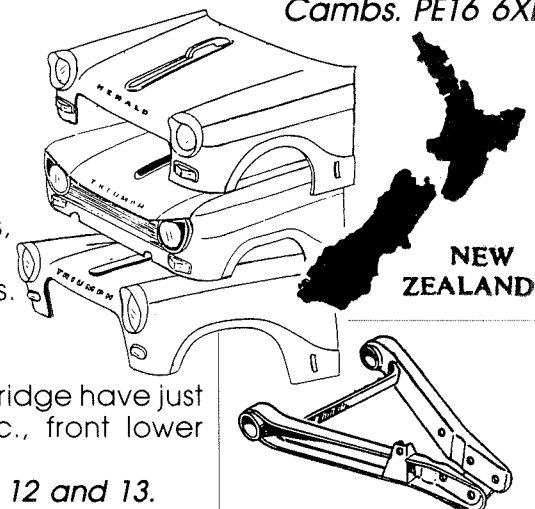
'RUST FREE PANELS' from... CAMBRIDGE TRIUMPH
Shorts Cottages, Mount Pleasant Farm, 16ft Bank, Chatteris, Cambs. PE16 6XL

We have just taken delivery of a container from New Zealand of 'RUST FREE PANELS' for Triumph Herald/Vitesse.

These panels were previously hard to obtain in this condition. The container held stock of floors, bonnets, petrol tanks, doors and a small quantity of front valances.

Further details on request.

Also, Robin informs me that Cambridge have just remanufactured to original spec., front lower wishbones from original tooling. *Check out their advert on pages 12 and 13.*



421 ALDERMANS GREEN ROAD
COVENTRY CV2 1PP

CHRISTMAS FESTIVITIES AT JOHN KIPPING TRIUMPH SPARES

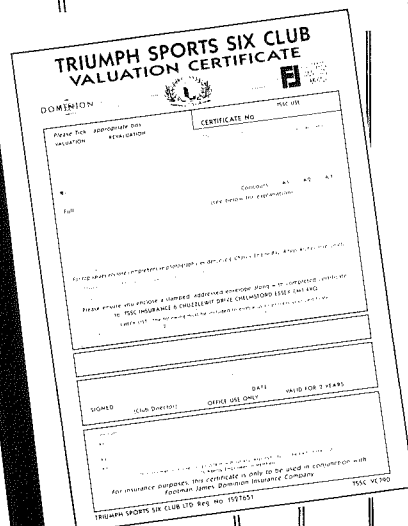
Drop in for sherry and mince pies on SATURDAY 14 DECEMBER. Shop normally open from 9.00 till 1.00 but we'll be here until 5.00 for visitors. Come and have a nosey round our new premises and have a festive drink with us all.

INSURANCE ARRANGED BY

UNDERWRITTEN BY



"This is the single, most important document in your cars life"



Are you **100%** positive of receiving the **TRUE** current value of your classic in the event of a write off?
Can you **GUARANTEE** you will receive all of that amount?

Once you hold this certificate

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The N°1 TRIUMPH CLASSIC CAR INSURANCE SCHEME

for

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Car Values December 1991

	Body	Prod	CC/Cyls	Concours	A1 +	A1	A2	A3
Triumph Herald	sal	1959-61	948/4	2750	2000	1400	600	250
Triumph Herald	fhc	1959-61	948/4	3500	2300	1700	1000	400
Triumph Herald	dhc	1960-61	948/4	3900	2700	1900	1200	500
Triumph Herald "S"	sal	1961-64	948/4	2800	2100	1500	800	350
Triumph Herald 1200	sal	1961-70	1147/4	2700	2000	1400	700	300
Triumph Herald 1200	fhc	1961-64	1147/4	3600	2400	1800	1100	450
Triumph Herald 1200	dhc	1961-67	1147/4	4300	2900	2000	1300	500
Triumph Courier Van	van	1961-64	1147/4	3300	2200	1500	800	400
Triumph Herald 1200	est	1961-67	1147/4	3500	2300	1700	1000	400
Triumph Herald 12/50	sal	1963-67	1147/4	3300	2250	1600	1000	450
Triumph Herald 13/60	sal	1967-71	1296/4	3600	2400	2000	1300	450
Triumph Herald 13/60	dhc	1967-71	1296/4	4800	3200	2800	1700	550
Triumph Herald 13/60	est	1967-71	1296/4	3800	2500	2200	1300	500
Triumph Spitfire 4	sp	1962-64	1147/4	4200	3200	2500	1500	500
Triumph Spitfire II	sp	1965-67	1147/4	4500	3350	2700	1600	500
Triumph Spitfire III	sp	1967-70	1296/4	5500	3900	3200	1800	600
Triumph Spitfire IV	sp	1970-74	1296/4	4800	3650	2900	1650	600
Triumph Spitfire 1500	sp	1975-78	1493/4	5500	4200	3500	2000	700
Triumph Spitfire 1500	sp	1979-81	1493/4	6800	4700	4200	2400	850
Triumph GT6 MkI	fhc	1966-68	1998/6	7300	4600	4000	2000	750
Triumph GT6 MkII	fhc	1968-70	1998/6	7700	5300	4500	2400	900
Triumph GT6 MkIII	fhc	1970-73	1998/6	9000	6500	5500	2700	1100
Triumph Vitesse 1600	sal	1962-66	1596/6	4800	3200	2600	1300	500
Triumph Vitesse 1600	con	1962-66	1596/6	5300	4100	3000	1600	600
Triumph Vitesse 2L MkI	sal	1966-68	1998/6	4800	3200	2600	1400	600
Triumph Vitesse 2L MkI con	con	1966-68	1998/6	5400	3850	3300	1700	700
Triumph Vitesse 2L MkII sal	sal	1968-71	1998/6	5800	4300	3400	1800	700
Triumph Vitesse 2L MkII con	con	1968-71	1998/6	8500	5300	4000	2200	900
Bond GT 2+2		1963-64	1147/4	3000	2200	1600	900	450
Bond GT4S		1964-67	1147/4	3000	2200	1600	900	450
Bond GT4S 1300		1967-70	1296/4	3300	2300	1800	950	500
Bond Equipe 2L	sal	1967-70	1998/6	3600	2400	2000	1300	550
Bond Equipe 2L	conv	1968-70	1998/6	4000	2400	2000	1400	600
Amphicar		1960-63	1147/4	10,000	6500	5000	2500	1000

- N.B.** - Definitions (i.e. Concours, A1 + ,A1, A2, etc.) as per Valuation Form.
- Original, low mileage, one owner, known history cars, will always attract higher value than restored examples.
- Values above are averages.

NOTES ON COMPLETING THE VALUATION FORM:

- ★ See Guide to Car Values. These are averages but may help to provide an indication of your car's value.
- ★ Please note that car values rarely reflect the amount spent on restoration or major repair work. Always quote a realistic replacement/market value.
- ★ Please ensure only good quality photographs are used. These are kept permanently on file at the Club's insurance office for record purposes.
- ★ You may describe your car as A1/A2 or A2/A3. This would be appropriate where, for example, your car meets the A1 criteria in all respects except perhaps for mileage and history.
- ★ Please ensure you state the *full* date of registration from your vehicle registration document (i.e. day, month, year).
- ★ Where you are enclosing numerous photocopy invoices, please state on the form the total amount spent.
- ★ Refunds are not generally available once Valuations have been issued.

N.B. Your car is not Agreed Value covered until the Valuation Certificate is signed by a Club Official.

YEOVIL TRIUMPH SPARES LTD

OPEN - Mon-Fri 8.30am/6.00pm, Sat 9.00am/4.00pm Wed. Close 1pm.

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WINTER WARMERS

WATER PUMPS

Herald £26.00
GT6/Spitfire £30.00
Spitfire II/III £26.00
Spitfire IV/1500
(fixed) £27.00
Spitfire IV/1500
(viscous) £44.00

GENERAL

Top hose, Herald,
Spitfire, GT6 £4.50
Thermostat, all
models £5.00
Radiator cap, all £3.50

RADIATORS EXCHANGE

Herald 13/60 £75.00
Spitfire III/IV 1500 £75.00
Vitesse 2 Litre ... £95.00
GT6 (all) £95.00

HOODS

All fittings included.
Spitfire,
all models £72.00
Herald/Vitesse .. £83.00

SEALS

Header rail, Spitfire £9.00
Header rail,
Herald/Vitesse £9.00

Outer weatherseal
Spitfire/GT6,
with clips £10.00
Outer weatherseal
Herald/Vitesse,
with clips £11.00

WHITE HOODS

Spit. MKIV £70.00
1 only
Herald/Vitesse £80.00
★ 1 only ★

All prices INCLUDE VAT.
P & P free on orders over £100.

(0935) 32262 3, CAMBORNE GROVE, YEOVIL, SOMERSET
Martin and Lynn Harcourt

BOND

Equipe

REGISTER

Peter Jacklin

First this month I would like to wish all Equipe owners out there a
HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR.

I would also like to thank all the people who have helped me throughout the past year, no names but I am sure that you know who this is intended for. Keep the letters and information flowing as this is the best way to spread the word and assist owners.

Spares news - thanks for the help with previous requests, this months spares wanted include a pair of front quarterlights for a 2-litre. Any offers?

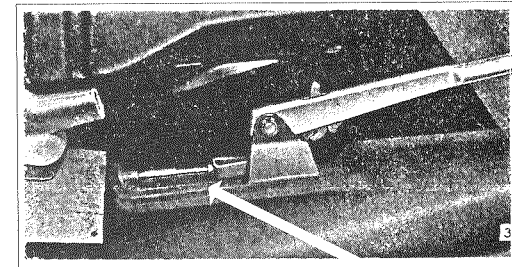
If you have cause to write to me please note that the Post Office has changed our Post Code to PE2 6FQ.

The latest news from the on-going seat diaphragm saga is that at last I received them from the manufacturer on 12th November, a full six weeks after my payment to them and even his took many telephone calls to achieve (delivery was originally promised 7 days from payment). However, all those paid for should now be on their way, hopefully in time to beat the Christmas postal rush. Thanks for your patience and as they say - it weren't my fault guvnor!!

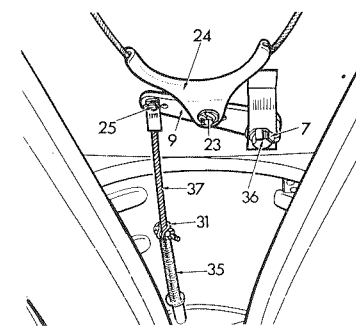
A common problem on Equipes and for that matter on all club cars, is ineffective handbrakes. One of the most common reasons for this problem is that the primary cable (from the handbrake inside the car to the relay lever under the car) is never adjusted. What usually happens is that any ad-

justments are made on the shoe adjusters and on the secondary cable (behind the brake backplate) and as time passes the mechanical advantage derived from the relay lever is lost. Unfortunately, the primary cable adjuster is on the back of the handbrake lever and to gain access to it you need to remove the following - one front seat and runner, half of the centre section of carpet and the handbrake lever cover grommet (hence the reason that this adjustment is so often neglected). A very worthwhile job which should certainly help your car pass the MOT test and might just save you in an emergency.

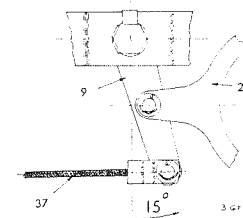
That's all for this month, see you in 1992!!



Primary cable adjuster.

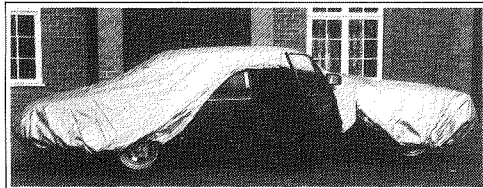


Handbrake relay lever and compensator

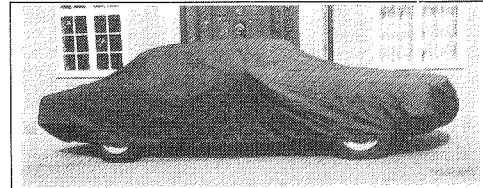


Showing the correct angular position of the relay lever when the brakes are released

Protect your Triumph with a Car Cover



OUTDOOR. Polyester textile with anti-UV treatment, lightweight smooth very high water resistance material, elasticated all round, underbody strap.



IN-GARAGE.

Nylon textile, dustproofed, water resistant, elasticated front and rear.

BOTH types have a protected driver door zip, as shown by the outdoor illustration, AND are supplied with a carrying bag.

	OUTDOOR	IN-GARAGE
TR all models Spitfire all versions Herald/Vitesse	£80	£55
Stag	£82	£56
2000 Mark 1 2.5 Mark 2	£84	£57

**PRICES
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VAT AND
DELIVERY**

If you would like a cover for another make of car (!) please ask, as we have other sizes available, we can cover cars from 11' to 20'6" overall length.

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CAMBRIDGE TRIUMPH SPARES

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

Well here we are at the end of another year, our fourth full year as suppliers of parts for TSSC cars.

Recently the most important changes that we've implemented is including VAT in our PUBLISHED prices, this is due to changes in the law. Please take notice that all prices shown in this and all future adverts will INCLUDE VAT but **postage/carriage will still have to be added.**

Here's wishing you all a happy Christmas and try to enjoy yourselves despite the recession. We're sure you all deserve it!

..... Oh! and while you're trying not to sleep off the effects of too much Christmas pud, check out our opening hours below, then you can get the parts to do that job on your Club car that you've never quite got round to doing.

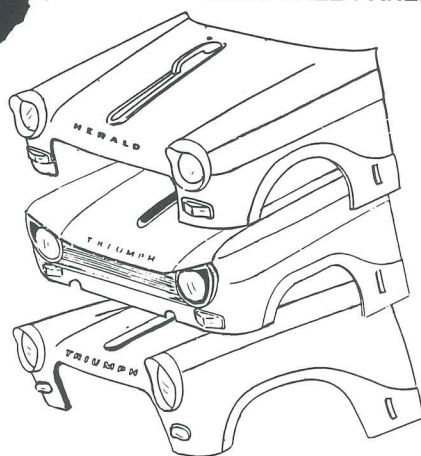
.... Thank you for your business this year and **HAPPY CHRISTMAS.**

Tony — Robin — Chris



FROM
NEW
ZEALAND

VIRTUALLY
RUST FREE PANELS



1200 bonnet assy.	approx. £293.75*
13/60 bonnet assy.	approx. £293.75*
948 bonnet assy.	approx. £293.75*
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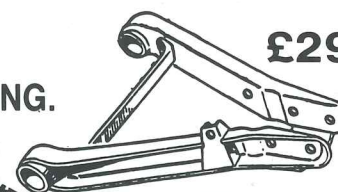


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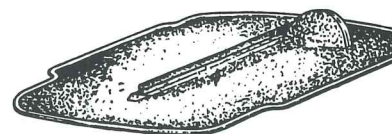
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The Road Traffic Act 1991

Back in 1985 a Road Traffic Law review was set up to look at Traffic Law and suggest ways of making it simpler and more effective. Their report was published in April 1988 and was known as the North Report after their 'chair' Dr. North.

The report made far reaching proposals, being about 4" thick but the Government is only going to implement some of them. This is the Road Traffic Act 1991 which received Royal assent on 25th July but has not yet come into operation, it is however expected to soon.

Sections 1 and 2 have been slightly changed; Section 1 - A person who causes the death of another person by driving a mechanically propelled vehicle dangerously on a road or other public place is guilty of an offence.

Section 2 - A person who drives a mechanically propelled vehicle dangerously on a road or other public place is guilty of an offence.

Changes - Motor vehicle becomes mechanically propelled vehicle, this means that things like tractors, off road motor cycles etc. now come into play.

Public place added, this includes car parks, common land etc. The term 'Reckless' has been dropped and 'Dangerous' substituted.

Section 2A defines dangerous as;

(1) The way a person drives falls far below what a competent and careful driver might be expected to achieve and

(2) Takes into account the condition of the vehicle, has it got defects that could cause an accident and was the driver aware of them.

(3) Dangerous means danger of either injury to any person or of serious damage to property and in determining that it would be obvious to a careful and competent driver.

Penalty;

Section 1 - Indictable only - 5 years imprisonment and/or fine, obligatory disqualification for min. of 2 yrs. plus a compulsory re-test.

Section 2 - On Indictment

Summary

Both

- 2 yrs. imp. and/or fine

- 6 mths. imp. and/or fine

- Obligatory disqualification or min. 1 yr. plus re test

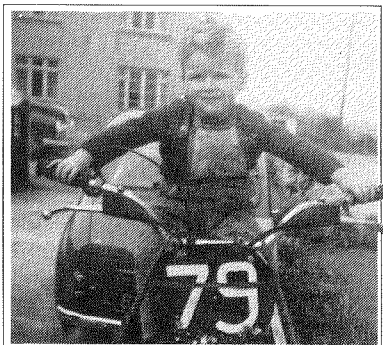
Section 3 - If a person drives a mechanically propelled vehicle on a road or other public place without due care and attention for other persons using the road or other public place he is guilty of an offence.

Changes - Mechanically propelled vehicle and public place as before.

Penalty - Fine up to £1,000, 3 - 9 points, discretionary disqualification.

Note - Approved motoring events exempt.

Section 3A - Causing death as in Section 3, this is a new Section. This also encompasses driving in this manner whilst over the prescribed drink levels, driver may be tested up to 18 hours after offence.



Mike Crewes

Penalty - Indictable only - yrs. imp. and/or fine, oblig. disqual. min. 2 yrs. Section 22 - A person is guilty of an offence if he intentionally and without lawful authority or reasonable cause, causes anything to be on or over a road, or interferes with a motor vehicle trailer or cycle, or interferes directly with any traffic equipment in such circumstances that it would be obvious to a reasonable person that to do so would be dangerous.

Dangerous has the same meaning as before.

Traffic equipment means - Anything lawfully placed on or near a road by a highway authority or a traffic sign lawfully placed on or near a road by a person other than a highway authority. Any fence, barrier or light lawfully placed on a road by a Constable or a person acting under the instruction of a Chief Officer of Police.

Penalty - Indictment - 7 yrs. imp. and/or unlimited fine.

Summary - 6 mths. imp. and/or max. fine of £2,000.

New Section 28 - A person who rides a cycle on a road dangerously is guilty of an offence.

Penalty - £1,000 fine for dangerous, £400 fine for without due care/reasonable consideration.

Other changes will allow disqualified drivers to earn up to 1/4 off disqual. period by completing a course approved by the Secretary of State. This will apply to sections 1 - 5, 7 with a min. period of 1 yr. disqual. At present when a person is disqual. from driving it wipes the points off his licence unless disqual. under totting, in future points will remain.

Also, photographic evidence is to be

accepted so that roadside automatic enforcement equipment can be used, fixed penalty notices will also be sent to drivers who are not stopped at the time of an offence.

The idea of these changes is to make the roads safer, I think you will agree that it should make

enforcement easier and make poor unacceptable driving easier to prosecute. It has been suggested that a reasonable standard is that of the driving test, anything that would make a driver fail his driving test would be BELOW a reasonable standard.

1 LEGISLATION - THE ROAD VEHICLES (Construction and Use) REGULATIONS 1986

From Friday 1 November 1991, the Road Vehicles (Construction and Use) Regulations 1986 are further amended so that motor vehicles have to be maintained so as not to emit any avoidable smoke or visible vapour.

Previously the regulations applied only to the construction of the vehicle.

Emission standards will be subject to enforcement at roadside spot checks as well as at the Ministry of Transport (MoT) test. They will apply to cars, light goods vehicles and other vehicles in the main MoT testing scheme first used on or after 1 August 1975, but not to motorcycles, three wheelers or diesel-engined vehicles.

If you have any topics or queries on road traffic law write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN. Please enclose a stamped addressed envelope.

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TURN RIGHT FOR CAPE TOWN

John Kipping

SIX months before the Triumph Herald was announced to the public in 1959, the manufacturers sent a team of two Heralds - one Saloon and one Coupé - with an Atlas van conversion and a Pennant Estate, on a proving run through the length of Africa.



Picture from front cover of 'Turn Left for Tangier'

A journey of some 9,000 miles from Cape Town through Central Africa and across the Sahara Desert to Tangiers.

For many years I have had an ambition to recreate the journey but the logistical problems always seemed insurmountable - not to mention the possible cost even if everything went according to plan! So I was very interested to hear about a re-run of the World Cup Rally scheduled for November 1992 going from London to Cape Town. Although not over the original route and the wrong way round (ie North to South) it is an officially recognised Rally (with Sir David Steel using his political contacts to smooth possible problems and arrange visas), and come as close as I think I'm ever likely to get.

The purpose of the original expedition, as so vividly portrayed in Richard-Benstead-Smith's book 'Turn Left for Tangier', was to drive until parts fell off and then to screw them

back on again. Failures ran from broken halfshafts to whole suspension units being torn off. Thirty four years later with all the benefits of numerous modifications and improvements carried out by Triumph (and Triumph owners), we hope to prove that a Herald can be as successful now as it was then on this testing 'reliability' run. The eligibility requirements for the World Cup Rally '92 are that the parts used on the cars should all have been in production before 1970. Our aim is to create a replica of the red and white Saloon used in the original trip but using the most reliable combination of mechanical components. We are not preparing a car as such - more creating one from a pile of pieces, which hopefully should be on the road by Easter 1992.

Our choice of parts will be based on our knowledge and experience of using Herald based cars for business and pleasure for the last fifteen years. We have made the following decisions thus far:-

- 1) Chassis, imported from New Zealand (manufactured c1965). Now ready having had the side rails and one rear outrigger replaced.
 - 2) Engine, 1500cc for max. torque and 8:1 compression, with a Spitfire III camshaft and single 1 3/4" carb.
 - 3) Gearbox, 4 synchro with overdrive.
 - 4) Differential, 4.11:1 Limited Slip.
 - 5) Front suspension, Standard Herald 13/60 with heavy duty springs (Courier van).
 - 6) Rear suspension, standard Herald with Estate rear spring. Ground clearance may be a problem all round and care will have to be taken in order that a high enough ride height is achieved even while carrying a lot of weight (get on with the diet John W).
- Only one picture this month, everyone knows what a chassis looks like as it is a familiar sight to Triumph enthusiasts. However, watch this space for reports on the World Cup Rally Challenge '92. See you in Cape Town, December 1992.

A Rose Amongst Thorns at Motofair '91

FIRST things first, this is not intended to be a preview of the 1991 Motofair, sublimally whetting your appetite in an attempt to get you all stampeding to Earls Court like a herd of rampaging wilderbest.

This is not my intention for two very important reasons. One, I am not on the payroll of the shows promoters, and two, the show finished last month, so even if I do manage to get you all worked up and eager for a day at Motofair '91, your lot! Right then, now we've got that sorted, I can hear you all asking, so what is this article about then? Well, it's basically a quick, and rather selective sprint round Earls Court (metaphorically speaking of course), to let any of you know, who are interested in the Motofair, but didn't manage to get to it this year, exactly what you missed.

I think just about anybody who went to the Motofair this year, could be forgiven for thinking that they had got lost and were in fact heading towards the world's largest Peugeot dealership. This impression had been cleverly created by Peugeot buying up just about every available inch of advertising space within a quarter of a mile of Earls Court, and then constructing a very impressive display stand on which to flaunt their latest contribution to the motoring world, the 106. Although it was billed as a 'surprisingly big small car', I must admit that it struck me as a rather unremarkably small, small car. But at least they compensated for this by having lots of pretty lights on the display. However, Peugeot's pretty lights did pale a touch when compared to the stand put together by those awfully clever chaps at Saab. This consisted of a large top of the range Saab, which had been perfectly sliced in half

from nose to tail, and then mounted on a complex automated turntable that sent the two halves of the vehicle dancing before the viewers eyes like a pair of Russian Ballerinas. Cameo performances were provided by a fluorescent orange safety cage, and a fully working, highly chromed engine that rose from the base of the turntable and titillated the open-mouthed viewing public. Ford had a large and impressive display featuring everything from the new Courier van, to the new Cosworth Escort, yet to be released, and including the new Granada Estate. The only annoying thing about the Ford stand was that while you viewed the vehicles on display.

Brian May was constantly reminding you that everything they do is driven by us. Yes Brian, we know!

This talk of all things Ford, brings me quite neatly to one particular vehicle that could be said to make its mark on the world of open top motoring, although I personally would be quite happy if I never saw one again. The vehicle concerned was based on the MkIII Fiesta and was called 'The Hacker'. This name was no doubt derived from the fact that the roof had been hacksawed off the original car. A different front end had also been added in an attempt to disguise the cars heritage, but the interior, and those unmistakable rear light clusters still give the game away. The result of all

THE SPIKE SPEAK COLUMN

this hard work is a car with all the style and panache of a Ford Fiesta but with a slightly reduced scrap value due to the removal of a large chunk of its body. If you're looking for something with a little more style, but still no roof, L A Roadsters were displaying some rather impressive 'D' type Jaguar's, and AC Cobra look-alikes, with some equally impressive price tags swinging from them. A little lower in the price range comes the Marcos Mantula, a V8 Rover engine kit car that looked, to my eyes, very very lovely indeed, with its long sleek bonnet, broad, high rear end and luxurious leather interior. A Cortina based version, the Martina is also available, offering an equally impressive level of finish, but utilising obviously cheaper donor parts. Although these cars were all very desirable, I must confess that by far and away the loveliest car as far as I was concerned, was the Lamborghini Diablo. I know it's probably a bit of a predictable choice, but I really would give my left leg for one of these beauties, as would just about all the other people who were crowded round the Lamborghini stand, droowling over these elegant, sensual symbols of affluence. Had the true contents of the onlookers wallets been known, I think we would have all been better off making our way to the rather sparsely populated Skoda stand.

Upstairs at Earls Court, an absolute gold mine of accessories could be found, with everything you could ever wish to bolt onto or into your car, lavishly displayed in an attempt to separate you from your hard earned cash. As far as I was concerned, the main attractions in this section of the show, were the Hi-Fi stands, where there appeared to be a running battle of volumes going on between Kenwood and Pioneer. I ventured into Kenwoods purpose built sound room and treated myself to an aural extravaganza that combined to musical finesse and clarity of The Royal Philharmonic Orchestra, with the bowel shattering power of an AC/DC concert. As I emerged from this room, all I could say was 'I want one of those in my Herald'. However, as this particular 'one of those' was probably worth five times what my Herald will ever be worth, even after a chassis-up rebuild,

and the installation of a full leather interior, I think it is rather unlikely that I will ever have 'one of those' in my Herald. The top of the Earls Court was also sporting a rather impressive display of cars for sale. This collection included such wonders as Diablos, AC Cobras, D Type Jags, there was even a Jaguar XJ220, yours for only £500,000. But it was amongst these rather out-of-reach vehicles that I got my biggest surprise of the day, for there,

rubbing shoulders with the aforementioned milestones in the history of motoring, was a MkIV Spitfire.

Not really the kind of place I'd expect to find a Spitfire, I must be honest, but then again, this wasn't just any old Spit. According to the card attached to its windscreen, in its many years since construction, it had

managed to cover slightly less than seven hundred miles, and consequently was up for sale for a cool ELEVEN THOUSAND QUID or thereabouts. So all you MkIV Spit owners out there who thought you were doing well with only six thou on the clock, think again. Just in case you haven't worked it out yet, the discovery of this Spitfire at the Motorfair was the initial inspiration for the otherwise rather curious title to this article. I don't think any of you would disagree that this particular Spitfire, in its totally original and practically unused condition, was a bit of a rose, but the question is, would you consider D type Jags, AC Cobras or Lamborghini Diablos to be thorns by comparison? Well, I don't know about you, but I would need a hell of a lot of persuading before I'd swap my Herald for a Diablo. Oh yes, you can bet on that, yes indeed Er

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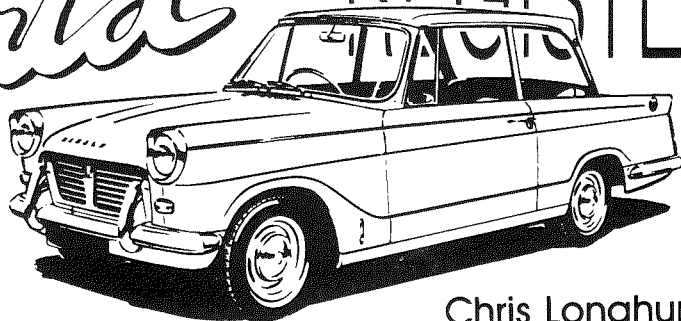


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Herald

REGISTER



Chris Longhurst

KNOW YOUR HERALDS 1200 COUPE

THE November write-up on the 'Coupé Sunday' inspired me to put pen-to-paper and cover the 1200 Coupé.

Production, on the MkI chassis, commenced in February 1961, with the first cars being introduced in that year. Production continued until 1964. The first commission number was GA609CP, with GA45281CP; in January 1962, GA97421CP in January 1963 and GA130315CP in January 1964. The final production was GA166103CP in October 1964. The commission numbering sequence was the same as other 1200 cars, the model being distinguished by the CP suffix.

Total production was only 5319 cars. The majority of these, judging by body numbers were MkI cars (to GA80,000...). I estimate about 3800 MkI coupés and 1500 MkII's were produced. Some of the MkI's may have been 'in storage' with dealers for some time. I used to own a MkI which was built in late 1961 but which was not registered until June 1963!

Despite its sporty appearance the 1200 Coupé was not a great success for Standard-Triumph. No doubt competition with the faster and more traditional 'sports car', the Spitfire helped to reduce sales!

Mechanically the 1200 Coupé was very similar to the 1200 Saloons and Convertibles. The only recorded difference was the use of the 8 leaf rear spring on the Coupé instead of the 11 leaf spring. This slightly reduced positive camber and lowered the back of the car. A number of cars were fitted with twin SUs. This was an optional extra (often dealer fitted) rather than part of the original specification as with the 948 Coupé.

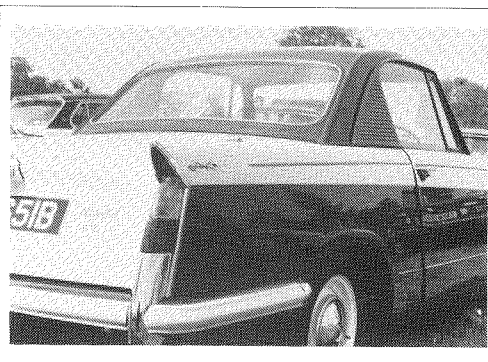
According to my Register records, the oldest/newest Coupés are:-

MkI: GA3435CP.

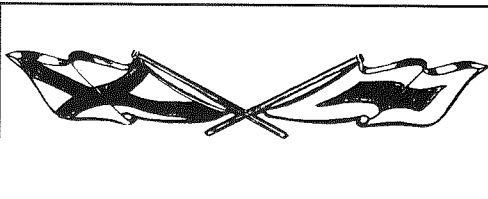
GA78437CP.

MkII: GA80597CP.

GA158910CP (Body no. 8112YAT)



1200 Coupé — rear view, note crossed flags on side of wing.



MkI cars had body numbers prefixed YAT... and MkII cars suffixed 8... YAT. If anyone out there has earlier/later cars or can supply me with additional information on body numbers, I would

like to hear from them.

In Australia the coupé was marketed as the 12/50 with the slightly more powerful engine and a Vitesse bonnet!



1200 Coupé — Front view (some cars can be found with TRIUMPH letters on the bonnet)



Australian 12/509 Coupé (GB17334CP) (Photo: M. King)

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BODY PANELS FOR SPITFIRE/GT6

Front wing Spitfire Mk1/2/3, GT6 Mk1	£49.00	Inc. VAT
Front wing Spitfire Mk4/1500, GT6 Mk3	£36.00	
Rear wing Spitfire Mk1/2/3, GT6 Mk1/2	£55.00	
Rear wing Spitfire Mk4/1500, GT6 Mk3	£110.00	
Doorskin Spitfire Mk2/3, GT6 Mk1/2	£17.50	
Doorskin Spitfire Mk4/1500, GT6 Mk3	£17.50	
Sill kit 5 piece using Leyland sill	£49.00	
Bootlid Spitfire Mk4/1500	£105.00	
Bootfloor all Spitfire & GT6	£40.00	
Full floor pan all Spitfire & GT6	£30.00	
Rear valance Spitfire Mk1/2/3, GT6 Mk1/2	£32.00	
Rear valance Spitfire Mk4/1500, GT6 Mk3	£25.00	
Front quarter valance fibreglass Spitfire Mk4/1500, GT6 Mk3	£19.00	
Front quarter valance steel Spitfire Mk4/1500, GT6 Mk3	£50.00	
Front inner wheel arch Spitfire Mk4/1500, GT6 Mk3	£20.00	

BODY PANELS FOR HERALD & VITESSE

Front wing Herald 1200	£75.00	Inc. VAT
Front wing Herald 13/60	£52.00	
Front wing Vitesse Mk1/2	£69.00	
Doorskin Herald, Vitesse	£25.00	
Rear wing Herald, Vitesse	£55.00	
Rear valance Herald	£35.00	
Rear valance Vitesse	£32.00	
Rear quarter valance Herald, Vitesse	£20.00	
Door step Herald, Vitesse	£8.00	
Front valance Herald 1200	£23.00	
Front valance Herald 13/60, Vitesse	£23.00	
Bonnet 'D' plate Herald, Vitesse	£9.50	

BRAKING SECTION

Front brake disc all Spitfire, Herald	£14.00	Inc. VAT
Front brake disc all GT6, Vitesse	£16.00	
B F Goodridge stainless braided brake hose kit (state model)	£30.00	
Copper brake pipe kit with all clips, brass unions and free spanner	£35.00	
Brake servo kit all models and complete with installation parts	£120.00	
Rear wheel cylinder dust cover	£1.25	

BULK PURCHASE MEANS WE CAN NOW OFFER TSSC MEMBERS UNBELIEVABLE LOW PRICES ON THE FOLLOWING

Front lower trunnion original STANPART	£12.00	Inc. VAT
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Front shock absorber standard	£20.00	
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Front spring Spitfire and Herald	£14.00	
Front spring GT6 and Vitesse	£14.00	
Front trunnion kit	£3.95	
Rear spring Spitfire Mk1/2/3	£49.00	
Rear spring Spitfire Mk4/1500, GT6 Mk3	£52.00	
Rear spring GT6 Mk1/2	£52.00	
Steering rack all models	£30.00	
Alloy rack mounting kit	£18.00	
Universal/propshaft universal joint (not Japanese)	£6.00	
Rotoflex coupling genuine Leyland	£29.00	
Rear wheel bearing kit Spitfire, GT6 Mk1, Vitesse Mk1, Herald	10.00	

SANTAS 'STANPART SPECIALS

All items are NEW UNUSED PARTS.

Rev counter GT6/MkII/III part no. 215044	£30.00	Inc. VAT
Speedometer, Vitesse 1600, early part no. 209036	£30.00	
Selection of new early 948 Herald speedometers	£25.00	
Hood and frame, Spitfire MkIII, black with all fittings, part no. 907112	£250.00	
Hood only, white, Spitfire MkIII, part no. 811639	£60.00	
Cylinder head, Spitfire MkII, part no. 514435	£50.00	
Vitesse 1600 pistons, standard, part no. 129059	£10.00	
Exhaust manifold, Vitesse MkII/GT6 MkII/III, part no. 308290	£40.00	
Front bumper overriders, Spitfire MkI/II (we have pairs), part no. 706605/6	£20.00 each	

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Radiator, Vitesse 2 Litre EXCHANGE	£88.00	
Radiator GT6, all models EXCHANGE	£93.00	
Water pump, Spitfire MkI/II/III	£30.00	
Water pump, Spitfire MkIV/1500	£30.00	
Water pump Spitfire 1500 VISCOUS	£50.00	
Water pump GT6/Vitesse/TR5-6	£30.00	
Heater valve, all models	£25.00	

ALL HOSES / CLIPS / THERMOSTATS / FAN BELTS IN STOCK
WE ARE NOW STOCKISTS FOR SPAX SHOCK ABSORBERS!!!

FRONT SHOCK ABSORBER, ALL MODELS	Inc. VAT
Standard	£21.00
ADJUSTABLE	£36.00

REAR SHOCK ABSORBER, ALL MODELS	
STANDARD	£18.00
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SPECIAL OFFER FOR CHRISTMAS ONLY:-

CAR SET (2 x FRONT, 2 x REAR) STANDARD	£75.00
CAR SET (2 x FRONT, 2x REAR) ADJUSTABLE	£130.00



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BREAKING: SPITFIRE MK3, SPITFIRE 1500, GT6 MK1, VITESSE MK1 CONVERTIBLE. CAR SALES: WE ALWAYS HAVE A GOOD SELECTION OF GOOD USABLE CARS FOR SALE. WE CURRENTLY HOLD IN STOCK ALL THE INTERIOR TRIM NECESSARY TO RETRIM YOUR SPITFIRE/GT6. THEREFORE ALL THESE PRICES ARE PROBABLY THE MOST COMPETITIVE AVAILABLE

Seat cover kit both seats (please state model)	£75.00	Inc. VAT
Pair of door trim panels (please state model)	£45.00	
Pair of black PVC door top cappings	£23.00	
Glove box left or right	£10.50	
Sunvisor right hand	£8.50	
Sunvisor left hand with vanity mirror	£11.50	
Headlining black or white GT6	£35.00	
Engine bay valance kit Spitfire	£35.00	
Engine bay valance kit GT6	£39.00	
Radiator cowl GT6	£10.00	
Moulded carpet set Spitfire	£120.00	
Moulded carpet set GT6	£190.00	

NEW ITEMS WHICH WERE PREVIOUSLY NOT AVAILABLE, NOW IN STOCK

Door hinge gaskets	£2.00 set	Inc. VAT
Door glass Herald/Vitesse convertible	£25.00 each	
Chrome oil filler cap all models	£6.00	
Front side lamp glass and seal Herald and Vitesse	£10.00	
Fuel tank neck grommet Herald and Vitesse	£5.00	
Column light switch Spitfire 1500	£25.00	
Herald 1200 air filter to carb seal	£3.00	
Dash top Spitfire Mk4/1500, GT6 Mk3	£35.00	

ANY ORDER OVER £150.00 INCLUDING VAT WILL BE DESPATCHED THE NEXT WORKING DAY, UK MAINLAND FREE OF CHARGE

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Steering

MkIV & 1500 New steering rack	each	29.38
MkIV & 1500 Reconditioned steering rack, exch.	each	17.63
Surcharge on exchange steering rack	each	5.29
Track rod ends	each	0.29
Track rod end nuts	each	5.58
Steering rack gaiter kit	per kit	2.06
Steering rack rubber mounts	each	4.35
Steering column bushes (state model)	each	43.36
Steering lock assembly (under column type)	each	15.57
Steering column lower universal joint	each	

Suspension

Lower brass trunnion per side	each	11.16
Front lower trunnion bush kit	per kit	3.47
Top ball joints	each	8.81
Front suspension o/haul kit inc. trunnion, top ball joint and bush kit	kit per side	22.91
Vertical link left hand	each	41.13
Vertical link right hand	each	41.13
Stub axle	per side	21.74
Front wheel bearing kit	kit per side	9.40
Front hub dust cover	each	2.94
Front shock absorber Spax std	each	25.26
Front shock absorber Spax gas adjustable	each	37.01
Road spring std.	each	14.69
Front road spring, uprated	each	17.63
Front lower inner wishbone bushes	each	0.60
Wheel nuts chrome	each	2.94

Brakes

Front brake disc all models	each	11.75
Front disc pad (set 4) early up to 1966	each	4.11
Front disc pad (set 4) late 1966 on	per set	5.82
Rear brake shoe (set 4) all models	per set	9.99
Brake shoe fitting kit	per kit	3.53
Disc pad fitting kit	per kit	2.29
Front caliper repair kit early MkI & II	per kit	11.75
Front caliper repair kit late MkIII on	per kit	4.41
Front caliper piston kit	each	12.34
Front caliper piston late MkIII on	each	8.11
Front caliper MkI & II reconditioned	each	52.99
Front caliper MkIII on, reconditioned	each	39.36
Surcharge on exchange caliper	each	29.38
Rear wheel cylinder up to MkIII 1970	each	11.16
Rear wheel cylinder MkIV 1970 to 1975	each	11.16
Rear wheel cylinder 1500, 1975 to 1981	each	8.81
Rear wheel cylinder repair kit, all types	per kit	3.47
Brake master cylinder MkIII/IV up to 1974	each	61.69
Brake master cylinder 1500, 1977-81 tandem system	each	55.17
Brake master cylinder 1500, 1977-81 tandem system	each	96.94

Miscellaneous

Chrome wire wheel kit, 5 wheels, 4 splined adaptors	each	675.63
4 two eared spinners, hide mallet, 16 nuts & cleaning brush	kit	464.13
Painted wire wheel kit complete comprising the above	kit	32.31
Outer door handle MkIV & 1500 new	each	12.93
Outer door handles MkIII	each	12.93
Door locks MkII & III matched set	per pair	12.93
Petrol filler cap MkIV & 1500	each	23.50
Boot hinges MkIII	each	17.63
Boot handle & lock	each	17.63
Letter set, T.R.I.U.M.P.H.	per set	10.95
Bonnet catches, all models inc. GT6, Herald etc	each	18.80

Body Panels

Front wing MkIV 1500 original R/L	each	69.62
Front wing MkIV 1500 pattern	each	46.41
Rear wing MkIV 1500 original BL	each	105.75
Rear wing MkIV 1500 pattern	each	99.86
Rear wing MkI, II, III pattern	each	41.13
Outer sill MkI-1500	each	11.16
Full length floor pan MkIII, 1500	per side	39.36
Front floor pan MkIII, 1500	per side	22.91
Rear floor pan MkIII, 1500	per side	22.62
Floor cross member MkIII, 1500	each	14.39
Rear lower valance MkI, II, III pattern	each	40.54
Rear lower valance MkIV, 1500 original BL	each	29.38
Front lower quarter valance MkIV 1500	per side	56.99
Front lower quarter valance MkIV 1500 (fibreglass)	per side	29.38
Door skins MkIV & 1500	each	20.56

Exhausts

Complete system MkIII in mild steel	each	44.06
Complete system MkIII in stainless steel	each	103.40
Complete system MkIV 1300 in mild steel	each	52.88
Complete system MkIV 1300 in stainless steel	each	103.40
Complete system MkIV 1500 in mild steel	each	61.69
Complete system MkIV 1500 in stainless steel	each	108.69
Sports system 1500, twin back boxes in s/steel	each	108.69

NOTE: Mild steel systems can be sold in individual sections.

Stainless steel systems can only be sold complete.

Trim

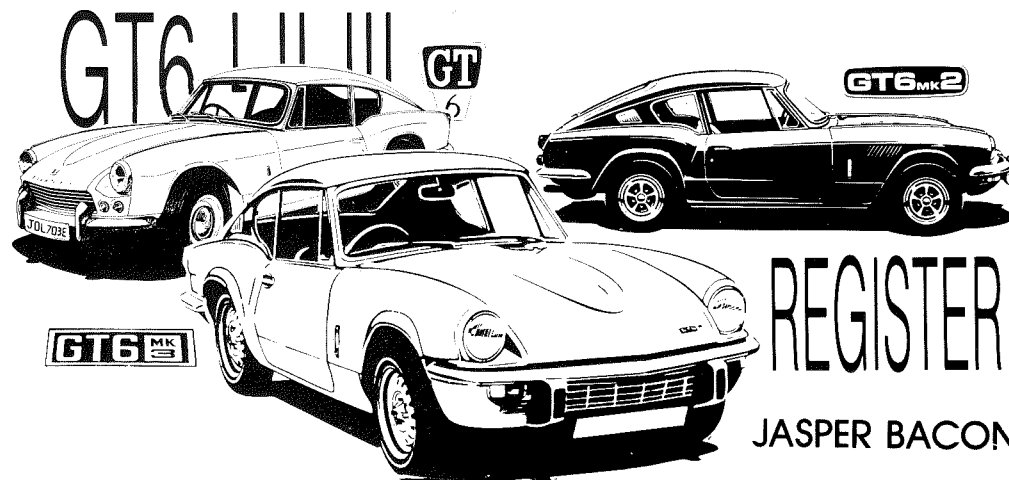
Hoods MkIV & 1500, black, best quality pvc as original	each	88.13
Hoods MkIV & 1500, 4 colours, best quality mohair	each	182.13
Tonneau covers MkIV & 1500	from	47.00
Hood bags MkIV & 1500	from	34.66
Carpet sets, all models in tufted viscose	per set	61.69
Carpet sets, all models in wool	per set	115.00
Door panels MkIV & 1500	each	22.91
Door rubber furlux	per side	8.23
Door glass outer rubber weather strip	each	8.81
Door glass inner weather strip	each	4.11
Front windscreen surround rubber MkIII	each	14.69
Front windscreen surround rubber MkIV & 1500	each	14.69
Front windscreen base seal rubber MkI, II, III only	each	9.99
Rear w/screen surround rubber (tailgate) GT6 all models	each	9.40
Boot seal MkIV & 1500	each	8.81
Bonnet to bulkhead seal	each	4.99

Books

Owners handbook Spitfire I	each	4.70
Owners handbook Spitfire II	each	4.70
Owners handbook Spitfire III	each	4.70
Owners handbook Spitfire IV 1300	each	4.70
Owners handbook Spitfire IV 1500	each	4.70
Parts catalogue Spitfire MkIV & 1500 up to 1975	each	15.86
Parts catalogue Spitfire 1500 1975 onwards	each	15.85

Service items and Mechanical

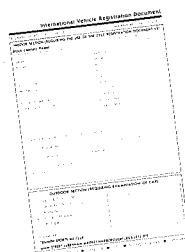
Oil filters all models	each	3.47
Air filter MkI, II, III, IV	each	3.82
Air filter MkIV 1500	each	4.11
Head gasket set MkIV 1300 state engine no.	from	15.87
Head gasket set MkIV 1300/1500 state engine no.	from	15.87
Sump gasket set MkIV/1500 state engine number	from	11.50
Timing chain, all models	each	4.11
Timing chain tensioner	each	1.59
Fuel pump MkIV 1300 & 1500 state engine number	each	15.87
Water pump MkI, II, III, New, outright sale	each	29.38
W/pump MkIV 1300 & 1500, New, outright sale	each	29.38
MkIV 1500 with viscous fan, New, outright sale	each	35.25
P/shaft/half shaft U/J (with grease nipple)	each	5.29
Points all models	each	1.18
Plugs all models	each	1.06
Condenser all models	each	2.35
Fan belts	each	2.64



THIS months car belongs to Alan Bryant of the recently formed West Wiltshire Area. From all accounts it is in a 'right old state' — not even fit to transport sheep!

With nine owners, it has had a bit of a chequered history. Research by DVLC indicates that the car was imported from West Germany in 1973. the nine owners are since then, so Alan is interested in tracing the cars history over the first five years. They've nick-named her 'GNOME' as she sits in the garden At long last I've received some IVR documents from the club HQ. With these and from members who've sent in info about their cars, I am able to

tell you that at the time of writing, so far there are only 46 GT6s on the register, 5 MK1s, 15 Mk2s and 26 MkIII. Oldest and youngest are as follows:-
MkI, KC 3418, Nigel Chapman.
KC 10584, Sidney Inniss.
MkII, KC 5526, Micheal Innom.
KC 80768, Dominic Dunn.
MkIII, KE 1318, Rudolf Berthold.
KE 24046, Clive Sanson.
. . . . Unless you know better!



So, please send in your IVRs or even put the main details on a scrap of paper, ie:- Chassis no. Engine no. and registration no., and date. The information that can be obtained from the register is only as good as the data.

See IVR form in Area News)

'Fastest sheep transporter' in the country!

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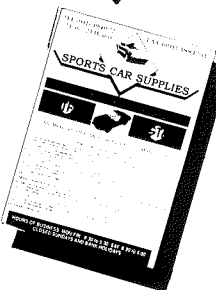
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ATTENTION NORTH OF ENGLAND

We have the following cars for sale, all have full MoT and are in exception condition.

Spitfire 1500, X, Pageant Blue £3,500
Spitfire 1500, V, White, o/d £3,500
Spitfire 1500, T, Inca Yellow £3,300
Spitfire 1500, S, B.R.G., o/d £3,300
Spitfire MkIII, G, Red £3,500
MG Midget, S, Red £3,300
Herald 1200 Convertible, E,
Wedgewood £3,500

CURRENTLY BREAKING

Spitfire MkIII, Herald, Bond 2.00L, Spitfire
IVs and 1500, 2500s, 2000 Estate



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INC: MkII Spitfire Bodyshell, Spitfire MkIII
Bodyshell, Spitfire MkII bonnet, GT6 II
Bonnet, Spitfire MkIII Bootlid. All models,
doors etc.

SECONDHAND PARTS TO CLEAR INC:

Herald 1200 Bonnet, 1500 o/d gearbox,
several sets of Alloy wheels, s/h roll bar,
IV/1500 Hood Frame assy. etc. etc.

ATTENTION HERALD/VITESSE OWNERS:

New 1992 Price List now printed. Please
write or telephone for your free copy.

ATTENTION SPITFIRE/GT6 OWNERS:

If you do now have our latest price list
(September 1991, black-white copy) please
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**PARTS: WE TRY TO STOCK EVERY AVAILABLE PART FOR
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STEEL PANELWORK

Spit. silkits from £24.50
Inner wheelarches £25.50
Wings from £35.00
Doorskins £16.00

FIBREGLASS PANELS

Spit./GT6 1/4 valance £14.75
Gearbox Covers £22.00
Herald front valance £24.75
Spit. 1-3 front valance £19.00
Locking petrol caps from £11.00
Chrome luggage rack £22.00
Treadplates £12.00 pair
Bonnet catch £19.00

TRIM

Carpet Set £49.00
Hoods £59.00
Door Weatherseal £ 6.00
Aperture Seal £ 8.95

SUSPENSION

Front trunnion bush kit £ 2.75
Spit.IV/1500 new rear spring £55.00
Tie bar bush and bolt £1.00

BRIGHTWORK

ACCESSORIES

Woodrim steering wheels £39.00
Key Fobs £2.00
Workshop manuals £7.75

WE WILL BE OPEN OVER THE CHRISTMAS PERIOD EXCEPT:

Tuesday 24th December, close 12.00

Wednesday 25th/Thursday, 26th December, closed

Tuesday 31st December, close 12.00

Otherwise open as normal.

**WE WISH ALL OUR CUSTOMERS A HAPPY CHRISTMAS
AND PROSPEROUS NEW YEAR**

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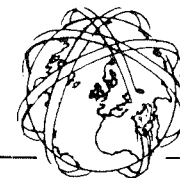
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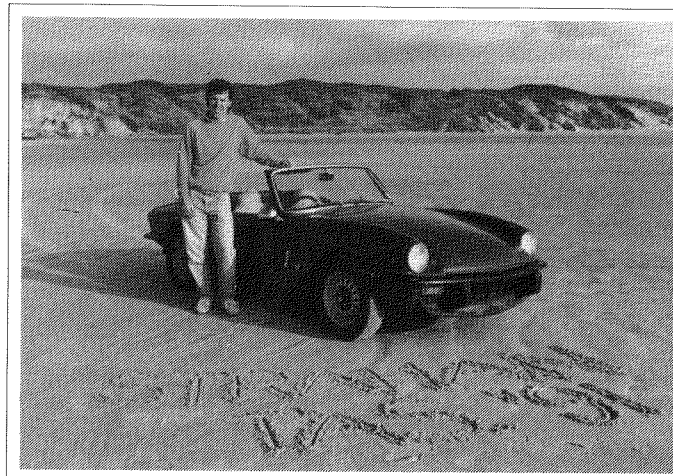


Leon F Guyot INTERNATIONAL LIAISON SECRETARY



HI, just a short re-
port this month to
say no, I haven't got
my Herald back final-
ly together and it won't
be much longer now.

A couple of photos this month,
sent in by George Stephen
down in Melbourne, Australia
— the first is George with his
Spitfire taken back in
November 1983 on the beach
in Tasmania, and the second
is his 'new' GT6 which he pur-
chased in August of this year.



Good luck with your cars George and I promise
to write to you as soon as I find time!

Hot news this month! — I've sold my eight port 1200
cylinder head to a Dutch member to use on his
historic racing Spitfire. Despite several enquiries
to it's availability, he was the only member will-
ing to pay me what it is worth! — and the money
is going directly into my ongoing
Vitesse project.

A letter recently dropped
through my door from new
member Jack Lytton from Durlay
in Hampshire who tells me that
he has been abroad several
times in his Spitfire MkIV. He says
that his last trip was to Belgium
and France and not only is the
Spitfire a joy to drive on con-
tinental roads, but it is also a
wonderful way of getting to
know people, the French in par-
ticular think that the Spitfire is
marvellous.

Jack has requested a list of con-
tinental Spitfire rallies in 1992,
and also, if there are groups of
members in any French, Bel-
gium, Dutch and Italian cities.

My reply is as follows:- i) I don't yet have any dates
for continental shows during 1992, I can only re-
quest lists and dates to be sent to me by any other
clubs and I will publicise them in this report!

Yes we do have groups of members in the coun-
tries listed, so if Jack or anyone else wants these
lists of continental members sent to them, please
Send me a stamped address envelope with your
requests in future.

Before I go, a quick moan, PLEASE, PLEASE write
to me, send photos, articles, stories, anecdotes,



anything to do with our cars, technical, stories, pic-
tures etc, anything at all, as I have completely
run out!

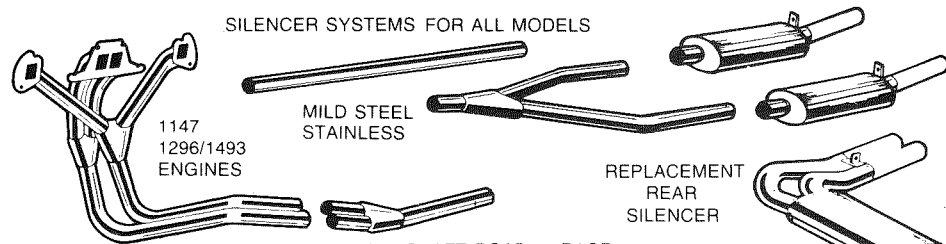
Until next month, all the best.

MOSS

TRIUMPH TUNE

PERFORMANCE PARTS FOR TRIUMPH SPORTSCARS

SILENCER SYSTEMS FOR ALL MODELS

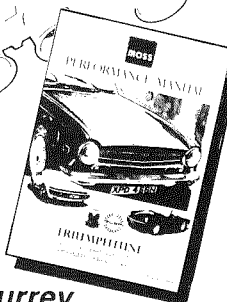


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SPITFIRE IV John Thomason 1500 REGISTER

THIS month's heading photo is sent in by Noelle Gullick of Cropwell Bishop Notts, featuring 'Marigold'. First registered in June 1976, Noelle has owned 'Marigold' from new, and now has only 46,500 miles on the clock.

WINTER WELFARE

Winter, that time of year not beloved by convertible owners, is just about with us again. Some owners if able, store away from the ravages of the winter weather, their prized cars until the spring, whilst others continue to run their cars through the winter months. Either way, the cars need to be prepared for the winter. The following lists some suggestions on storing or running your car through the winter.

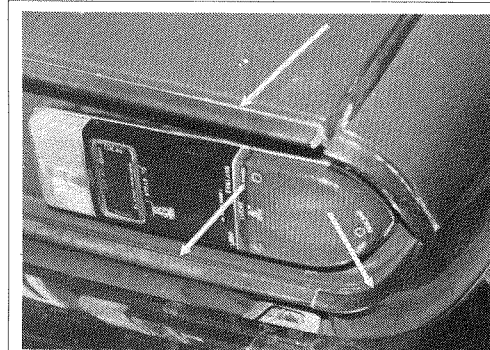
Winter Running

1. Probably one of the most important considerations is to keep the car clean, especially the underneath. With jet washers now available at many garages it is quite practical to wash down the underside of the car and inside the wheel arches, every couple of months. If you do take the trouble to clean the underside of the car, waxoyl can be quickly brushed on and will give excellent protection throughout the winter.

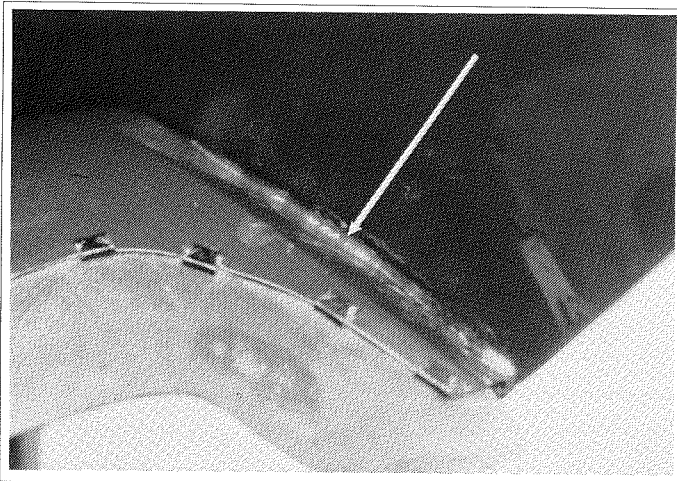
2. Treat the car to a good polish, as this stops rain water 'laying' on the car, the water forming droplets which run off the car quickly. Don't forget

to protect the chromework with polish, as opposed to just cleaning it with chrome cleaner.

3. Now is the time to touch up all those little stone chips before the winter salt can get in. If they have already started to rust, I first cure the rust with Loctite rust protector before touching up with body colour.



Apply waxoyl etc behind the boot trim.



Waxoyl the groove between wheel arch and wing.

4. Check that the gutters either side of the windscreen are clear and free of debris, loose paint etc. If rusty, as is usually the case, again cure with Loctite and then run a heavy coat of Waxoyl down the gutter.

In bad cases, where rust holes have appeared, after curing the rust, run a bead of sealant down the gutter. Make sure the gutter is thoroughly dry first.

5. Ideally remove the boot trim and clean up all the silt and moss that has collected there and which holds water against the body. Treat any rust bubbles and coat the seams and trim with waxoyl, particularly the lower boot and quarter trims, before replacement (see figure 1). If you don't fancy removing the trim, run rust proofer down between the trim and body. I have found Rust Bug SUPERROL 001 is ideal for this as it is much more fluid than waxoyl.

6. At the front of the car, thoroughly clean out the gap between the front wing and the inner wheel arch. Spray SUPERROL down the gap followed by a thick coating of waxoyl. Brushing waxoyl on the bonnet around the backs of the headlights and inner wheelarches pays dividends in preventing rust (figure 2).

7. Make sure the drain holes in the bonnet mounting 'turrets' are clear. Spray waxoyl or oil (I use 3 in 1 oil) onto the bonnet hinge bolts. The same should be applied to the bonnet catches to prevent sticking, or freezing shut.

8. Whilst you have the oil, lubricate the door locks, hinges and boot lock to stop them freezing. A drop of oil on the wiper drives where they protrude from the front bulkhead can prevent them freezing and overloading the wiper motor.

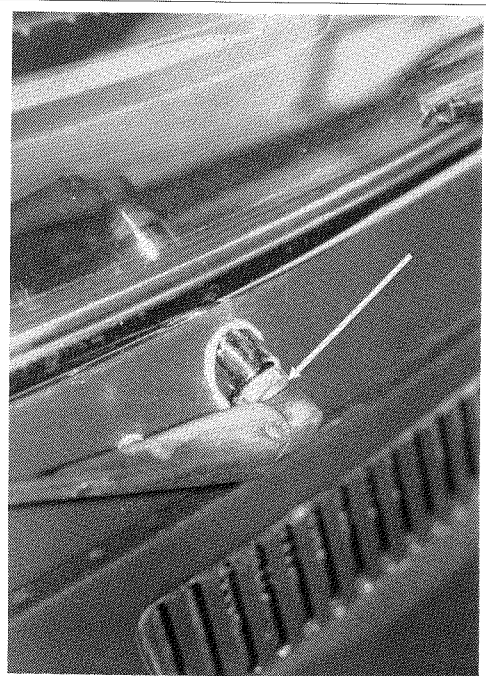
9. Spray a little 3 in 1 oil on the chrome wheel nuts to prevent them rusting (don't go mad and spray oil through the holes in the wheel and onto the

brake discs). Alternatively brush a little waxoyl onto them. Depending upon how you regard your car's appearance during the winter, coat the wheels with a coat of waxoyl as well. This is particularly effective on alloy wheels to prevent corrosion. The waxoyl easily cleans off in the spring.

10. Brush waxoyl up behind the bumpers, and if you are particularly worried about the chrome, you can brush waxoyl on chrome as well to give protection throughout the winter.

11. Check the condition of the windscreen seal. Minor leaks can sometimes be stopped with proprietary sealants. However, from experience a new seal is the only lasting solution. New

seals aren't that expensive now and windscreen replacement centres will soon do the job at a reasonable cost.



A drop of oil applied here can prevent the wipers freezing.

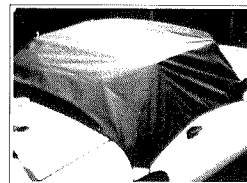
12. Check the condition of the door seals. If you don't wish to replace them, at least check that the drain holes in the bottom of the door are clear.

13. If you're not lucky enough to have a hard top, check the condition of the hood. If it's getting on in years consider buying some hood seam sealant to rub into its stitching. I am told that shoe dubbin is also good for this.

Look carefully at the header rail (windscreen top to hood) seal. There's nothing more annoying than water dripping down onto your legs from the top of the windscreen. New seals aren't expensive and are easily replaced. Make sure that all the hood press studs are OK, particularly those to the rear of the doors.

14. If folding the hood down during the winter, do so very carefully as the vinyl contracts, is very stiff and can crack very easily.

15. Consider the purchase of a hood cover, ie similar to a car cover but much smaller, only covering the hood and windows, ie all the places where the water gets in. It is retained by 4 elasticated hooks clipping onto the wheelarches



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16. If your car does leak badly, consider removing the rubber grommets in the foot wells and in the floor pan behind the seats, for drainage. In very bad cases think about removing the footwell carpets for the winter.

17. The winter time is probably the hardest time for the starting and ignition system on those cold mornings. Treat the ignition system to a service at the beginning of the winter, particularly plug and point gaps. Keep the spark plugs clean as they are more prone to 'fouling' with the increased use of the choke, particularly on short journeys.

18. On the starter circuit, check all connections are tight and uncorroded, particularly the battery, body and engine, earths, as well as the starter motor lead. Smear a **LITTLE** petroleum jelly or copperslip onto the battery connections to prevent corrosion.

19. The lighting circuit must also be in tip top condition, especially when driving to and from work in the dark. Clean all the light lenses **INSIDE** and out, especially the front indicator lens which is prone to filling with muck. An old tooth brush and soapy water is ideal for cleaning the plastic ribbing of the lenses. Replace any cracked lenses, otherwise they will soon fill up with water, corroding bulbs and dirtying the inside of the lens. Consider replacing the sealed beam headlights with Halogen units. They do make an incredible difference and are a major improvement in road safety.

20. In hand with the lighting circuit, the charging circuit has to work harder. Check the condition and tension of the fan belt. An occasional

overnight trickle charge of the battery helps to maintain its state of charge.

21. Ensure that the choke is adjusted correctly and is operating on both carbs.

22. Check that the thermostat is opening and **CLOSING**. A winter thermostat opening at 88°C can be used instead of the normal 82°C one.

23. This is the time of year that Kenlowe fans, if fitted, start to pay dividends in faster warm up times and reduced fuel consumption.

24. Don't forget to put anti-freeze in the radiator!

25. Invest in some washer bottle 'anti freeze'. It doesn't cost much and goes a long way. It also stops you trying to pump ice through the washer system!

26. Windscreen wiper blades should also be in good condition.

27. Also grease the handbrake cable and lever assembly. This can prevent the handbrake freezing on overnight.

28. Check the condition of the tyres. If you need a new set, don't put it off until the Spring, now is not the time of the year to be running on slicks! 29. Finally keep a torch in the parcel shelf. Make sure the batteries aren't flat! Spare fuses would also be very useful.

30. Once the Spring arrives, change the engine oil to remove any condensation which inevitably collects in the engine during winter running.

STORAGE

If you are storing your car over the winter, don't just put it in the garage and forget about it. Condensation is probably the worst enemy of the stored car, affecting bodywork and mechanicals. Its extent depends very much on the the garage. A draughty garage, although cold, allows for good ventilation and air turnover, helping to reduce condensation. A pre-fab concrete garage is probably one of the worst for condensation, the concrete structure holding damp and water moisture. A dehumidifier, purchased, or home made, can relieve the problem, but the garage must be fairly draught free and does have a running cost.

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Suggestions for preparing the car for storage include: 1. Thoroughly clean the car, particularly the underside and wheelarches.

2. Polish the car and cover in a dust sheet to keep the dust off which can be quite abrasive. If you have any old blankets put these over to as they prevent damage from items that are inevitably put on a stored car. A blanket over the engine

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SPECIAL BOLT KITS. We've gone nuts with these this month.

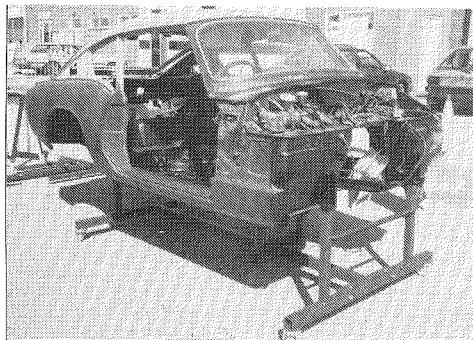
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can prevent condensation on the engine itself and run for 5-10 minutes to 'turn the engine over'.

3. If you are worried about the chrome which can still dull and 'whiten' during storage, brush on waxoyle which can be easily wiped off with white spirit in the Spring.

4. LIGHTLY spray the engine bay with 3 in 1 oil. This prevents alloy items such as the master cylinders, carbs, inlet manifold and distributor body etc from becoming covered in a layer of 'white' corrosion. The oil is soon burnt off by the heat of the engine.

5. Store the car with the hood up as this prevents any long term creases in the hood developing.

6. Take the car for a final good long run to get everything hot and then change the engine oil. The old oil can break down into acids which can attack the engine components whilst standing.

7. Make sure there is antifreeze in the radiator!

8. I am told that storing the car with a full tank of petrol can prevent condensation in the tank.

9. Store the battery indoors, otherwise it will soon go flat in the cold.

10. Store with the handbrake off. This prevents the drums 'sticking on' through condensation. The car can be left in 1st gear instead.

11. One common problem with long term storage is that the clutch can stick to the flywheel, preventing gear selection.

In an attempt to prevent the clutch from sticking, many owners store the car with the clutch held down by a length of wood wedged between the pedal and floor reinforcement cross member. The only problem with this is that the clutch hydraulic circuit, in particular the seals, are permanently under pressure.

12. Occasionally roll the car in and out of the garage to prevent the drums sticking and flat spots developing on the tyres. Sometimes cars are jacked up off the ground to prevent the latter. When I tried this I found that the exposed chrome rods of the dampers rusted.

13. Many stored cars are started occasionally and run for 5-10 minutes to 'turn the engine over'. This can cause problems. Unless run for extended periods, the choke isn't fully pushed home which carbons up the combustion chambers and plugs. Secondly, running the engine for short periods of time promotes condensation within the engine, collecting in the rocker cover.

I would advocate that the car is taken for a good run (15-25 miles) every 3-4 weeks. Apart from ensuring that the engine gets warmed up it also gives the car a good airing. The rest of the mechanicals are also exercised eg, diff, gearbox, brakes, clutch, etc. that would otherwise not be the case. Even in the winter, although cold, there are some nice dry and sunny days that can be used to give the car a run. Having run the car, allow it to cool down before storing it away again otherwise condensation will form.

14. In the spring, or after a couple of months storage, a couple of precautions should be taken before starting the engine.

a) Carefully turn the water pump round using the fan blades. Occasionally the sealing gland in the pump can stick, such that when the engine is suddenly started, the lips of the seal can 'tear' and a water leak result.

b) Remove the spark plugs and squirt a drop of 3 in 1 oil down the bores which are likely to have 'dried up' over the months.

c) Remove the 've' lead from the coil and turn the engine over several times (still with the plugs out), to get some oil back around the engine before starting.

d) Replace the plugs (give them a quick wire brush first), the 've' lead to the coil, and start the engine. Treat the engine gently for the first few miles, without revving it high or letting it labour. The rest of the mechanicals, particularly the brakes 'should' also be treated gently and cautiously to start with. *After all, you like to 'wake up' slowly, don't you!*



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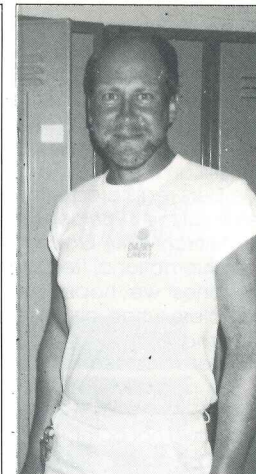
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**Mac
Reynolds**

H!! December's featured car belongs to Clive Forder of Liverpool. His MkII Saloon, OUO 868G, being very apt for this month as its original delivery date was 23rd December 1968. As Clive says, 'A very nice Christmas present for someone'. The car was actually red when he purchased it in April 1989 but he has since had it restored to its original Valencia Blue. It is fitted with a factory overdrive and an after market Britax sunroof (which closely resembles the original fitment).

Since Clive has owned it he has added Halogen lamps, brake servo unit, spin-on oil filter and Lumenition electronic ignition. It has now completed 120,000 miles on the original engine, which is still giving excellent performance it looks pretty good to. Thanks to Clive for all the information supplied.

In one of the previous registers I asked for your recommendations on tyres: wear, roadholding etc., to enable me to do a mini survey. It was rather more mini than I had hoped!! Only one reply (and that was from a Spitfire owner - thanks to Dave Groves of Frensham). Dave at present is running on Semperits, reaching 35,000 miles and virtually no sign of wear. Which Magazine have carried out two such tyre surveys, one in May 1987 and one in April 1990. These make very interesting reading and should be available at your local library. I'll leave you to draw your own conclusions. Exciting news in the October Courier (page 6): Speedscreens of North London are considering manufacturing heated rear screens. Speaking to John Sadler on 081-2071751 the projected cost should be around £100 if the response is good. Give John a ring to express your interest. They can also supply from stock tinted front screens and

sideglass. In the same area another remanufactured item is the front quarterlight rubber. These are from Six Spares (Twickenham), available as pairs at £22.75 plus VAT and P&P. They also remanufacture the petrol tank filler neck seals, these are £3.75 plus VAT and P&P. Both are good items to prevent those unwanted wet patches appearing - we all know with winter approaching how water always seems to find its way inside and prevention is better than cure!

Talking about winter, this is a good time to gather together several parts catalogues and just sit back and compare prices, check availability and just see how for a few pounds you can improve your Vitesse. But most important of all - 'Keep it on the Road'.

Six Spares produce a monthly Newsletter which contains several snippets of information plus any new items or Special Offers. This is available when you send for one of their Price Lists. I must admit,

where Six Spares are concerned with mail order, I often wonder if they have a special agreement with Royal Mail - order something today and almost without fail it will arrive the very next day. Amazing service!! Well done Bill.

I've had many enquiries asking how many Viteses are still on the road. To give you some idea of the numbers registered with the Club I will include the results of the 1986 census (previously published in the March 1986 Courier). This is the sum total of your International Registration Certificates (I.V.R.s), the ones we hope you will take the time to complete when joining or renewing membership. They make excellent material to browse through but there has been a huge drop (dramatic even!) in the numbers received (this is the reason I'm using 1986 figures). So can I ask all of you out there who have not completed and returned your forms to please do so, so we can compile the most comprehensive record as possible, thanks.

Vitesse 6 Saloon	171
Vitesse 6 Convertible	121
Vitesse 2L (MkI) Saloon	216
Vitesse 2L (MkI) Convertible	294
Vitesse MkII Saloon	407
Vitesse MkII Convertible	585

TOTAL 1794

In October's Courier I particularly found very interesting the 'Thumb Nail' personality profiles on 'Our Team at the Top' members - I've often wondered what part they all play and indeed what makes them tick etc. So, I've included my own potted history. Perhaps it will encourage all the other Register Secretaries to do likewise, so that we all know a little something about the people behind the scenes of our Club. Here goes: NAME: Malcolm (Mac) Reynolds.

BORN: 15th December 1951, Walsall, Staffordshire. Moved to Cornwall with parents 1960.

FAMILY: Divorced. Son Jason, 18. Daughter Teresa 17.

DAY JOB: Cheese Controller, Dairy Crest Foods (17 years) one of the largest modern creameries in Europe, producing at peak approx 40+ tonnes of Cheddar cheese per day. I have also just completed 20 years as an Auxiliary Coastguard (last 11 as Aux in Charge).

HOBBIES: Vitesse/Heralds. Anything in the remotest way connected with these: music (all types) but favourite artists Southside Johnny, Paul Brady, Jackson Browne, Gary 'US' Bonds, Chris Rea, Mink DeVille, Van Morrison (not the rubbish in the charts). Reading: Anything which takes the eye. Oh! and writing poetry for my own pleasure.

VITESSE REGISTER: I just didn't know what to expect when I applied for the position and to say the least, I've been pleasantly surprised. It certainly is the best thing I've ever volunteered to do, I am learning so much, talking to so many interesting, pleasant people and getting so much involvement. I just hope your enquiries never stop and my pen never dries up. It does take quite a lot of time but well, it keeps me off the street.

A quick sort of personal moan/irritation: please if any of you still have your red Comic Relief Noses on your cars, I know its 'Rudolph the Red Nose Reindeer' time and all that but Comic Relief was back in March. Please take them off - ta!

I'll end this month with a seasonal photo of my Vitesse (she's resting at the moment). The photo was taken last Christmas, just to prove we do have snow in Cornwall and that I do use my Vitesse all year round, no matter what the weather!!

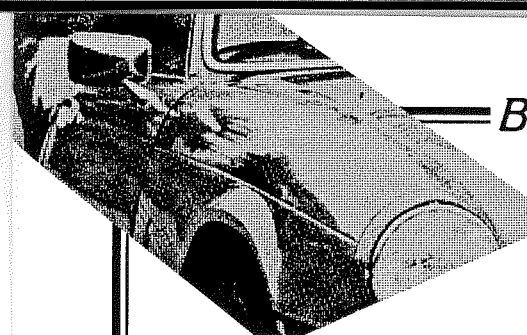
So, all it remains to do now is to wish to all a very Happy Christmas, I hope you get what you want in your stockings - from a petrol tank filler grommet to a completely restored MkII convertible!! Do take some time out from your restorations or whatever to put your feet up in front of a nice warm fire I know I will.

Thanks, take care CHEERS.

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Chrome wiper arm assembly all models	£6.17
Stainless wiper blades all models	£5.82
Bonnet mirror HER, VIT, ORIGINAL from	£13.81
Door mirror SPIT IV/1500, GT6 III	£12.87
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models original	£20.50
Steering column lock assy SPIT IV/1500, GT6 III	£35.19
Ignition barrel and keys SPIT III/III, HER, VIT, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY TYPE	£8.52
Matched lock set GT6 III, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPIT I, door boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPIT III/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38



Chrome/locks/brightwork - continued

Matched lock set, HER, VIT, door, boot, ignition and c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy HER, VIT	£7.64
Chrome hub cap, HER, VIT, SPIT III/III, GT6 I	£14.98
Rear overrider, HER, VIT fully pressed (pair)	£65.80
Front overrider, HER 948/1200 original (each)	£34.66
'B' post capping, SPIT IV/1500	£4.99
Chrome w/screen washer jet complete assy. ORIGINAL, HER, VIT	£4.64
Rear number plate light aluminium cowl ORIGINAL HER 13/60	£5.58

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PANELS — HERALD/VITESSE	
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Front wing VIT	£79.90
Front wing HER 1200	£88.13
Rear wing, HER, VIT	£61.10
Front wing arch repair	£12.87
Rear wing arch repair	£12.87
Sill HER, VIT	£11.46
Door skin ORIGINAL PRESSING	£37.01
Door under section repair panel HER, VIT	£14.69
Door step/tread panel HER, VIT as original	£5.88
Bonnet 'D' plate, HER, VIT	£9.99
Rear centre valance (original VIT)	£38.48
Rear centre valance (original HER)	£42.01
Complete bonnet front panel HER 13/60 ORIGINAL	£56.40

ALL CHASSIS AND OTHER PANELS STOCKED

PLEASE RING	
PANELS — SPITFIRE/GT6	
New bonnets available, SPIT IV/1500	
Front valance SPIT III/III, GT6 III (steel)	£72.85
Front valance SPIT III/III, GT6 III (figlass)	£25.85
Front quart valance SPIT IV, GT6 III (steel)	£54.64
Front quart valance SPIT IV, GT6 III (figlass)	£19.68
Rear wing SPIT IV, GT6 III r/h ORIGINAL	£133.95
Front wing SPIT IV, GT6 III	£45.24
Front wing ORIGINAL SPIT III/III, GT6 I	£58.69
Front wing ORIGINAL GT6 II	£84.60
Sill all SPIT, GT6 ORIGINAL	£29.38
Sill all SPIT, GT6 quality pattern	£14.10
Rear wing ORIGINAL SPIT III/III, GT6 III	£61.10
Rear valance SPIT III, GT6 I original	£45.83
Rear valance SPIT III/III, GT6 III pattern	£35.25
Rear valance SPIT IV, GT6 III	£32.90
Boot floor all models	£46.41
Door skin SPIT III/III, GT6 III	£18.21
Door skin SPIT IV, GT6 III	£19.39
Full floor	£34.66
Rear light panel SPIT IV/1500	£70.44
Battery box	£12.93

ALL OTHER PANELS FOR SPITFIRE & GT6 STOCKED

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Front trunnion/swivel ORIGINAL STANPART	£13.51
Steering rack exchange	£34.08
Driveshaft all models non rotoflex	£55.23
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Front vertical link VIT, GT6	£41.13
Front vertical link HER, SPIT	£44.65
Front wheel bearing kit inc. hub felt	£11.69
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Track rod end all models	£5.82
Universal joint all models with grease nipple	£5.29

Front coil spring STANDARD, all models - state
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Front coil spring HEAVY DUTY, all models, state
model £13.98

Front shock absorbers all	£20.56
Rear shock absorbers all	£19.68
Rear full wheel bearing kit rotoflex models	£15.22
Rear full wheel bearing kit non rotoflex models	£14.04
Rotoflex coupling GENUINE	£20.56
Rear leaf spring SPIT IV/1500, GT6 III late NEW	£58.16
Rear leaf spring SPIT III/III NEW	£56.99
Rear leaf spring GT6 III/III, rotoflex NEW	£58.16
Rear leaf spring HER NEW	£68.15

Rear leaf spring VIT 1600/1 NEW	£68.15
Rear leaf spring VIT II NEW	£70.50

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Fuel pump VIT, GT6	£23.38
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Bumper end cap aluminium HER	£8.17

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Water pump VIT, GT6	£32.90
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GT6, HERALD & VITESSE

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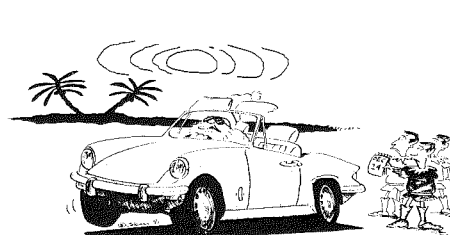
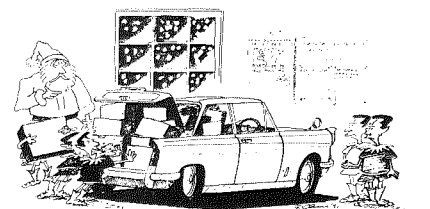
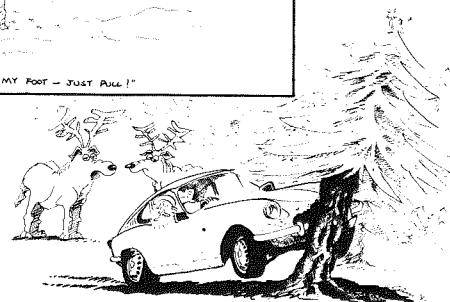
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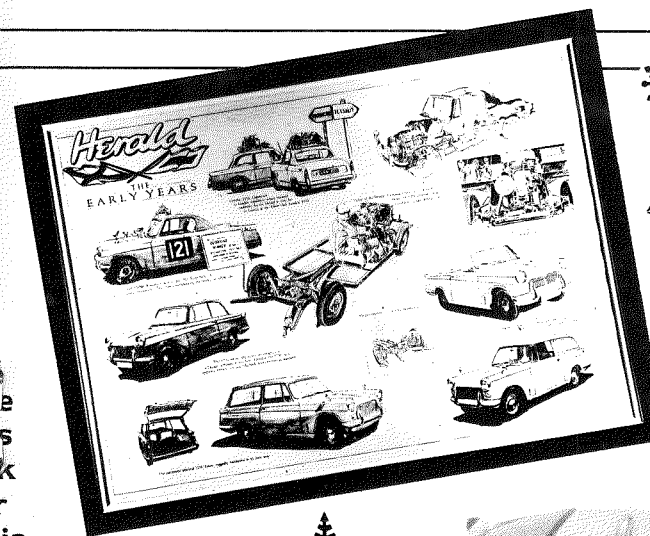
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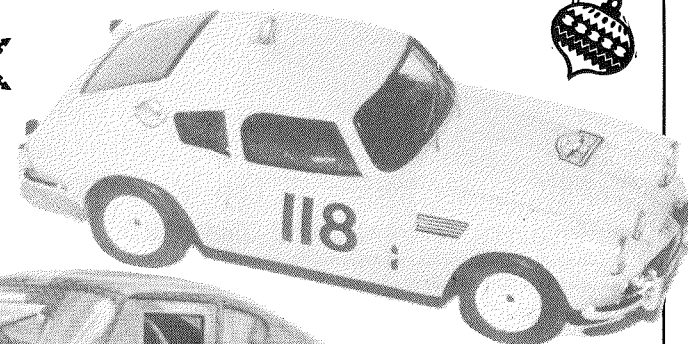
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1991 RACING NEWS

Sunday 29th September 1991

This was the last venue for the season. Whilst most of the country were suffering with heavy downpours, Lydden was bright and sunny for most of the day, just like the competitors.

Practice started and was going reasonably well until the 5th lap. Tony Lindsey-Dean attempted to overtake on the inside of Jeffrey Eatough (29) and didn't make it! Both ended up in the gravel as did John Sadler (28) who tried to avoid both of them. This led to the inevitable delay. When vehicles eventually got restarted, some of the field acted in a similar manner, spinning and ending up in various places around the circuit - Andy Schulz (22), Kevin 'Kamikaze' Ginger (2) and Dave Barnes (8) - luckily, no harm was done. Between practice and the actual race, it was found that Guy St John (3), strong contender for 2nd overall and winner of Class B, had engine trouble. Would he be able to fix it? Could we have a 'Challenge for Anneka' or did we need Jimmy Saville? ... Competitors were all lined up on the grid awaiting the green light, Colin Pendle (54) occupying pole position and newcomer, Steve Medlin (35), bringing up the rear. This was the last race and all to fight for! There were 2 non-starters, Guy and Richard Gale (16).

They were off. Right from the start, there was continual rivalry between Colin and Tony who both left the rest of the field behind. Mark Hellier (12) seemed hell bent on destroying his pride and joy as he succeeded in spinning two or three times during the course of the event. Can I suggest you renew your driving licence before next season as the others want their vehicles in tact? Midfield saw Adrian Boyle (4), Kevin Ginger (2) and Marc Amschwand (7) all vying with each other, challenged quite strongly by Peter Whiteman (14) and Laurence Ball (10). Meanwhile back in front, Colin was showing Tony a clean pair of heels. Try as he might he couldn't catch him and had to be content with 2nd place ... Well done lads, one and all, for giving pleasure to all your ardent fans. Even though we are a small band, we're there come rain or shine. Our next event (at the time of writing) is the Dinner on 23rd November 1991. See you all there, that's if Robert Roodhouse EVER answers his phone! Awards will be issued at this and I'm not disclosing any details. Let it be a surprise.



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**SPITFIRE &
GT6**

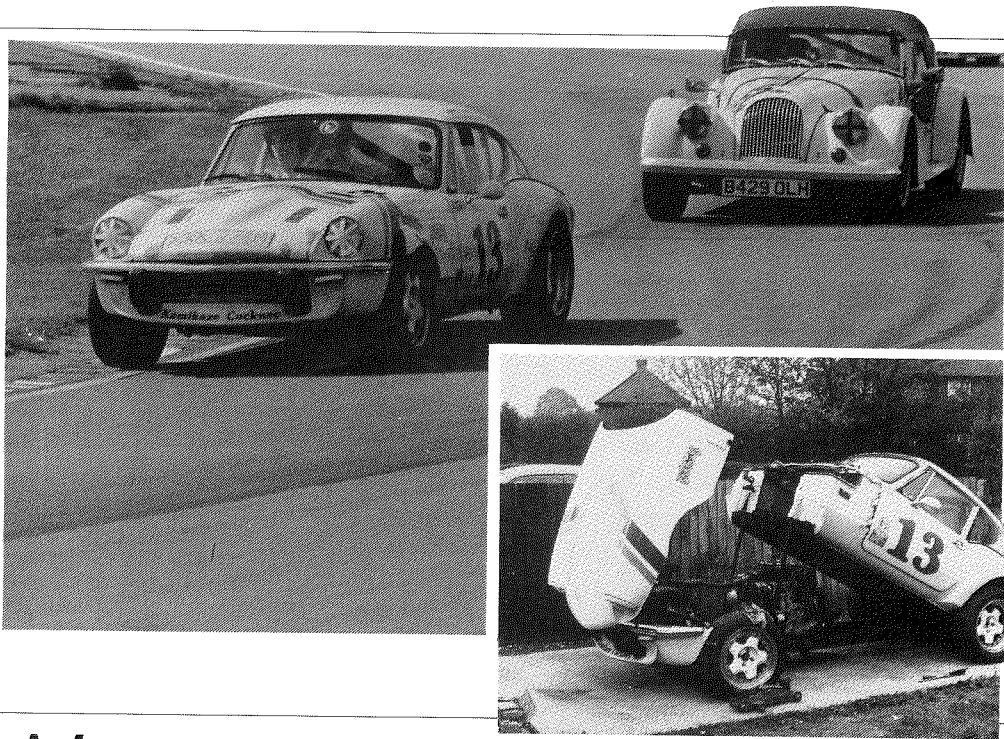
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Well, after four years of trying to win the TSSC Race Championship, I've finally succeeded - not through want of trying though. For the past 3 years the odds were stacked against me winning the championship - let me tell you my story:-

In 1988 I was racing my mid-engined (now legendary) GT6, which was then and still is the quickest Triumph built and I was racing in the Specials Class in which, because there were less than three cars in the class, I was only racing for ½ points in the races I entered. In 1989 it was hoped and rumoured that there would be more competitors in the Specials Class, so I would be able to pick up full points in the Championship. But, alas, the new cars and drivers did not appear and again I was racing for ½ points again, even though I was still winning races outright and by some considerable margin.

In 1990 an even greater set-back was bestowed upon me: my GT6 was banned for being too quick and not giving anyone else a chance to win races outright. Undeterred by this I set about building a standard Class car and retired my GT6 from club racing (which, in case anybody would like to know, I have still got), to enable me a chance of winning the Club Championship outright.

Due to suppliers letting me down, I missed the first three races of the year and at the end of the season

KEVIN 'KAMIKAZE' GINGER 1991 TSSC RACING CHAMPION

I lost out on the Championship by one point and this point I lost out on was by 3/100th of a second because somebody got a faster lap than me at one race meeting.

By this time I was feeling like Nigel Mansell and thought I was destined never to win the Championship but nonetheless prepared myself for the 1991 Championship and this year I've finally done it after 11 rounds of racing at different circuits around England and Wales.

I've finally emerged victorious in winning the Club Racing Championship.



I've won 8 races out of 11 and set fastest and record laps in Class at every circuit raced at, this being achieved due to, in many respects, the reliability and speed built into the car by all at Kingston Sports Car and the experience I gained by racing for 12 years.

I'd also like to thank my long suffering 'ere' indoors old girl who has put up with my racing for 8 years, who gets up in the middle of the night, rarely complains and is invaluable on the pit board. Also many thanks to all the other competitors and friends too numerous to mention over the years, who have helped me in many ways - you all know who you are and thanks again . . .

. . . See you all in 1992.





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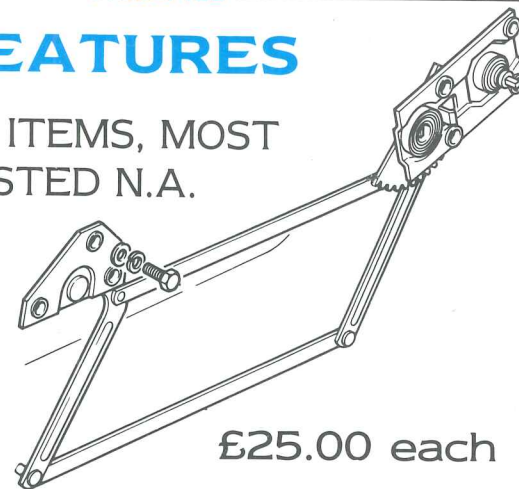
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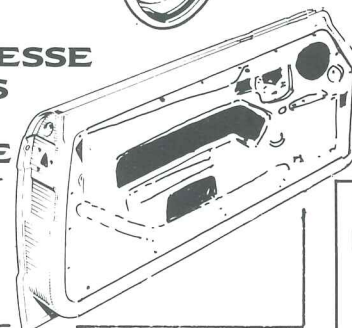
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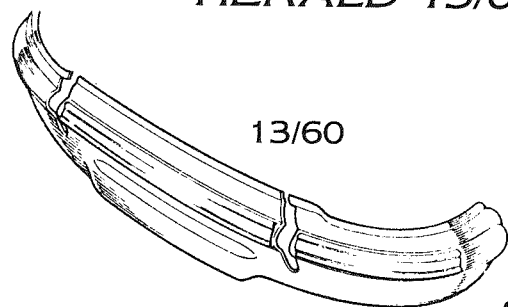
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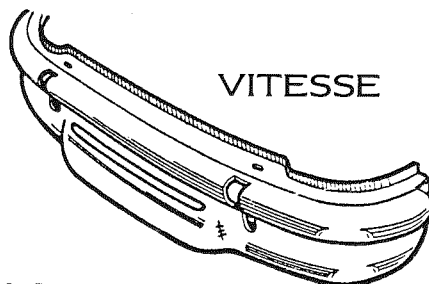
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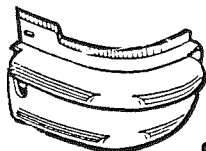
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Part 11

**Front Body
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Repairs
(plus a few chassis
stripping tips)**

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Before ripping the rolling chassis apart, stop for a few moments and think out what you're doing. Take photos showing how less obvious bits go together. Bag and label parts. Often the best thing to do with studs and fittings, for example with engine ancillaries, is to screw them back into where they came to avoid loss. Keep and store brake and fuel pipes as they'll be very useful later as patterns. Take care especially when removing springs and if dismantling the front damper/spring units do so with a pair of proper spring compressors. Similarly, when removing the engine, use a hoist. Six cylinder units are HEAVY!

...now onto the front bulkhead it soon be-
just how true previous words have
see how bad the mounting
body is taken off the
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near area
**Vitesse
Restoration**

Peter Williams

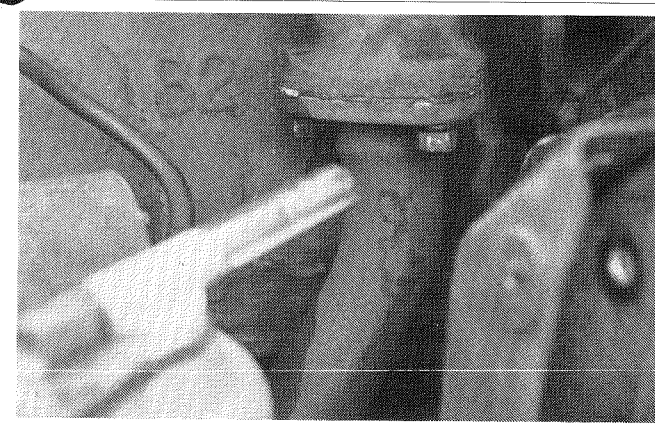


Figure 202. As with many rusted or very dry threads, a little heat followed by WD40 etc., eg. on these manifold studs, makes releasing the nuts a lot easier.

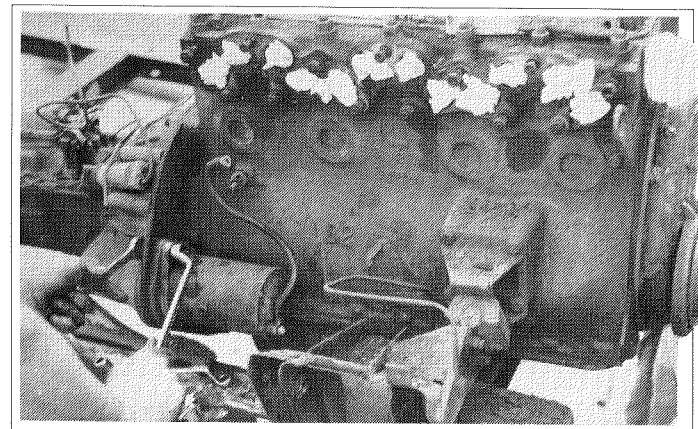


Figure 203. After removing engine ancillaries, screw studs and fittings back into the head and block or back onto the ancillaries themselves in order to keep all the components together. Stuff kitchen paper into inlet, exhaust and water holes to avoid dropping any nuts or screws into the engine. Make sure that the paper balls are large enough for them not to fall into the block as you may have problems fishing them out afterwards.

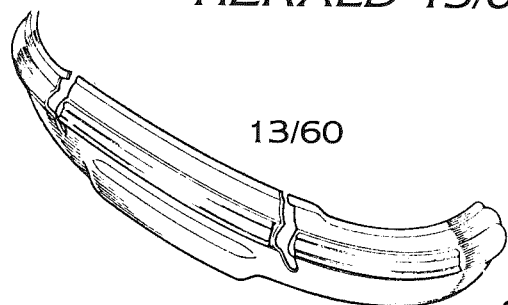
SWINDON

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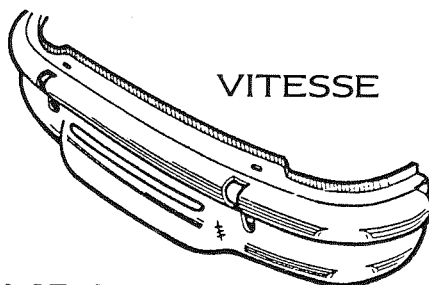
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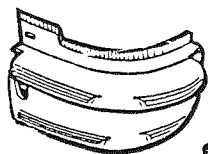
13/60



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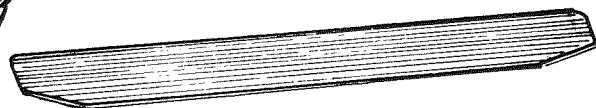
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Herald Vitesse Restoration

Peter Williams

Part 11

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Repairs
(plus a few chassis
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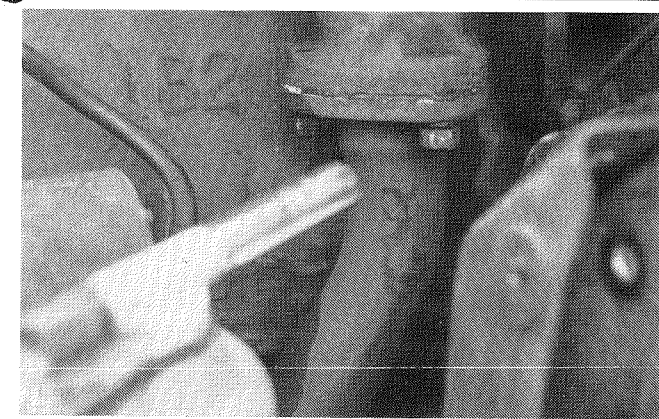


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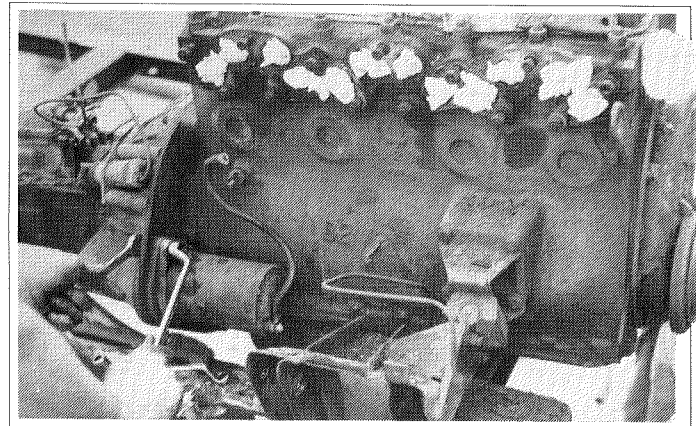


Figure 203. After removing engine ancillaries, screw studs and fittings back into the head and block or back onto the ancillaries themselves in order to keep all the components together. Stuff kitchen paper into inlet, exhaust and water holes to avoid dropping any nuts or screws into the engine. Make sure that the paper balls are large enough for them not to fall into the block as you may have problems fishing them out afterwards.

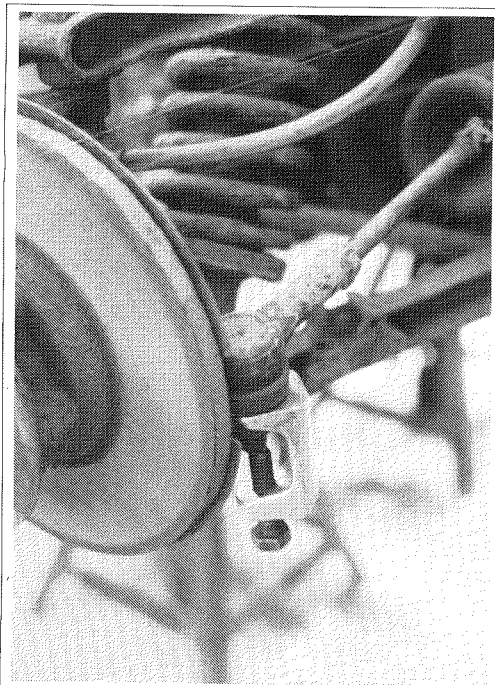


Figure 204. Use a compression or wedge ball joint splitter where appropriate. The correct tools save a lot of time and are often essential.

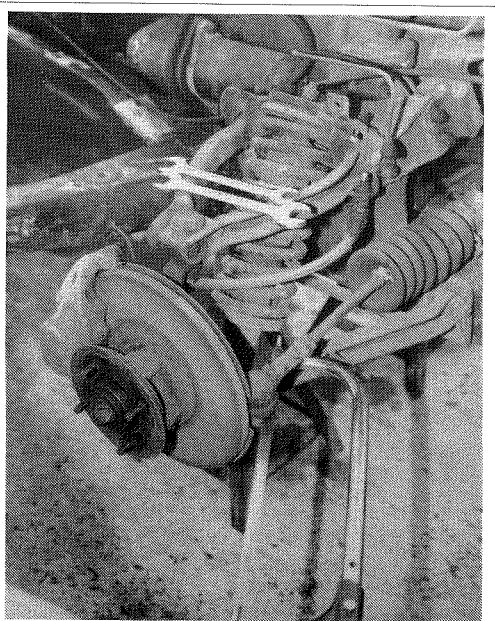


Figure 205. For really stubborn ball joints or other bolts, sometimes sawing off is the only solution.

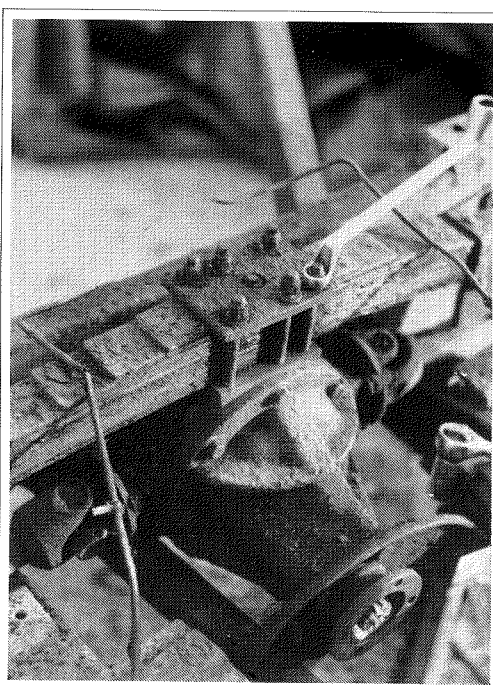


Figure 206. At the rear, perhaps the easiest way to remove the transverse spring is to gradually and evenly undo the six holding studs. Take care over the last few turns...

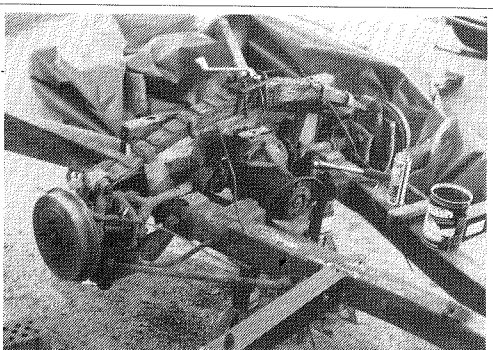


Figure 207. ...when the spring eventually releases its tension and pops up a few inches. The spring eye bolts can then be drifted out and the spring lifted off.

REMEMBER TO TAKE ALL THE NECESSARY PRECAUTIONS WHEN GRINDING OR USING BLOW-LAMPS TO REMOVE PARTS.



Figure 208. Back to the front, removing the windscreen wiper motor entails unscrewing the drive cable securing nut, then about 4 small screws, lifting off the top plate and then sliding off the top clip and electrical wiper. The drive crank pin can be prised out of its locating hole as shown here.

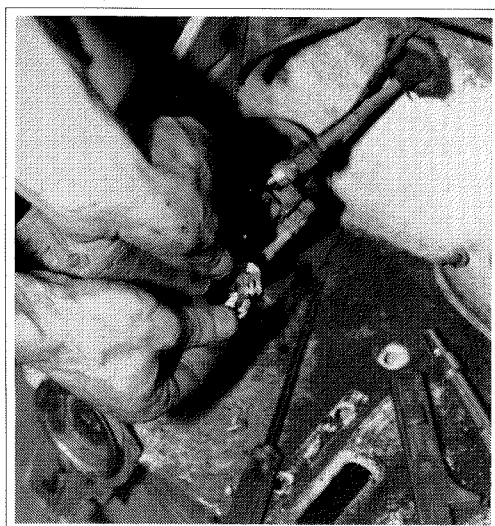


Figure 209. With the drive cable removed, relocate the crank into the motor body, clip the electrical wiper back in place and screw the top plate back on before storing. As an aside, the exact parking position is set by turning the round cap to the required position before finally tightening the top plate screws.

Moving now onto the front bulkhead it soon becomes clear just how true previous words have been that you only see how bad the mounting brackets are when the body is taken off the chassis. Lacework is the understatement! Even if the brackets themselves look good, the floor area to which they're welded more often than not will be rotted making the whole mounting area structurally unsound. The key things to do are as usual: (1) Measure up and then cut out all the rot, removing even sound mounting brackets as necessary, (2) repair the floor and (3) replace the old mounting brackets with new. You can of course fabricate your own mounting brackets but repro ones are available. In my searches I actually managed to obtain some originals. It should be noted that the front brackets, right and left are identical whereas the rearmost ones are right and left handed to take into account the curve in the floor near to the 'A' post. If required, right hand mounts can be easily modified to left hand (and vice versa) with a little cutting and rewelding.

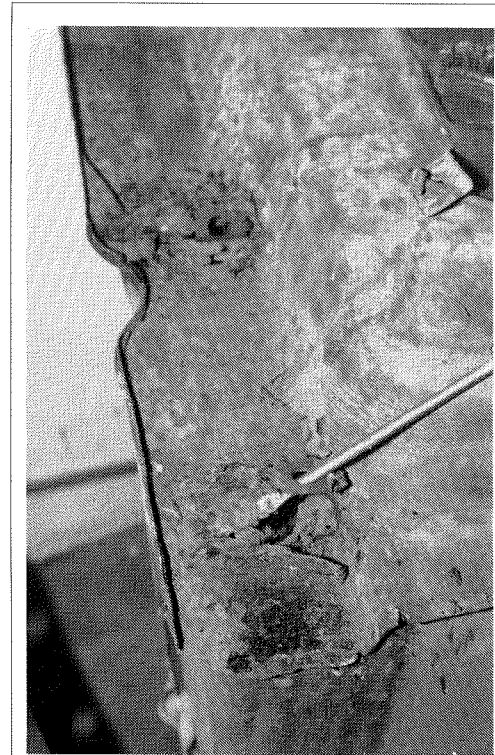
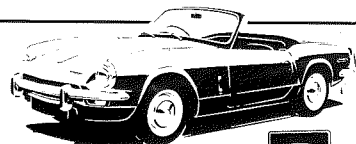


Figure 210. The passenger side of this car had the worst rust with both mounting brackets and mounting areas totally shot. Ughh.



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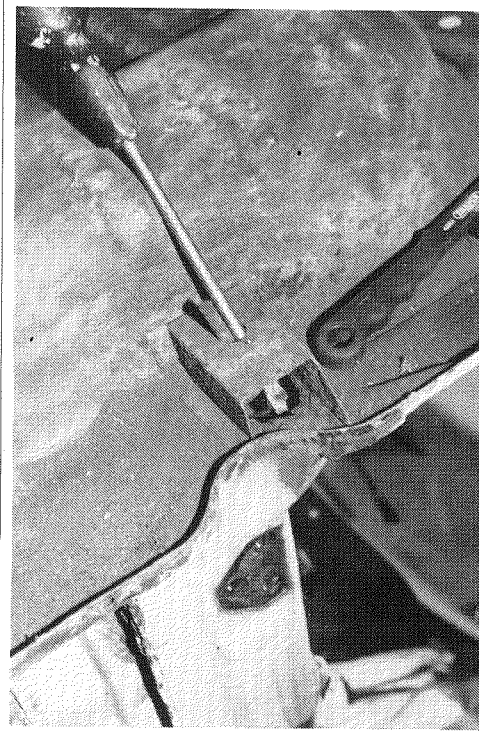


Figure 211. The driver's side was better with at least one solid bracket but as shown, the mounting area beneath was rusted through. Don't penny-pinch and try to patch the floor around or underneath the bracket. It's just not worth it. Chop the bracket off and repair the floor properly then fit a new bracket.

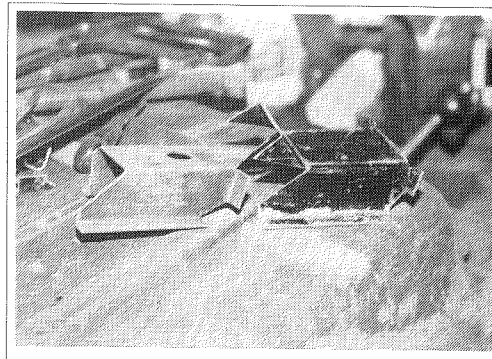


Figure 212. A frontmost home-fabricated bracket near completion compared to an original rear one.

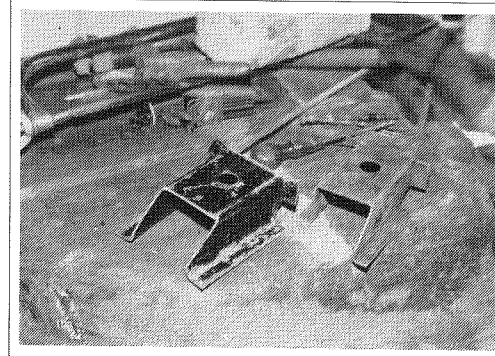


Figure 213. Further comparison with the home made bracket now complete. Note the cut off 'leg' on the handed original rearmost bracket. If making your own brackets make sure that you use the correct gauge steel.

GOGGLES OBVIOUSLY SHOULD BE WORN WHEN GRINDING. EYES DON'T MEND!!!!

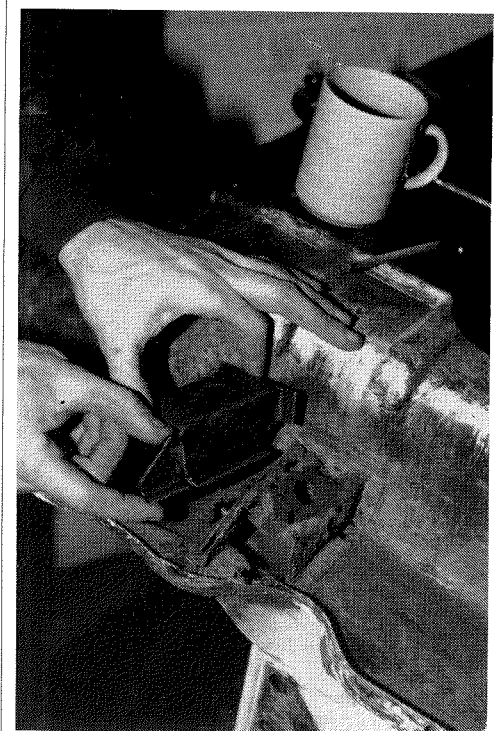


Figure 214. If necessary a left hand bracket can be modified to right hand by cutting off the extension, reverse bending the foot...

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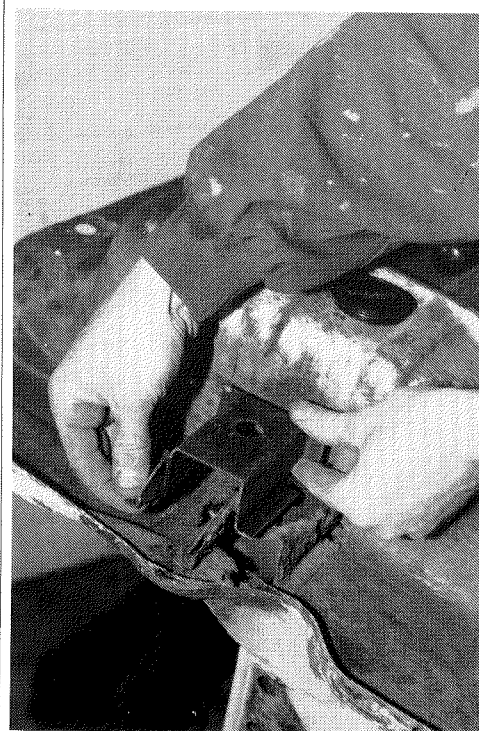
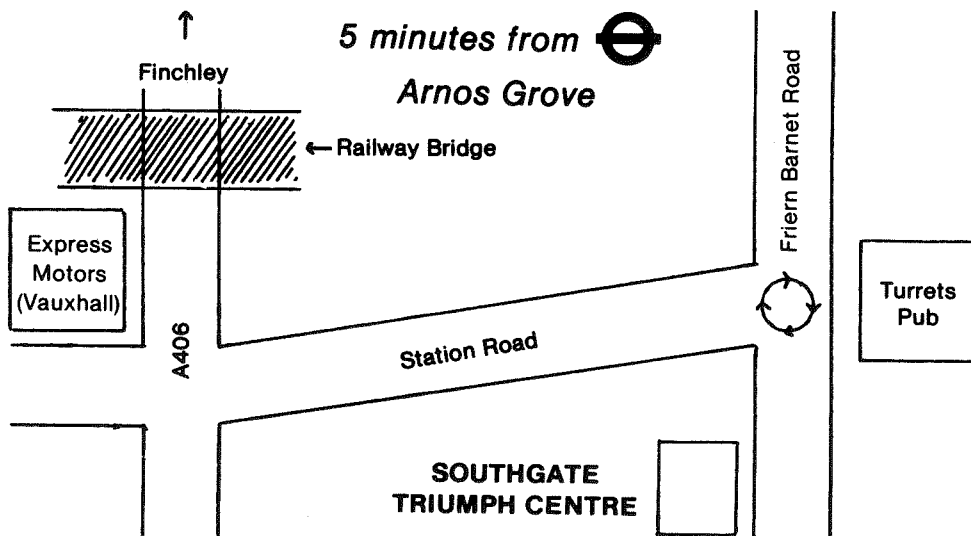


Figure 215. ...and rewelding in place.

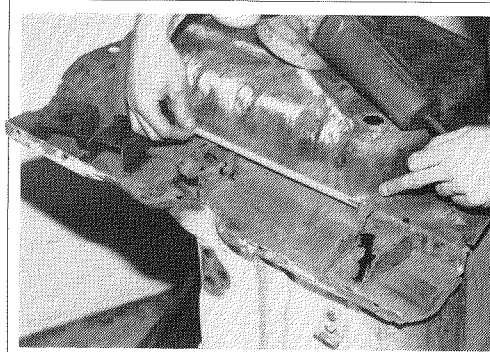


Figure 216. Having given everything a good wire brushing, measure and mark up before cutting anything off.

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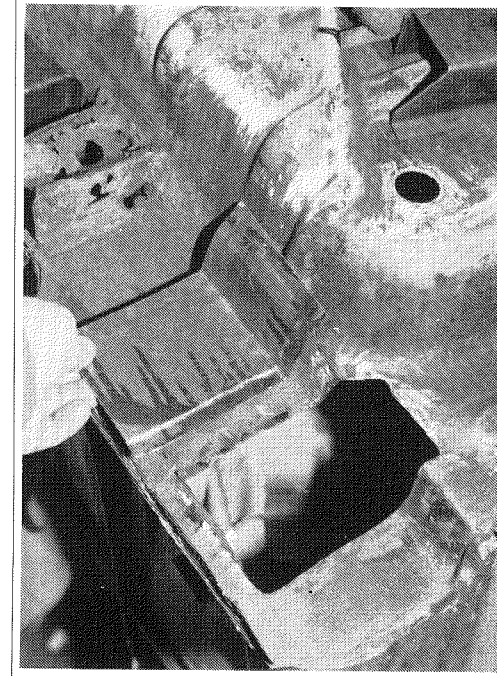


Figure 217. Cut out all the rot and make up a repair patch. As shown I've cut the patch about a quarter of an inch oversize all round and added a joggled edge.

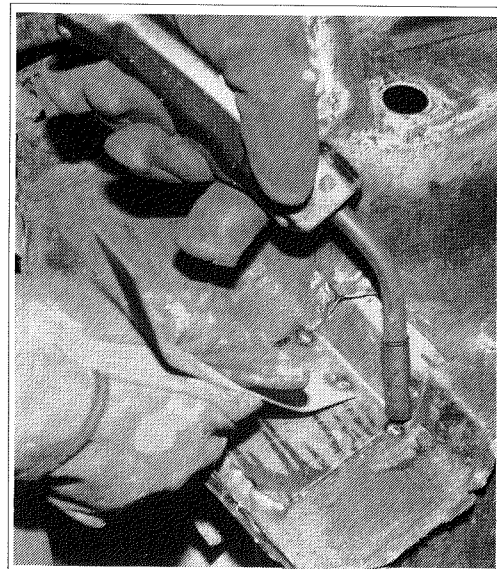


Figure 218. The repair can then be slotted into the hole and pulled up to make the fit with the aid of a metal strip handle temporarily welded in place. Tack weld the repair...

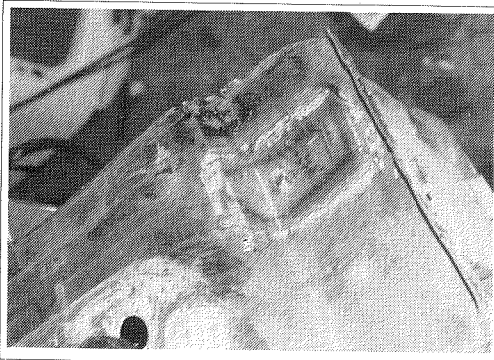


Figure 219. ...and finish off with a seam weld. Grind off the metal strip and dress back the weld. The repair should be sealed from the inside with a flexible sealer when all welding is complete.

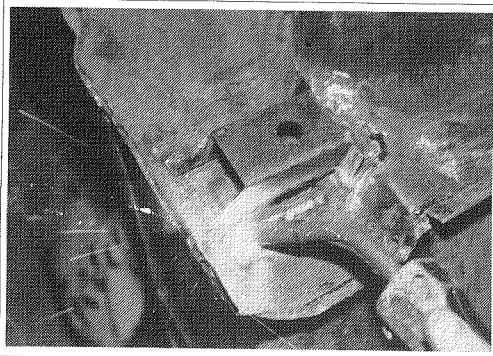


Figure 220. Next, set the new bracket in position and weld up.



Figure 221. Continue the exercise to the rear of the bulkhead floor, removing all the rot...

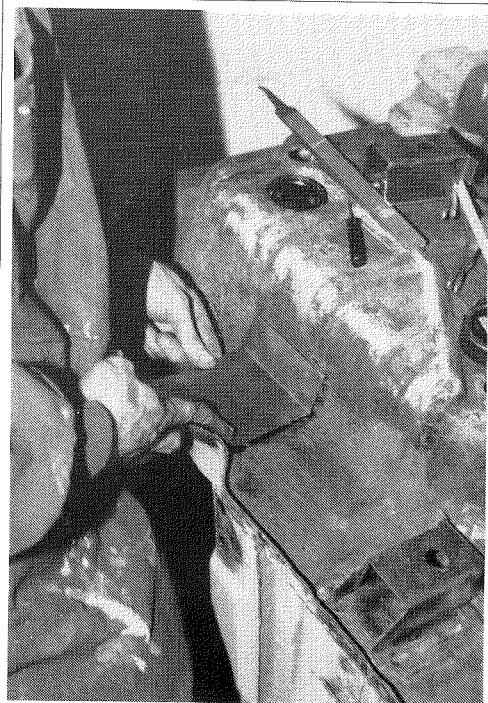


Figure 222. ...and making up the repair.

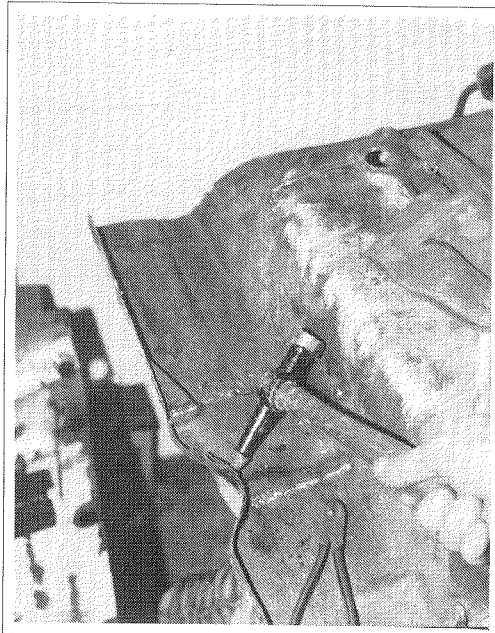


Figure 223. Tap the edge around the floor return lip to make a good fit as you go.

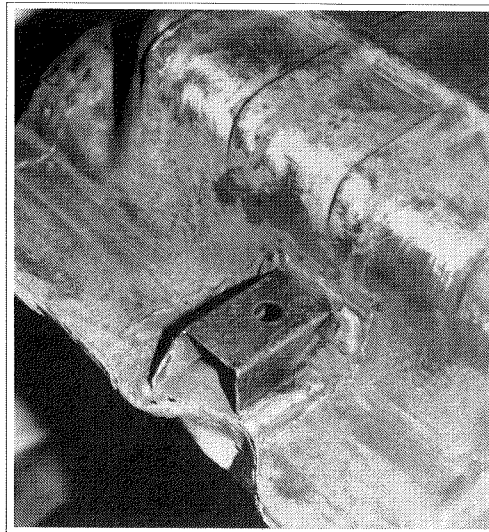


Figure 224. Repair complete and bracket in place. Now repeat for the other side.

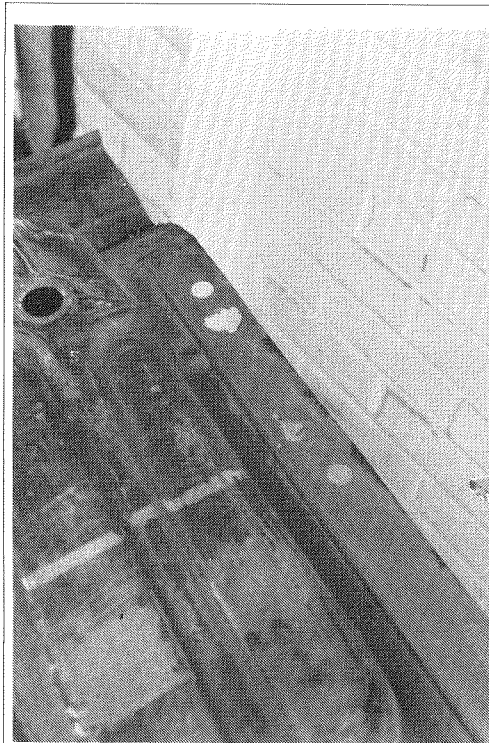


Figure 225. Over the years, the rear edge of the front floor, where it's sandwiched to the front edge of the rear, will almost certainly be somewhat worse for wear.

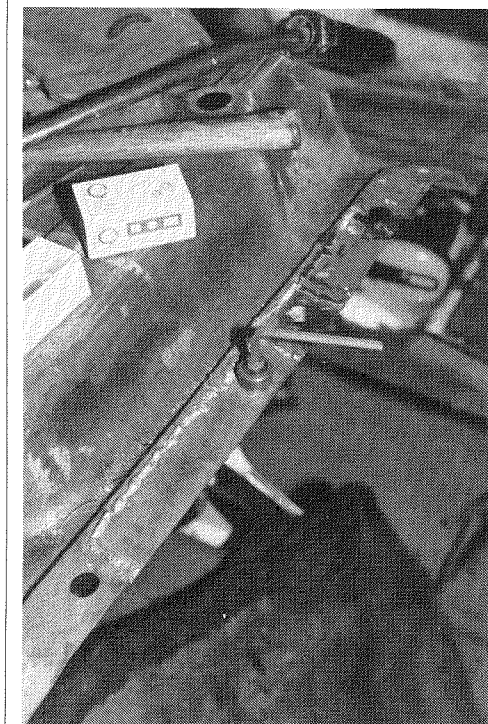


Figure 226. Cut out the rot, weld in a strip and cut new holes. A 'Q-MAX' sheet metal punch as shown here is the ideal tool for the job.

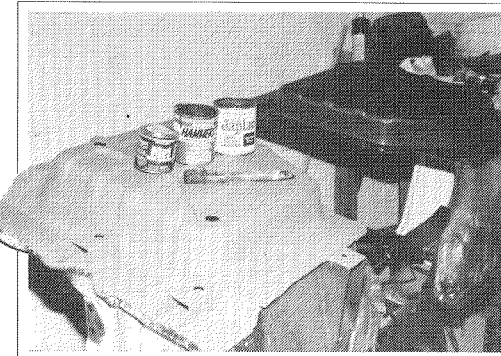
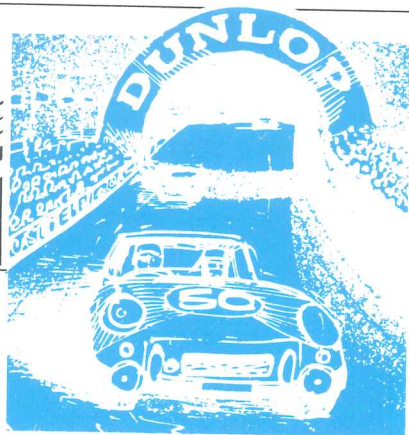


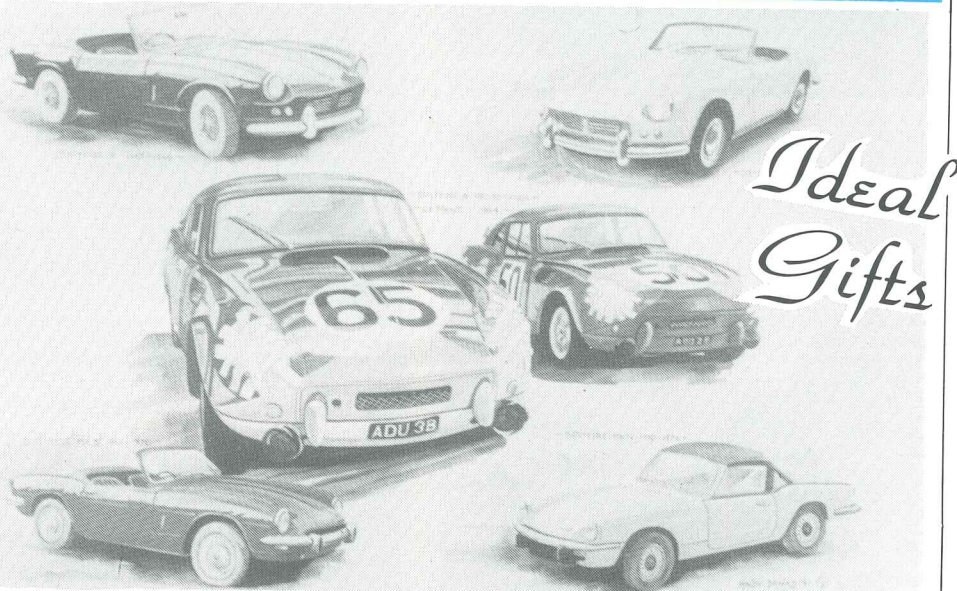
Figure 227. With all the interesting work done, choose your favourite paint and protect your handywork.

Next month sees the final, rear body repairs. Mechanicals coming up soon after.

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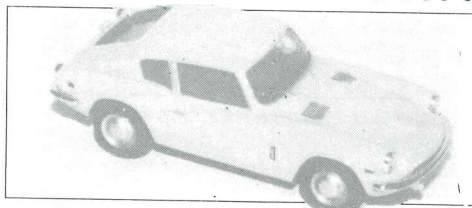
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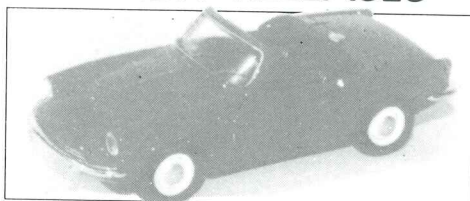
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Pen to Paper



THE TEASER UNTEASED

'Carpe diem.' is a well known saying literally meaning 'Seize the day.' or contemporarily 'Go for it!'. I wouldn't have thought Robin Williams would have gone around shouting 'Seize a rich man.'! The 'v' in 'divem' was a misprint.

But 'Ne dum quis.' Isn't what it looks like. Did you parse it as follows?

Ne	Subordinate final conjunction, 'in order ... that ... not'.	Ne	2nd person singular, imperative mood, active voice of 2nd conjugation verb 'neo' ... 'Spin' (as in yarn).
dum	Masculine gender, singular number, accusative case of 2nd declension 'dus' ... but what is dus?	dum	Subordinative temporal conjunction ... 'while'.
quis	Masculine, singular, nominative or vocative of the indefinite, pronoun 'anyone' or masculine or feminine, singular, nominative or vocative of the interrogative pronoun 'who?' or a form of the masculine, feminine or neuter, plural, dative or ablative of the relative pronoun 'qui, quae, quod', 'who' or 'which' or the indefinite or interrogative pronouns above.	quis	2nd person singular, present tense, indicative mood, active voice of the irregular verb 'queo' (conjugated like 'eo' meaning 'go' ... 'you can'.

(Quite like taking an engine or gearbox apart and labelling each component comprehensively to ensure its correct reassembly!)

'Spin while you can.', the exact equivalent of our 'Make hay while the sun shines.' Let me mix proverbs a bit, do an adage and stir: 'Top's down for a spin while the sun shines,' 'My Spits' certainly done that recently!

No, they are none of those things, and I don't suppose you fell for that 'dum' thing either! The correct answer is:

BATTERY REVIVER STILL AVAILABLE

SUBSEQUENT to my articles of a few years ago in The Courier on extending the life of batteries, I still get regular letters from members but we are about to run into problems because I've moved house. If you can spare a bit of space, could you let people know that:-

— I'm always happy to receive letters and try to help with battery problems (s.a.e. appreciated), but the address is now: Kevin Martin, 8 Taylors Close, Meppershall, Shefford, Bedfordshire SG17 5NH. — Phone calls are fine too: the number remains Hitchin (0462) 814827.

— EDTA to help batteries is still available as before (most letters and calls only ask this now as it has

disappeared from the Special Offers literature). I can now also let people have it in varying sizes of re-sealable jars. Stored sealed it has a shelf life of many years and so can be kept to treat batteries in the future. If people get in touch with me, we can sort out how much they need.

Kevin Martin

NICE GESTURE FROM KENLOWE FANS

AS goodwill seems to be a rare commodity with many firms these days I thought I would like to write and tell club members about a rather nice gesture I've had from Kenlowe.

I bought a Kenlowe unifan for a Vitesse a couple of years ago and had more or less forgotten that it existed until, on a really hot day, a few weeks ago the rear bearing seized on the motor. Being an engineer, it wasn't long before it was all in bits on the lounge floor and I discovered that water had

found its way in and had rusted the rear bearing. I telephoned Kenlowe and spoke to Tony Phillips who offered to replace the bearing, in this case, free of charge. The fan is now back in the Vitesse and working as well as when it was new.

Richard Dakin

VITESSE 1600... A.B.S.... HOW EFFECTIVE?

ABOUT 8 months ago I purchased a 1600 Vitesse to take part in some events run by the Historic Rally Car Register.

I understand that in the 1963 Monte Carlo Rally all three team cars used an experimental Lockheed anti-lock braking system.

Does anyone know how effective this system

was and how it worked. Finally, I wonder if it is possible to re-create the system for present day use.

Brett Ashford

CONCOURS OUT?... GOOD, CLEAN TIDY CARS IN!!...

I like seeing our cars in concours condition and never cease to be amazed at the owners time and effort. However, I'm sure that a lot of members can't apply that much effort or perhaps that amount of money.

Therefore couldn't we have another section for 'good, clean tidy cars?'. This would add some more interest and would help keep the cars in good condition. I hate to hear of cars being broken for spares.

I don't want to see concours cars disappear but I would like to see a lot more tidy cars (mine included). Also I think there is a world of difference

between cars that have been completely done by their owners and ones that have been restored by specialist firms. Likewise a difference between cars that are driven to shows and cars that are trailed. Lastly, a difference between cars that are restored on a budget and those that have had a lot of money thrown at them.

John Arnold

DISAPPOINTMENT WITH THE COURIER.....!!!!

I wish to register my disappointment with the Courier, in particular the rather lightweight coverage given to the Spitfire Mk.3. On at least two occasions this year (march and october) there has been no Spitfire 1,11,111 register, yet there is always an Equipe and an Amphicar register not to mention the MkIV register which is always good reading even though it rarely applies to my MK3 !!

I'm sure that the fault does not lie with Nick LORD. Could it be that there are not enough MK3's about? or are you just starved of information?.. *(No, Nick has not been well. Now how about a rebuild article from you?) Ed.*



I am enclosing a picture of my MK3 which has just completed a two Year re-build. When I purchased the car, there was no floor in it at all. Originally I was going to 'farm' out the difficult work like the welding and the re-spray but fortunately, when I was clearing the car out, I came across an old

copy of the 'courier' armed with this, I went to S.O.C. spares near Maidstone where I purchased all of the body panels that I thought I needed. Needless to say, I have since made many more journeys to get the panels that I didn't think I needed!!.

The car was rotten although the chassis was sound. The next purchase was a MIG welder and within a few days I was a nearly competent welder. Then I had to buy an angle grinder to clean up all the mess!! There was the frequent visits to the scrap yards. The most difficult items to find were the rear quarter bumpers. In fact the ones I eventually found must be made of gold, at least that is the price I had to pay for them. I have just finished the spraying, and I am very pleased with the end result, (another newly acquired skill). The project was very neatly finished off with the TSSC WH003 wheels which looked even better than I thought they would. Thank you courier. But more information on the MK3 which in my book is the best looking spitfire of all please.

Roger Ellis

REPRODUCTION 'DINKY' SPITFIRE MKI / II

OWNERS of MkI/II Spitfires may be interested to know that P.P. Copy Models market a reproduction of the original DINKY model Spitfire for £19.00 plus £1.50 P&P.

As a Spitfire owner myself, I have attempted to track down a model of my car, even looking for a battered old Dinky, without success. I believe the scale is 1:43 but I'm not too sure and my only complaint would be the colour — the red I've got does not look quite right. Having said that I am

very pleased with it and intend to repaint it to the resprayed yellow of my full size car. I might say that I have no connection with the above company except as a satisfied customer.

Simon Dawson

MUCH 'SUCKING OF GUMS'!

I have some information that you may wish to publish in the Club Magazine that may be of use to other Club members.

After much sucking of gums over an overdrive unit that was faulty, the final diagnosis was that the cone clutch assembly was worn and slipping. No problem I thought, just get a new clutch! Several disheartened phone calls later it became apparent that no-one was interested in supplying me with the information on where to obtain the replacement part, only talking about £130 pounds off me for an exchange unit. Being a tight so-and-so I rifled through the yellow pages yet again and found a place in Blackburn, Lancs. that had on the shelf 'D' type overdrives in stock. Brilliant I said, how much I said — £40 cash was the reply. These overdrives apparently come in for repair on warranty and on inspection all that was wrong was the operating valve was blocked. Of course I purchased one, taking a chance with £40

as more acceptable than £130. The unit is now fitted to my GT6 and works perfectly. You will however need to retain your own solenoid. The firm is located at the following address:

**Auto Transmissions, Barker Lane,
Ramsgreave, Blackburn, Lancs.
Tel: 0254 240679**

P.S. If anybody out there does know where to get replacement cone clutch assemblies, please get in touch because if we can rebuild cars, engines etc, I'm sure an overdrive unit is within most club members capabilities.

**Mr J P Brash, 2 New Village, Ingleton, Lancs.
LA6 3DG. Tel: 05242 41015.**

J P Brash

VITESSE SEATS PLEASE

I am the owner of a Vitesse MkII convertible which is Royal Blue, has a blue mohair hood and black interior, which, bar a few details is in pretty good condition.

However, one area of improvement would be the front seats, which are tired to say the least. I already know the answers concerning refurbishment, which even on completion won't solve the problem of bottom slide round corners as the seat basically isn't up to it. I'm not particularly concerned with originality but I am with aesthetics. Whilst

the originals do look OK in situ, my bum isn't actually on them completely for a majority of the time. Does anyone have experience of using other seats which actually compliment the interior. I am not interested in anything that resembles a Recaro. I await your calls. 071 373 1210. 244 7368/9.

Steve Ackhurst

THE LAND OF CLASSIC WRECKS - TURKEY

HERE I am in sunny Turkey, the land of the classic wreck, and I mean that most sincerely. Anyway thanks for your magazines, they help to pass the evenings.

Can any of you fellow members help me, I am considering a MkI GT6 but I have a height problem in that I'm 6'7" but not bulky built (built for speed as they say). Any information, does, dongs, potential problems on my choice of car will be greatly appreciated. Any letters sent to me will

be received with much excitement.

**Resadiye Mah, Kenan Evren Sok,
Ozgun AP5, Daire 3, Corlu, Turkey.**

H R Weeks

A little earlier this year I went to the transport festival at Chilham Castle near Canterbury in Kent. Lots of old cars to see and of course I was keeping my eyes open to see if there were any of 'our cars' there.

I spotted a couple of GT6s about 1967. Both owners were very friendly and interesting to talk to. One owner was a member of the club and had car registration RLY 128E but unfortunately I did not get his name.



'done the GT6 up a bit'

John Arnold

I looked at the photographs of the restoration and I was amazed at how he had converted a rusty lace curtain into a show room car. I have since met the owners, again at Stafford but unfortunately I still didn't get their name.

The other car was nearly identical, being another Mk1 GT6, 1967, registration TPF 418F. This time the owner Ted Grey wasn't a member of the club but hopefully I did manage to talk him into joining. He had owned the car since it was about two years old and used it daily until fairly recently. What annoyed me was that later in its life when

it was in his garage he cleaned the paint brushes out by scrubbing them on the side of the car! However I gather that since, another every-day car has been obtained, Ted has 'done the GT6 up a bit'. It has had an attractive respray and I think some of the mechanicals have been overhauled. It all looks very good. Ted and his wife have embarked on quite a busy car showing mission this year and I have since seen them at Bromley. Hopefully they have now joined the club.

Best wishes to both and keep up the good work.



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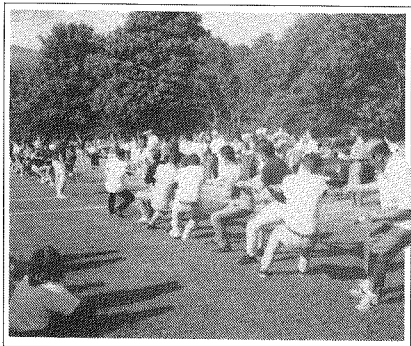
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Richard O'Neill

must have been somewhat spectacular, judging from their stunned faces.

It was indeed a multicoloured procession, but I did feel sorry for those waiting in the passing places of the single track roads in the Sma Glen, until all 500 cars had gone by.

The warm sunshine made the trip extremely enjoyable, the only thing I missed out on was a really good go at the sharp, windy bends and switchbacks of the glen as we were too close for any speedy driving.




team. The Spits and Pieces Triumph team took an early lead winning the Wellie Wanging. An easy pull against the MGs ended up with a pile of bodies in the first round of the tug o' war and a battle royal with the Terrorists gave us second place.

With funny races an easy win, the games were complete. Not knowing the final outcome, we happily made our way back to the campsite and the barbeque as we'd worked up a healthy appetite. One MG driver was a little too keen and thought he'd take home a sheep from a nearby field.

He had to be pulled down from a tree, car as well, and then from a ditch, and had to use the A.A. to save on his petrol.

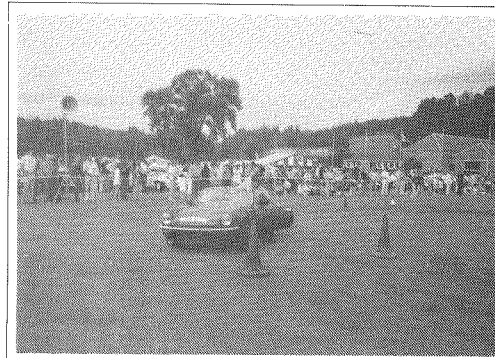
I bet he wishes he had a Spitfire chassis up the front. Our barbeque went well, especially when the T-bone steaks were produced.



Sunday was dry again — a sure sign of drawing the crowds. The real enthusiasts were out with the buckets and Turtle Wax and our stand was soon looking superb. A rolling Spitfire chassis, a hillclimb Spitfire, an RAC Highland Fling Rally Herald, a special Midge, to name just a few. A lovely red Spitfire III, belonging to Denton Udall, that was just out of Chic Doig's the night before and Hugh Robert's GT6 2.5PI winning the overall distance award — both worthy winners.



A stiff talking to for the drivers just in case they let the Reliants beat them and then a final to remember. A full throttle start gave us a cushion and although we finished first, the penalties gained on the cone count made it very close. When the result was finally annouced, the entire crowd of thousands gave a mighty cheer for the 'Spits and Pieces', victors at last by just 7 seconds. The Reliants will no doubt be studying their in-car video for next years event.



WINNERS LIST:- Doune Classic Car Challenge, Ashley Watt, Aberdeen and William Stewart, Fife - Spitfire NCD 659P. Dave Docherty and Shaune Bryne, Chorley - Spitfire SFS 835F. The Downham brothers, Dunkeld - Herald BWF 85H.

Best Herald: NVS 717G, C McLure, Inverkip.
Best Vitesse: NHS 681F, Ian MacFarlane, Glasgow.
Best Spitfire: FEY 808E, Denton Udall, Dunfermline.
Best GT6: PJV 850M, Hugh Roberts, Truro, Cornwall.
Best Special: EWX 85H, Mr Worthington, Durham.
Best Overall Winner: Vitesse NHS 681F, Ian MacFarlane.

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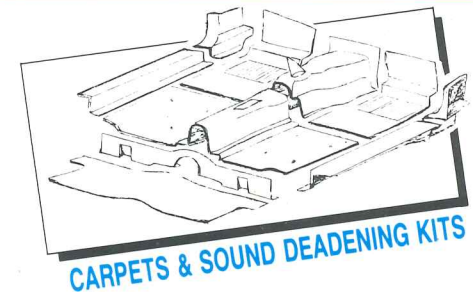
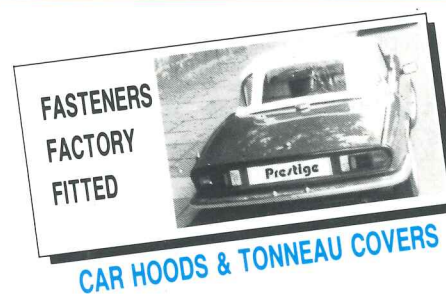
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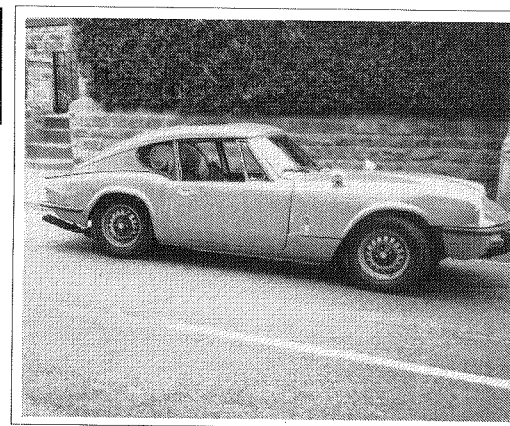
August, September 1989 saw my friend Allen and myself lavishing love and attention on the same female. KAY was a young lady of twenty tender years, with bulges and curves in all the right places and a shimmy on her rear end which had been known to make grown men break down in tears! KAY is a MkIII GT6 and as you may have guessed she is 'K' registered, VXC 800K to be precise, so if anyone out there remembers how salacious, in fact because of KAY's reluctance to talk of her past ANY information might help break the fear she has of being abused again, yes dear reader my poor sweet KAY was an abused child, well that is what I think since she became my bank manager, what! don't your GT6's run your bank accounts.

OH'KAY

Paul Pickles

I swear she forges my signature on my cheques, but I have not yet figured out how she reaches up to the post box at the end of the street. Back to the story, eventually Al and I both felt KAY was ready for our first big trip, the International at Arcen in Holland, whilst we knew she was not the prettiest thing on wheels we loved her and had ultimate faith in both her ability to tell us if anything was going wrong and our ability to put right any faults even if it was only a first aid repair. She swallowed the tent, the beer, the cooker and bottle, the beer, the camera's, the beer, some more beer and finally the map. Yes we put the map in the back with the spare beer's, well we thought we could find our way from Leeds to Hull especially as my job took me to the dockside a couple of times a week. So off we went, for three happy, excited carefree beautifully happy miles, three miles in which the world, or at least the Leeds ring road was our oyster. Then my shy sweet little KAY said 'I don't want to go all the way, I don't feel well', and promptly threw out a UJ, the drive shaft and a rotoflex, all of which were carefully packed away in a box in someones spares department somewhere and which we could not afford to replace even if the said spares department had been around the corner. Now don't you tell porky's, you don't carry all that lot in your tool roll either, do you?

You do! Well I DON'T. After the nice RAC man had been and told us we shouldn't have put the map in the boot as it was too heavy we sat at the kerbside and glowered at KAY until she made me feel guilty about hurting her again after such a hard life. Just a minute though, I still wanted to go on holiday even if Miss High and Mighty didn't, spoilsport. At this point Al started what was to become one of many fictitious 'postcards to his sister'.



No.1. 'Dear Sis. No. 1 loaded up but no diff.

'Dear Sis, wish you were here, what are you doing this weekend, can I borrow your car for a week?' From that point onward whilst KAY sat at home with her leg in plaster, well grease actually, just to stop any gangrene (rust to you) whenever Al and I were held up at anytime he would write another of his 'postcards home'.

We eventually got to the International, in a F*** F***a, you know the sort of thing I mean, a big tin box for a crappy stereo to drown out any engine noise. We did enjoy Holland and I suppose I should apologise for wandering around the campsite at 6AM with a camera in one hand and breakfast in the other, a bottle of scotch, well it was cold at that time of night, sorry, day and Al likes a cooked breakfast, me, I hate warm whisky! . . . Well that was the first of KAY's major wobbles and she still begrudges me going on holiday without her, I thought about a cheap weekend in Paris a couple of months ago, just before my first year exams, but because it was by a big silver bird and not KAY she gave herself a puncture and ran a wheel bearing, the little minx, just so I couldn't have any spending money in Paris

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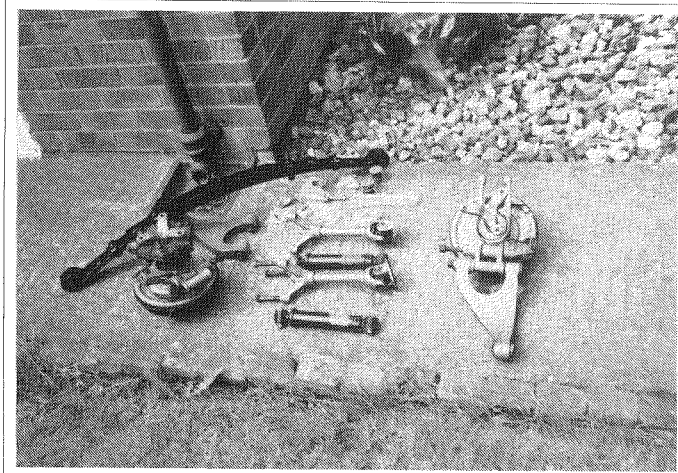
    

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KAY decided she DID not want to go to the 9th Annual North Yorks Concours and Moors run on September 1, 1990, so it was all hands to the pumps again, this time to get the rain water out of the front footwells and the boot, fun isn't it? The North Yorks is my own adopted club, Hy gang, it's me again. KAY is usually VERY well behaved on the short run from Armley, Leeds to Deighton, York, and as Al usually drives back I'm too drunk to notice if she misbehaves on the return trip so no real problems were expected. Huh, don't laugh, she blew a big hole in the differential half way down the A64. The road is the A64, it's not another silly parts number to go searching for, so all you Triumph boffins can stop devouring your parts books for go-faster bits, well it did go faster than usual when Al towed her back home with his old Maxi.

... KAY has always been a sort of show off so Al and I said she could enter to see if she got the Rusty Trunnion Award... surprise, surprise, she got third place in GT6 Concours!

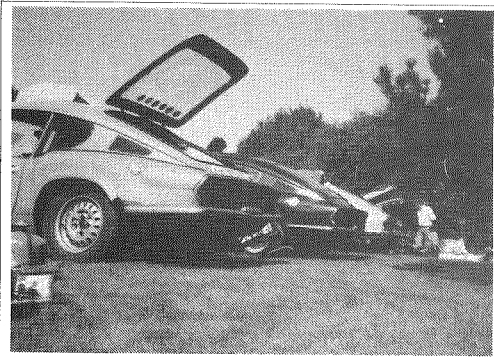
Another diff was ripped out of KAY's elder sister FAY (still awaiting a body-off job after three years under a tarp). On inspection the diff had 3 teeth on the pinion and 11 on the crown wheel, I wonder what ratio I would have got if could have spread them out around the bare bits?



No. 2. Knee bone to thigh bone to wrist — Allen... HELP!

The diff which later became a visual aid prop for my college in Leeds was quickly exchanged for FAY's donation and off we went just one day late but still in time for the communal barbi and, yes, you guessed, the booze up. KAY had a dirty grin

her face when we staggered back down the hill from the pub, I'm just guessing but I think she had been flirting with a sexy little MkII Spitty from the Isle of Wight. On the Sunday morning it appeared that no GT6s were willing to go into the Concours, KAY has always been a sort of show off so Al and I said she could enter to see if she got the Rusty Trunnion Award. Surprise, surprise, she got third place in the GT6 Concours!



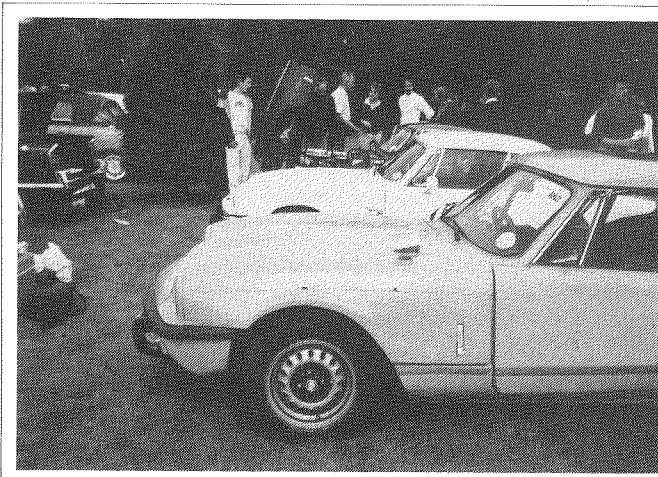
If you're not careful, that wheel will fall off.

Don't get too excited, there were only three GT6s entered. Even so KAY was unsufferable for a least a month, she badmouthed Escorts at traffic lights, carved up Porsches at roundabouts and trounced all over Mini Metros with 'go-faster' stripes. The only problem with all that she usually did it with a jam sandwich (police car to you)

behind her, Oh Woman, please behave for once. Later KAY told me the aggressive behaviour was to compensate me for losing control of her bottom on the A64. KAY really did enjoy that Moors Run after we had sorted out her rear end but I must admit both Al and myself were nervous wrecks after the weekend wondering if something else was going to fail, fall off, or just generally flop about in the breeze for a while. Our worry and gloom soon disappeared as lo, a great light appeared in the sky, yes folks, Leeds Council had paid the electric bill. It was now back to the grindstone at college and KAY was being used as the daily

hack, did she enjoy it? Not on your life, half way through term we set off for college, got about half way and she broke the end of her drive shaft, the OUTER one. Has that ever happened to you? Let me tell you when we drove over that loose wheel as it shifted off the

end of the drive shaft I thought my love affair with my dear sweet KAY was at an end, I thought she was going over the road-side and down onto the M62 Motorway totally out of control, we were told later that we were at least 4 foot clear of the floor at the back and then we came down on the wheel. Yes, I did need clean underwear.



I told you there were only 3 GT6s that year.

She had never been airborne before and we were both badly shaken. KAY more than I. I suppose I got over the bruises quicker than she did. At least it was the rear end again, I was getting good at stripping the back end down and KAY was very well behaved when we operated on her again, she didn't complain about cold hands or try to jump of the operating axle stands once. Just before the end of term this year KAY decided she fancied a run, so out came the maps again but this time it was my girlfriend Roo who spoke to KAY and I was told it was going to be the Museum of British Road Transport in Coventry and a trip to the Leicester Area Annual barbi at the Bath Hotel. I must take Roo on long trips again, it was great, we had a fantastic drive down, a steady 80mph... oops... 70mph and KAY was singing all the way, perhaps it was the human element of Ruth talking to KAY before we set off, see it's not just me that's nuts! but KAY really did behave and when we got to Coventry she did say she felt much happier after a good run in a morning...

.... all I want is another cup of tea and a fag....

We didn't really expect everything to go perfectly and just because we went looking for a restaurant that evening instead of eating fish and chips sat with KAY in a lay-by, she decided on revenge, pure revenge, she really can bet bitchy. Do you know what happens if you get a dead short on

the overdrive switch feed wire? No, KAY did, and now Ruth and I know as well. First, there's this smell... it sort of wafts upwards smelling elusive and expensive... then there are the little sparks which have you trying to get out of a Britax three point harness and out of the car at 30mph on an unknown roundabout on the Coventry ring road

at 6.30pm. Then, whilst trying to do that there's at least confirmation of where the fault lies (some fault, KAY did it out of spite). The confirmation, oh yes, in and out of overdrive as fast as the solenoid can shift. Did you know it only takes two seconds to burn your hands pulling out the old wires, but it took 2 hours to find a metre of cable and an on-off switch in Coventry the next day.

**Thank you.....
.... TANDY**

A new switch firmly lassooed to the gear lever, much to the amusement of the man in the big Rover in the next bay in the car park, and off we went again, next stop the museum and I really can recommend it.

All sorts of motors including TRIUMPHS, there is even the full size cutaway Herald shown at Earls Court and in the Courier. Just in case any area secs. have got round to reading this, a phone call to the Museum will get you reduced rates, free brochures, preferential treatment and secured parking for club cars as long as the Museum gets a mention somewhere. So a club run would be a good idea sometime don't ya think.



ME! Oh Yes, and A CAR! Coventry/Leicester Bath Nite. KAY sulked.

On the other hand Ruth and I paid a pound each to get into the Museum, we drove to the Bath Hotel and saw loads and loads of TRIUMPHS for FREE. There were 3 very noticeable vehicles at the barbi,

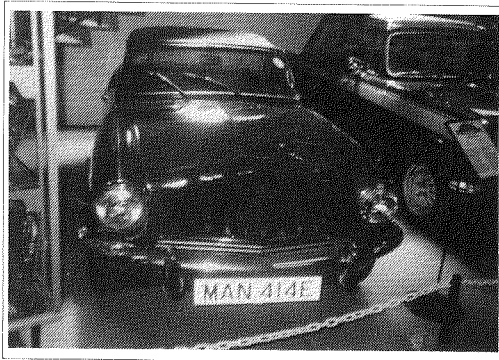
in fact with KAY in all her muck and glory there were 4, the other 3 which were obvious if you were there and if not, why not? The Benneton coloured POD car which has to be seen to be believed (pink headlamp surrounds), a Mustang powered Vitesse I think, more info in the Courier please. A beautifully modified pick up, not one joint to be seen, in a really nice shade of pale blue and the one I fell in love with, as did both Ruth and KAY was ADU 2B, a Le Mans replica or so I was told. You may have seen it in the August issue No 134 page 7, part of the Rimmers story. Now I know why it looked so good, Mr Rimmer sirs, can Kay and I have a job with you please, pretty please.

Editors Note: ADU 2B was on loan for the pictures only and is not in fact the property of Rimmer Brothers.

Back to the meeting itself, lots of nice people, Hy Diane and Mum, sorry to the rest of you but I have lost the scrap of paper with names and motors on it, I think it was lost when we ran for the bar as it rained. When I say 'nice' that means they didn't laugh at KAY or me for that matter, at least not when it was my round. KAY as usual suffered long pockets and short arms, she is the only female I know who never carries cash, yes I know the Queen doesn't either but I don't know her if you see what I mean.

Well we've never sat in a layby together writing 'Dear Sis' letters, that's for sure.

Great Barbi, Terrific Cars, Friendly Members but sadly we had to go. To the hills, no not Williams Hills, the Black Hills, back to Leeds, the land of rising unemployment and expensive TRIUMPH bits, but before we left, the Mustang powered POD CAR was away up the hill, I still don't think the exhaust box is attached to the manifold by



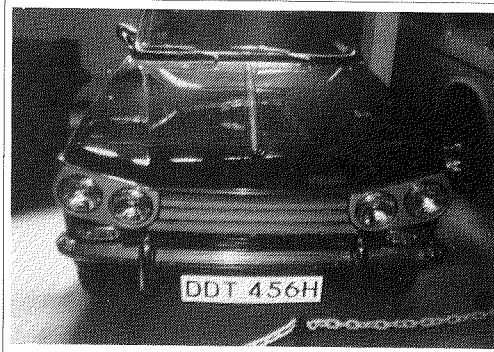
Coventry Motor Museum. They wouldn't sell it to me.

anything, but it sounded great! And I did hear a malicious rumour he gets more than 3 miles to the gallon on a run. Yes KAY you do have your good points, you mostly go where I point you and you give me 28 to 30 MPG on a run. Well it was Leicester Forest Services at 11.15pm for drinks all round, more coke for Ruth and I and lovely 4-star for KAY.

Thanks Ruth, I don't usually run out of cash so quickly. I must pay you back some day. We were home and showered by 1.30am and was I ready for bed. Ruth made the tea and I made snores, it wasn't hard I promise you. As we were putting KAY to bed she was muttering something about not being tired and a drive to Manchester might be nice, and I thought the love of her life lived on the Isle of Wight. Typical female.

On our return home the good news was the temporary job I needed for the holiday period was mine, so I may earn enough to buy those new front springs and shockers to that KAY can show off her pretty ankles, anyone out there got a suspender belt to fit a GT6?

Many thanks to Allen for all his patience and assistance, to Ruth for being Ruth and loving KAY as I do, to all at the North Yorks, car parking again this year? the Coventry Museum, all who made the Leicester meeting so memorable in such a short time, but most of all a big thank you to KAY, who for once nearly acted like a big grown-up lady I DID SAY NEARLY.



Same Place, and they wouldn't sell me this one either.

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OR

IT'S ENOUGH TO MAKE YOU SPIT

Nick Gorvin

Following the demise (or more correctly, decomposition) of a potent and enjoyable Lancia Delta 1500, I became the proud owner of a nice 'n' reliable Vauxhall Astra.

Within 14 days this pride turned into total boredom and I was cursing my so-called 'better judgement' for lumbering me with this economical bus. I was feeling the need for something considerably more exciting. 'If you have to have a car - why not get something that you really enjoy?' was the way a friend of

mine put it and went on to suggest such alternatives as MG Midgets and Triumph Spitfires. 'Once you drive a soft top you never look back'. This statement conjured up visions of one's neck freezing in the cold wind making looking back a physical impossibility.

I am ashamed to admit now (eight very educational months later) that I would not have known the difference between these two vehicles even if they had both simultaneously run me over and introduced themselves afterwards. On viewing a few of the rubber-bumpered monstrosities, however, I was much more the wiser.

I had formulated an excellent and sensible plan of attack: Spend a few months looking at cars (no rush, plenty of time to look and find something decent), sell the Astra at the right time and end up quids-in at the bank. (At this point I feel I must stress to fellow readers that most of the time I do live in reality, although I have to admit it is not readily evident in this article). This plan did, of course, go completely to the wall.

The first Spitfire I ever looked at was a real stunner. I went calmly to see it, taking with me the compulsory 'knowledgeable friend' who walks around the car, bouncing it on its suspension, kicking the tyres and taking sharp intakes of breath at opportune moments. As we pulled into the driveway he gave me some sound advice:

'Don't ever look keen - even if you really like the car, we've got to seem indifferent.' We were shown to a 1980 red Spitfire 1500, rust-free, stainless steel sports exhaust system, K & N filters, overdrive etc., etc. Two hard-nosed car buyers were suddenly reduced to doing impressions of trout.

The sad tale of impulsive purchase and the problems thereby encountered.

The owner was seeking 'best offer over £2,000'. It was unfortunate that the possibility of me making an offer at all hinged on the Astra being sold that weekend. As it transpired the Astra was not sold for another 4 months.

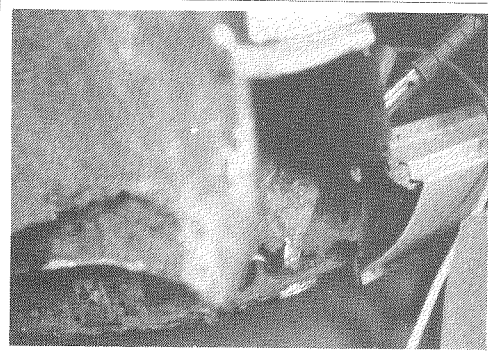
Sadly I missed out.

As the weeks went on and the second hand car market went for a burton, I decided that it was best to borrow some money until I sold the Astra. Fortunately I was able to secure a loan with the ever-helpful 'Bank of Mother' and was back on the trail of the Spitfire armed with cash (very dangerous).

After looking at several sorry specimens, I met UJO 504T, a Vermillion 1500 that had spent most of its life on the coast. It was in fact the first car I got to



test drive myself and it certainly was no Vauxhall Astra. With the roof down and the countryside flying past, I decided a Spitfire was now an absolute must for the summer. 'Knowledgeable friend's' view of the car was: a bit rusty, chassis sound, good engine but something not quite right at the front. We decided it was not worth £2,250. I offered £1,800 but was flatly refused. Back to the drawing board.



A few weeks later I attended a local Transport Exhibition and first came into contact with the TSSC Norfolk Area. I felt it would be a good idea to ask questions about the sort of thing I should be looking for. It was at this point I first met David Aspinall, to whom I dedicate this sad tale. He pointed out the bits and pieces I should look for and offered to come and look at a car if I wanted. How I wish I hadn't been too polite at the time to accept this - it would have saved us both an awful lot of trouble.

Meeting the local club members and seeing so many club cars was now enough to move the idea of Spitfire ownership from a favourable desire to an all-out craving. Fate and its exceptional timing dealt a fatal card at this point. UJO 504T reappeared in the local ads for £1,900.

After much pacing up and down and trying to make a decision, I arrived at this premise: ring up, lie and say I'd sold my car at a loss (which did, ironically, later become horribly

true) and offer £1,700. If this was accepted, fine, if not, forget it. Amazingly it was. I picked the car up later the same day. The remainder of the article is split into four sections entitled Springs, Wheelarches, Sills and Brain.

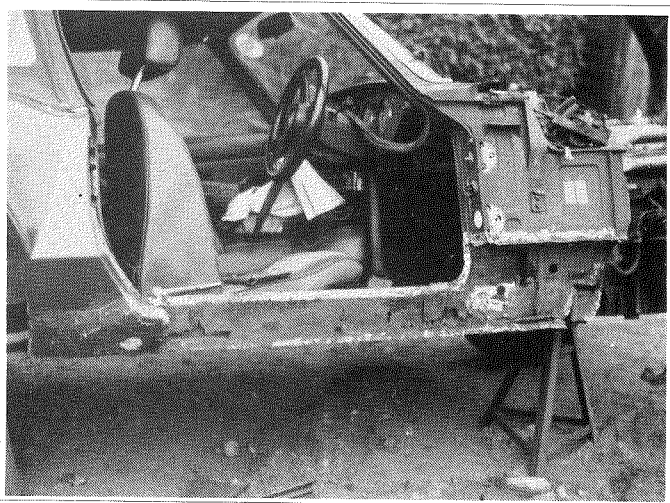
Spring

I made an interesting discovery after reading my first Courier which was one of the reasons for

my writing of this article.

It was this: I read of people buying cars and 'completely replacing the front suspension, wishbones and steering rack' and 'replaced all major panels' and replacing/re-

building this, that and the other. I ploughed in with one wishbone, adjustable shocks and a keyring and found myself *terminally short of cash*. I can only assume that either there are lots of other people as unrich (bad English but suitable) as me who don't write articles or else those that do write condensed several years work into ten minutes reading.



I fitted my Spax shock absorbers and standard Spit springs with the use of my Haynes Manual and some borrowed spanners. This, however, resulted in the front of the car sitting very low indeed. The reason for this I still haven't discovered and it baffled even the most brilliant of Triumph minds. After much investigation and illumination, I was told that the springs must be dodgy. Lucky for me these had been ordered from Clive Mathers Triumph Spares (a tacky plug but they certainly deserve it!). He was surprised to receive the first complaint from otherwise reliable springs and, in order to get the car right, sent me every spring in the Triumph range - free of charge. Now having more springs in my house than Zebedee has in his wardrobe, I was able to gain the correct ride height with some GT6 springs. If anyone can offer an explanation for this I would be pleased to hear.

Wheelarches

By the time Stafford came round my car had progressed from 'a bit rusty' to me sweeping small piles of wheelarch into the gutter to stop the neighbours complaining. Of course, the last thing you should do when your wheelarches are rotten and the

front of your car is ridiculously low is get drunk and drive across a field with two people sitting on your bonnet. So, sure enough, at the end of Norfolk's little barbecue, the last thing I did was to get drunk and drive across a field with two people sitting on my bonnet. This was followed-up a month later by flinging the poor thing around a field with Dave at Leicester brilliantly (if not modestly) winning the Autosnooper. (Actually, other competitors may dispute that 'brilliant' is at all a just description - there was some disagreement on our tactics).

Sills

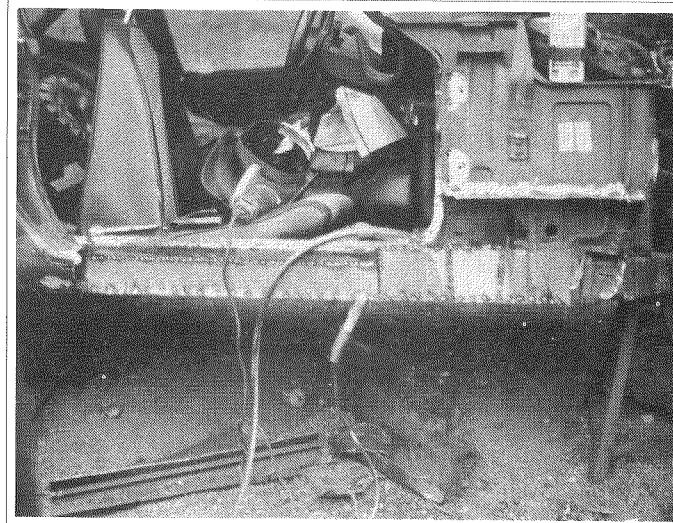
This is really where I have to say a big thank you to David (and I think that no-one in the Norfolk area will argue about this unanimous re-election to Area Organiser at the AGM).

There were just three letters needed to drive home (excuse the pun), what a bad mistake impulsive buying is - M, O & T. I spend ages two days before the test trying to adjust a headlamp I thought was aiming incorrectly.

It turned out that it was OK, but a multitude of other things were not. I retrieved the car from the garage and found the underside looked like it had been attacked by a frenzied five year old given a piece of yellow chalk for the first time. I pondered getting my money back by rolling the car over on its roof and selling it as a genuine Jackson Pollock.

At the time of writing UJO 504T still has no MoT.

So far I have had to spend four days at Dave's house removing several layers of filler, pop-riveted metal that looks like it's been cut from the side of someone's fridge and huge mats of fibre glass. There was not a lot left after this and Dave has now perfected fabrication as an art form. Hopefully this week we can finally get things finished.



Brain

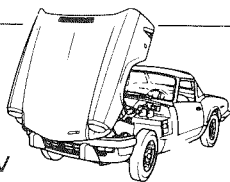
In summary, I would like to apologise for this story not having a happy ending. I do not, however, ever regret buying a Spitfire - despite all the problems it's been a great summer car and at least the car's won a trophy! I do hope that if anyone is looking to buy a car they will take heed and above all remember the one most important factor when going to view a second hand car - ALWAYS TAKE A BRAIN. If your own is not readily available then try and take one of a friend.

Drive carefully (with no-one on your bonnet).



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SO, CHRISTMAS IS HERE
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YOU BUY FOR THE MAN
WHO HAS EVERYTHING??

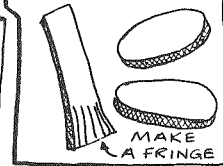
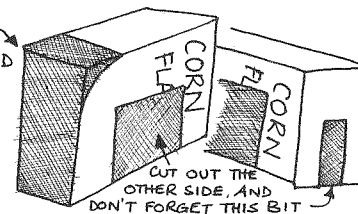
WELL, THIS PRESENT COSTS
NEXT TO NOTHING, AND IS
UNIQUE TO READERS OF
THE COURIER!! ALL YOU NEED IS.....



A CORN FLAKES BOX — JUST
CUT OUT THE SHADED BITS AND...

② ALSO CUT OUT
A STRIP, AND
TWO SMALL
OVALS, ...

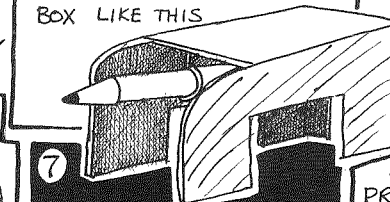
① ...ROUND
OFF THE
CORNERS...



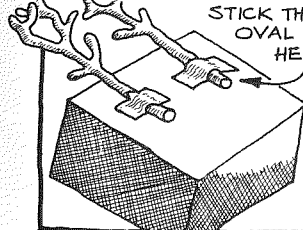
③ NEXT, FIND A SMALL
BOX, PERHAPS 1 1/2" x 3"
OR SIMILAR. PAINT IT
BROWN AND PAINT THE
REMAINS OF THE
CORN FLAKES
BOX —
OR, USE SOME STICKY
BACKED PLASTIC!

④ NEXT, TAKE A PENCIL
AND TIE A THREAD ROUND
THE MIDDLE OF IT — THEN
TAPE THE THREAD TO THE
INSIDE OF THE CORN FLAKES
BOX LIKE THIS

⑤ TIME FOR A SHORT BREAK
— TAKE YOUR FESTIVE
BOTTLE OF SHERRY AND
HAVE A GOOD LONG SWIG!
AUNT VAL WILL SHOW
YOU HOW.....



⑥ IN YOUR GARDEN, FIND
TWO SMALL TWIGGS, AND
STICK THEM WITH A BIT
OF STICKY PLASTIC..... THEN
STICK THE
OVAL BITS
HERE...



⑦ THEN INSERT
THE PENCIL
FIRMLY
HERE...

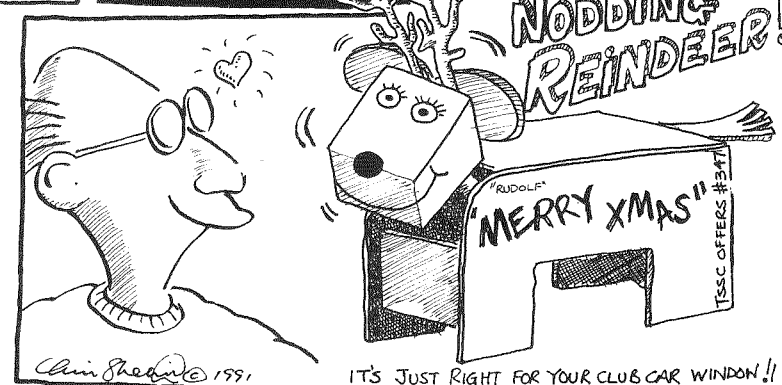
USE BLU-TAK FOR
THE COUNTER WEIGHT

.... AND HERE'S ONE I
PREPARED, EARLIER!!



⑧ NEXT, PAINT ON
THE
AND A BIG

AS INDICATED
(PAINT THE NOSE
RED IF YOU WISH..)
STICK ON THE BIT
WITH THE FRINGE
AT THE BACK,
AND THERE YOU
HAVE IT.....



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FAX 0858 431936

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

counter if arranged
by prior appointment
0858 434424

