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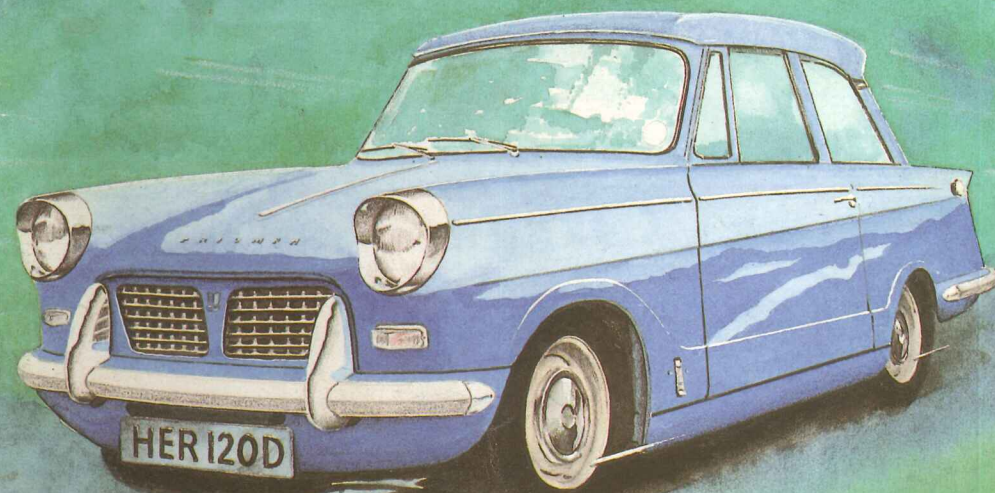
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TRIUMPH SPORTS SIX CLUB JAN 1992

139



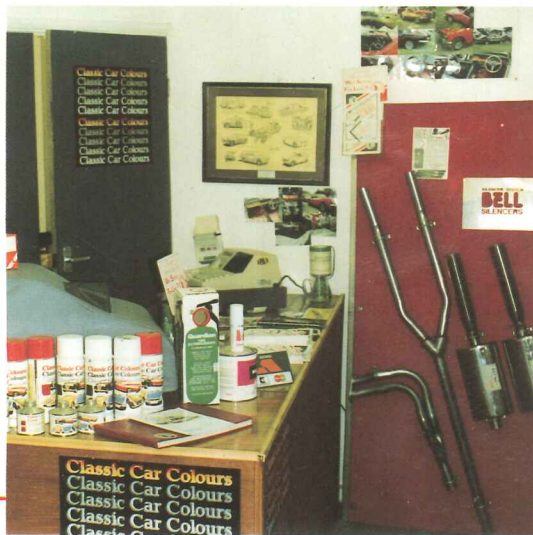
*Herald*  
1200



# • COME AND VISIT THE • Triumph Sports Six Club



## NEW HEADQUARTERS AND SPECIAL OFFERS COUNTER



**OPEN**

9-5 Monday - Friday  
9-1 Saturdays  
phone first for  
offer availability

### HOW TO FIND US

Leave M1 at Junction 20, take  
A427 to Market Harborough.  
We are situated on right side  
of road just before leaving the  
village of Lubenham.

**Telephone**  
**(0858) 434424**

## THE COURIER

The Official Monthly Magazine of  
The Triumph Sports Six Club  
VOL.12 No. 139 JANUARY 1992  
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

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Market Harborough Leics LE16 7FX  
TEL (0858) 434424 FAX (0858) 431936

### GENERAL SECRETARY

Peter Williams

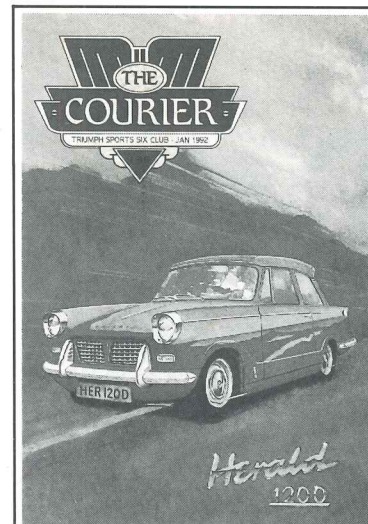
10 Chesham Rise, Cherry Lodge,  
Northampton NN3 4XP  
Tel: 0604 405416

### COMMITTEE MEMBERS 1992

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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Cover  
illustration  
by Paul Girling.

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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

The Earls Court Motor Racing Show  
6 - 9 February 1992

## 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, Slow On The Wheel, Contact Glyn Ridgwell 0245 71987

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

**SUN 16 FEB ESSEX AREA KARTING CHAMPIONSHIP** — Open to all members. Contact Andy Cook. 0277 214184

**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 Creves. 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. XV1111 (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** — Stanford Hall, Lutterworth, Leics. Contact Diane Hanes, 0533 716463

**FRI/MON 29/30/31/1 AUG MANCHESTER CLASSIC CAR SHOW** — GMEX, Exhibition Centre, Manchester. Contact Club Office.

**SAT/SUN 5/6 SEPT INTERNATIONAL SPITFIRE WEEKEND** — Arcen, 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.

**SUN 22 MAR BROMLEY TRANSPORT & COLLECTORS BAZAAR** — 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 17 MAY 1992 COLCHESTER CLASSIC VEHICLE SHOW** — Colchester Institute, Sheepen Road, Colchester.

**SUN 2 JUN WHITBREAD MIDSUMMER MOTORING LEGENDS** — Whitbread Hop Farm, Paddock Wood, Tonbridge, Kent.

**SUN 14 JUNE RSPCA CLASSIC CAR RALLY** — BSSC Sports Ground, Sunningdale Road, Leicester.

**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, Wilt.

**SUN 27 SEP LONDON CLASSIC CAR SHOW (inc. Grand London Autojumble)** — Kempton Park Racecourse, Sunbury, Middx.

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

**TSSC RACE CHAMPIONSHIP** — Contact Kim Pearson, 23 Belmont Road, Wallington, Surrey. Dates to be advised.

### COMPETITION EVENTS

## Comment 1992, WE'RE ALREADY HERE

Much is currently in the news about further integration into Europe, the benefits which remain to be seen. For the TSSC this has been going on for the last decade or so. British Sports cars have always appealed to the Europeans and Triumphs are very well represented in most European countries.

The network of clubs and suppliers is quite staggering throughout France, Germany and Holland, with possibly the most common Triumph being the Spitfire, not only do the Clubs flourish but some of the parts suppliers manufacture parts for Triumphs some of which British companies buy and sell to UK members! At present it is the Triumph Spitfire Club of Holland who pull all us European enthusiasts together every September with the International Spitfire Weekend. Although primarily for Spitfires, GT6's, Heralds and Vitesse's are always welcomed plus any other interesting British sports cars. 1992 is their Clubs 10th Anniversary and it should be a superb event.

The fish pond for all Triumphs throughout the world is really very small and the European connection gives all Triumphs the best chance of survival. With better communications and using Triumph cars on the road, will encourage all parties to keep and further our pleasure and owning our Triumph. In your latest Members Handbook the above falls into place as it has a totally European flavour. Whatever happens between all the political manoeuvres over the future of European Member States, for Triumph we have a common bond.

Bill Sunderland

**MEMBERS HANDBOOK**

Please keep in Club Car

INCLUDES

- Trade Directory
- Guide to Club Services
- Information and Advice
- International Self Help Scheme

## TRADE ADVERTISING

From this edition all Trade Advertisements will have prices which INCLUDE VAT — this means the price you see is the price you pay. Postage and Packing prices are normally advised by phoning or writing with your order requirements. Although we have had a mixture of Trade Advertisements in the past, some with and some without VAT, now everyone is on the same footing, clearing up some of the confusion, and it is now the law for advertisements which are mainly for retail use to include VAT in the price. Members from outside the UK will have to contact the company they are buying from to agree the price, excluding VAT.

As with 1991, 1992 is going to be an action-packed year so get the most from your membership, and enjoy your Triumph.

P.S. — Our own TSSC International Weekend in July will also be a very European event, with members coming from all parts of the globe, remember this is the world's largest Triumph event, in 1991 3,500 members and some 50 Trade suppliers made this a weekend to remember. 1992 will be even better!! — All roads lead to Stafford England on 18th/19th July — see you there.



# Classic cars

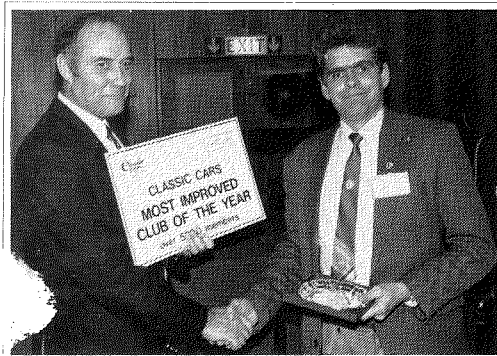
The Original and the Best

## MOST IMPROVED CLUB

Over 5,000 members

Within this group, many of which have shown great achievements in the past year, one stands out. New premises, acquired last year, have been fitted out and opened to members, showing great foresight and enabling numerous club services to be improved beyond recognition, to members' benefit. The club magazine, as we have seen, has improved too, with remarkable all-round coverage: it now caters for an amazing 16,000 members. It is:

*The Triumph Sports Six Club.*



## BEST CLUB MAGAZINE

Over 5,000 members

When considering Club magazines for these awards, we first divide them into club size categories to make it a fair comparison. We then look at the magazine from the point of view of a classic car enthusiast — everyone on the magazine editorial staff owns more than one classic car and uses them daily, so we know what a member needs and we put this above quality of paper or artistic design. The standards were higher than ever this year and we would have loved to give a trophy to many more. Content is more important, ensuring a readable balance of news, technical items, sport, history, social and advertising. Then we look at presentation, accuracy, frequency and all the other aspects that make a successful and entertaining magazine, which is after all the lifeline of every club.

# NEWS REVIEW



## SPITFIRE MKI, II, III SECRETARY

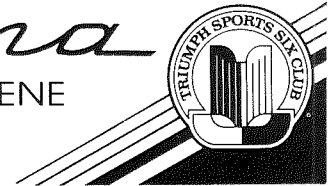
Welcome this month to Brett Dennis who has just been appointed to the post of the early Spitfire Register Secretary. We wish Brett well and look forward to his Courier column.

**Peter Williams**

# Autorama

IN AND AROUND THE TRADE SCENE

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

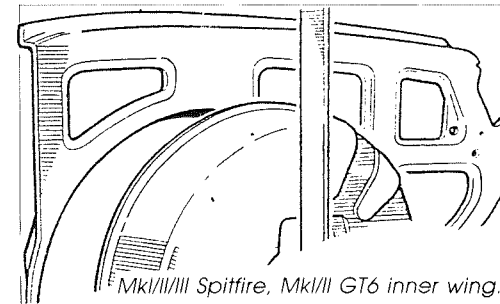


Just a selection of original Stanpart goodies on offer from Clive Manvers this month.

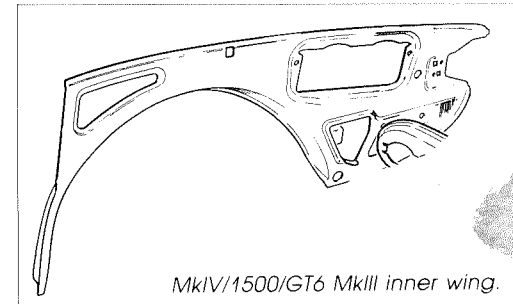
You'd better give him a call (0284) 828674 quick as these items are reknowned for disappearing fast!



This month we have news of some more exciting developments. We can now offer Spitfire and GT6 owners a rear inner wing panel to repair the section adjacent to each side of the boot floor. These are available at £45.00 each INCLUDING VAT, directly from stock.



MkI/II/III Spitfire, MkI/II GT6 inner wing.



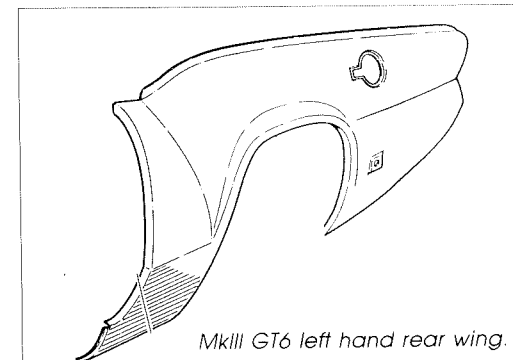
MkIV/1500/GT6 MkIII inner wing.

The rear left hand wing for the GT6 MkIII appeared to be rather expensive so we have reduced these to sell at £135.00 INCLUDING VAT. They are produced from Leyland Spitfire rear wings but have provision made for the fuel filler neck.

As can be seen from our main advert on pages 24/25 of this issue we are pleased to be associated with 'Anglian Triumph Services' of 64 Yarmouth Road, Broome, nr Bungay, Norfolk. NR35 2PE. Tel: 0986 895387. This is a new enterprise run by David Aspinall who is the present Norfolk area organiser.

I had the pleasure of meeting David recently and we both concluded that this area was at least lacking a specialist repairer. David, if you are not already aware, is a most active and enthusiastic TSSC member and at present owns at least one of our type of cars. Judging by the amount of parts purchased from us within recent months he certainly looks after plenty of Triumphs already. Give David a ring, I am confident he can help you.

Although a selection of parts will be available from Anglian Triumph Services, this stock will be



MkIII GT6 left hand rear wing.

constantly increased and should therefore provide a much needed supplier in Norfolk. Many thanks and best wishes. Clive Manvers, Proprietor.



AS most of you will know the Club runs a Valuation service for members which is directly linked to the Club's exclusive Agreed Value Insurance schemes known as M17+ and M25+ managed by Footman James.

Members who want to value their cars simply complete the three part Valuation Form (copy enclosed with this Courier) and submit it with photos and a cheque for £12 payable to the TSSC at: Triumph Sports Six Club - Valuations - Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 0858 434424, FAX: 0858 431936.

Once we have valued your car, we will sign the Valuation Form and return two copies to you. This normally only takes a few days. You keep one copy of the form for your own records and send the other copy to FOOTMAN JAMES. They will arrange for the Agreed Value to be written into your policy document. That gives you the confidence of knowing that your car is truly Agreed Value insured.

The valuation lasts two years, but you can revalue your car at any time. This may be necessary after the completion of renovation/restoration work, or following a strong upward movement in market values.

*But how do you make sure you get the best value possible.*

To help you, the following guide with photos may help. STEP ONE: Complete the Valuation Form as clearly as possible, answering all the questions.

We have been using this form for some 5/6 years and we think you will find it fairly self explanatory and easy to complete but the following further pointers may be of use.

a) CONDITION: It is sometimes difficult to decide which of the categories your car fits into (i.e. Concours, A1, A2, A3). Broad explanations are provided at the bottom of the form, but if you don't think your car fits exactly into one of these, simply mark it A1/A2 or A1+ etc.

b) ANY INTERESTING HISTORY -

RESTORATION DETAILS: In terms of deciding the car's value the most important things are the condition of the bodywork, chassis and interior. These, coupled to low mileage, known history, few owners etc. will influence the price the most. Recent expenditures on normal everyday wear and tear mechanical items is unlikely to affect the value to any great extent. If the car has recently been restored, state who carried out the work, when it was done and the total amount spent. If the car has won any prizes at Concours events, please state these.

# HOW TO VALUE YOUR CAR

John Griffiths

*It is however worth pointing out, that the full amount spent on as restoration is unlikely to be fully recovered in the Valuation, at least in the first few years. This sometimes causes Classic Car owners some consternation. What you have to recognise is that the Valuation will be based on the current market value... nothing more, nothing less.*

Other information which is useful includes stating if yours has overdrive, a stainless steel exhaust, or a hard top.

STEP TWO: Please don't forget to sign the form and indicate what you feel is a realistic market value.

STEP THREE: Send at least, two good recent colour photographs. These should indicate the number plate. For 'top values', it is essential we have a comprehensive set showing the condition of the engine bay, boot interior, the wheel arches, the interior, front rear and both sides of the car, and for concours cars the chassis/underneath where possible.

We are grateful to Paul Smith of Newcastle upon Tyne who submitted these photos with his own Valuation request.

This is an excellent example of a Valuation submission which makes valuing easier and helps us ensure we value the car as accurately as possible. We particularly like his written comments on the photographs which adds value to his overall presentation. Paul has also taken close up photos of known rust areas, such as the bonnet/wheelarch corner, door bottoms etc. This is very helpful indeed, giving a true reflection of the cars condition. We are not suggesting that you all need to follow this very comprehensive format, but it will give you an idea of the sort of things we like to see.

## SECTION ONE: THE BODY



Clear photo of car showing owner and number plate



Front end view, showing condition of valance, grille, headlamps etc. Note Paul's comment about the 'New Valance', which adds to the visual information.

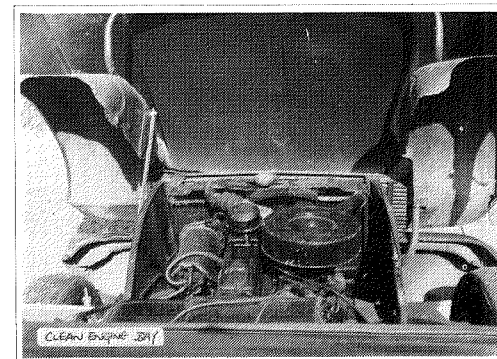


Three quarter shot, showing alignment of body panels and condition of rear end, including rear bumpers. Again, helpful comments from Paul confirming the car NEEDS new overriders.



Close up of front valance, side alignment and chrome.

## SECTION TWO: THE ENGINE/FRONT SUSPENSION/UNDERSIDE OF BONNET.



Shot of engine bay showing overall condition including bonnet. For a concours car, more detail would be helpful, particularly showing the front suspension.



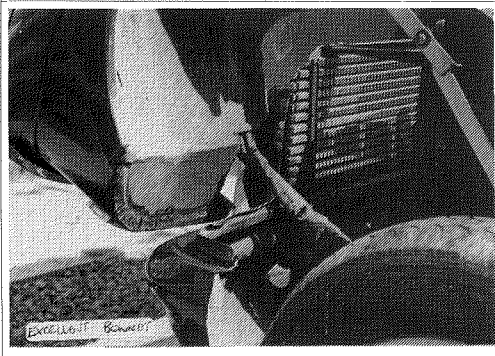
**CLUB INSURANCE HOTLINE**



**021-561-4196**

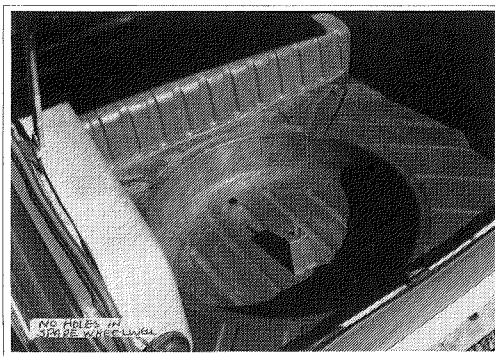
Phone now for a quotation



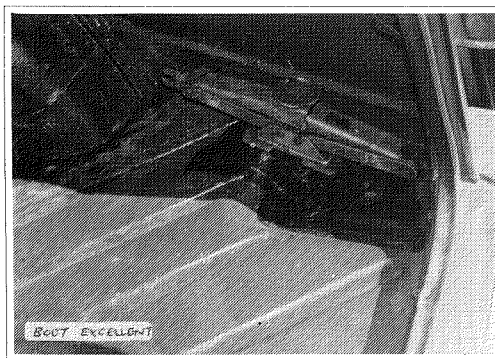


Helpful shot showing close up of bonnet Achilles heel and valance.

### SECTION THREE: THE BOOT.

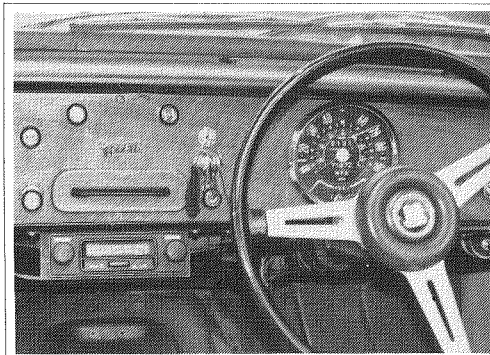


Inside of boot showing spare wheel tray. Note how well the photos are lit, which makes visual inspection so easy.

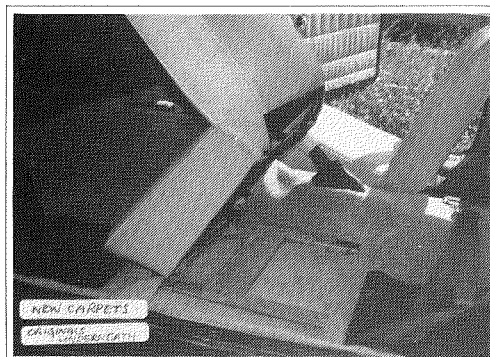


Close up of boot corner, showing condition of chassis mounting point and wing to body join (waist rail). It also shows condition of boot sealing rubber.

### SECTION FOUR: INTERIOR.



Close up of dashboard showing condition of wood veneer and confirming mileage. Also shows originality or otherwise of dials etc.



Clear photo of carpet and seat bottoms.

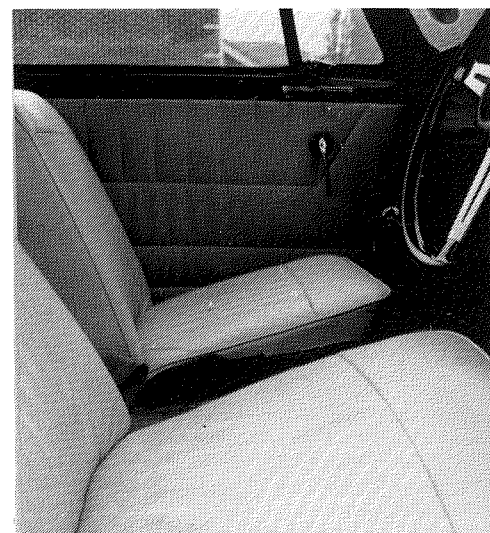
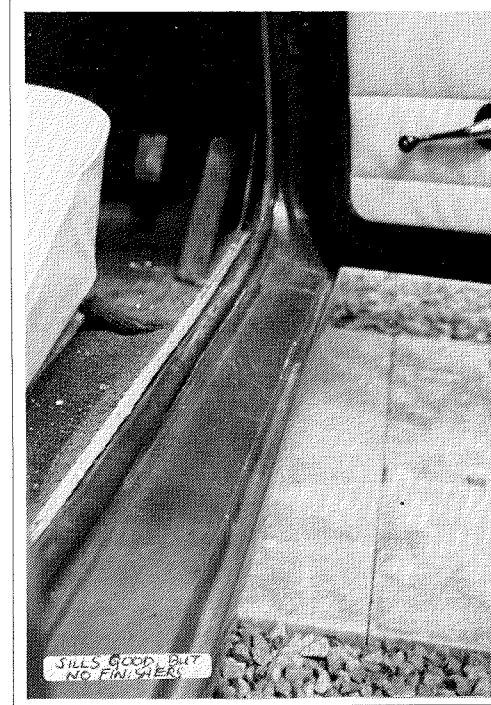


Photo of seats.



Photo of footwell.

If possible this would be better with the carpet out altogether, showing condition of interior 'A' post panel/bulkhead.



Another key area for rust problems on the Vitesse and Herald is the sills. This photo clearly shows how sound this car is in the sill area.

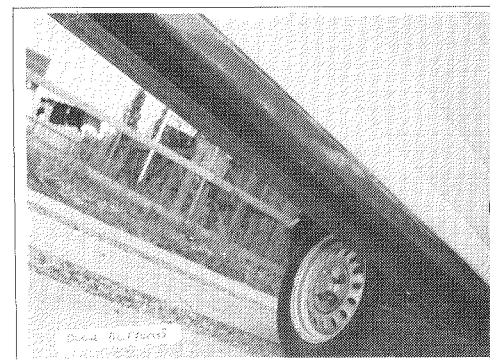
### SECTION SIX: CHASSIS.

Whilst Paul didn't submit any photos of his cars chassis, it can be helpful particularly when the car is A1+ or Concours. The best way is to ask your friendly garage if you can photograph the underside whilst it is lifted using the safety of his hydraulic hoisting gear.

### CONCLUSION:

Well that's about it. A guide to help you and help us value your car as accurately as possible.

Finally, we've said it before but we ought to say it again. Your car has a value which will not necessarily be recognised by your Insurer if and when you need to claim. You owe it to yourself and your car to get it properly valued and insured under a Classic Car Insurance Scheme.



Paul has taken a good shot here of the door bottoms, an area that is always suspect to rust.



# CAMBRIDGE TRIUMPH SPARES

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

MMMMM . . . . . 1992

Happy New Year to all our Customers old and new, we trust you all enjoyed your Christmas's as we did (HIC!) . . . . .

Due to its success, we shall continue to offer Club Members 10% discount off our list prices of new parts in 1992 . . . . .

. . . . . see the right hand column on the opposite page . . . . .

## STILL AVAILABLE FROM LAST MONTH

New Zealand rust free Herald bonnets

Genuine STANPART tonneau covers

Lower front wishbones (all models)

Haynes workshop manuals

A cold turkey sandwich and three mince pies

Shop soiled Spitfire III rear quarter bumpers.

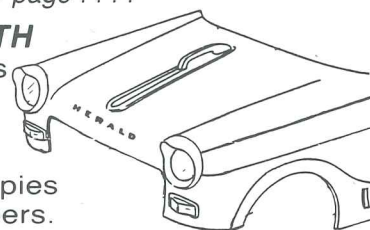
JUST IN . . . . .

Spitfire MkIII front overriders 712705/6 at . . . . . £40.00 per pair

Herald/Vitesse front quarter light seals LH/RH at . . . . . £13.32 each

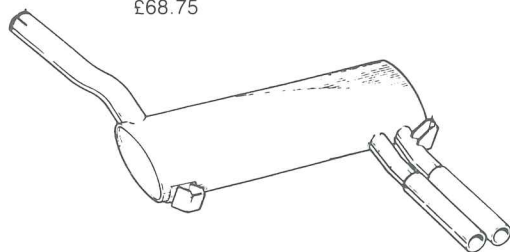
Spitfire IV/1500 R/H chrome outer door handles at . . . . . £41.13

Spitfire IV/1500 'SPECIAL' exhaust boxes, manufactured in Stainless Steel as

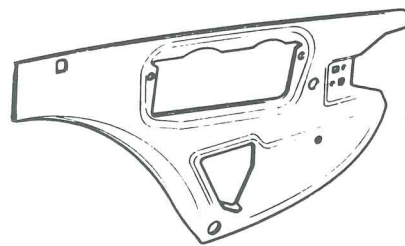


GT6 with twin tailpipes

£68.75



Rear Inner Wings  
All Spitfires at £31.73



ONE off's . . . . .

Spitfire MkII 4 branch manifold . . . . . £99.00

805855 Herald 1200 Bonnet top plate . . . . . £99.00

Fibreglass hardtop suitable for Herald/Vitesse convertible complete with headlining, seals, interior light and rear window and only . . . . . £200.00

FREE 22 PAGE CATALOGUE \*\*\*\* VISA/ACCESS \*\*\*\*



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## YOU MUST MENTION 'THE COURIER' TO OBTAIN THESE PRICES

### ENGINES & GEARBOX

Engine Fully Reconditioned	468.82	421.94
Gearbox Fully Reconditioned	175.07	152.75
Differential Fully Reconditioned	205.62	185.06

### PLEASE STATE MODEL & YEAR WHEN ORDERING

Front Lower Wing MkIV/1500/GT6 III	49.35	44.41
Rear Wing MkIV/1500/GT6 III (B.L.)	139.82	125.61
Front Wing MkIII/GT6 I	55.81	47.59
Front Wing GT6 MkII (LOUVRE)	88.12	79.31
Rear Wing MkIII/GT6 I & II	69.32	60.81
Front Warch Repair Mk IV/1500/GT6 III	22.31	20.62
Wheelarch Inner/Outer Section	34.07	30.66
Bonnet Under Leading Edge Panel MkIV	22.32	20.09
Headlamp Support Panel MkIV	22.91	20.62
Bonnet Support Tubes MkIV	23.26	20.93
Steel Front 1/4 Valance MkIV	46.41	41.13
Doorskins MkIII/GT6 I/II	20.56	18.50
Doorskins MkIV	20.56	18.50
Rear Wing Repair (Inner/Outer)	34.07	30.66
Rear Inner Wing (in boot)	35.25	31.75
Rear Lower Valance	34.07	30.66
Valance to Wing Finishing Strip	5.75	5.18
Boot Lid MkIV	135.12	121.61
Outer Sill Genuine B.L.	30.55	27.50
Outer Sill Heavy Duty Pattern	14.68	13.21
Inner Sill	8.81	7.93
Diaphragm Sill	5.87	5.28
Full Floor (Front to Back) Left Hand	36.42	32.78
Full Floor (Front to Back) Right Hand	36.42	32.78
Front Footwell (State Left/Right)	16.45	14.80
Boot Floor	49.35	44.41

### STEEL PANELS - HERALD/VITESSE

Front Lower Wing Herald 13/60	68.15	61.38
Front Inner Wheelarch Outer Section	34.07	30.66
Front Lower Val (FIBREGLASS ONLY)	28.20	25.32
Rubber Bumper Mounting Strip (centre)	5.87	5.28
Rubber Bumper Mounting Strip (corner)	4.70	4.23
Front Floor Footwell (Ribbed)	28.14	25.32
Rear Floor Footwell	15.21	13.68
Body Mounting Bracket Under Floor	8.10	7.29
Body Mounting Bracket Under B Post	8.81	6.60
Body Joint Strip (Floor join Front/Rear)	8.81	6.60
Doorskin (Original Press)	41.12	37.01
Door Treadplate (As Original)	8.16	7.34
Outer Sill	11.75	10.57
Rear Lower Wing	68.18	61.34
Rear 1/4 Val. Herald (Inc. Bumper Mount)	22.32	20.09
Rear 1/4 Valance Vitesse	22.32	20.09
Rear Centre Valance Herald (Inc. Bumper Mount)	49.35	44.41
Rear Centre Valance Vitesse	45.82	41.24
Boot Floor/Side Closure	15.27	13.74
Bootside Rain Channel	14.68	13.21

### TRIM & RUBBER SEALS

Door Draught Excluder (Furflex) Spit	12.92	11.63
Door Draught Excluder (Furflex) GT6	17.63	15.86
Draught Excluder (Furflex) Her/Vit Saloon	18.80	16.92
Draught Excluder Her/Vit Conv	15.27	13.74
Outer Weatherstrip Spit/GT6	8.81	7.93
Inner Weatherstrip	4.11	3.70
Weatherstrip Clips	0.21	0.18
Window Channel Front Her/Vit	8.81	7.93
Window Channel Rear Her/Vit	4.11	3.70
Door Checkstraps	8.81	7.93
Checkstrap Gaskets	2.93	2.64
Windscreens Seals	18.80	16.92
Herald/Vitesse Rear Screen Seal	25.85	23.27
Bright Trim Insert (Narrow) with Clip	9.22	8.29

### Bright Trim Spit IV/1500 GT6 III, Please Ring

Pedal Rubbers	2.35	2.12
Bonnet Stop Cones	2.93	2.64
Brake/Clutch Master Rubber Gaiter	4.64	4.17
Handbrake Gaiter	11.16	10.04
Gearstick Gaiter Her/Vit	5.58	5.01
Gearstick Gaiter Spit/GT6	7.46	6.70
Door Trim Panels Spit/GT6 (PAIR)	49.35	44.41
Doortrim Vinyl (PAIR)	25.85	23.26
Doortrim Clips	0.25	0.22
Carpet Set Superior Quality Spitfire	76.37	68.73
Carpet Set Superior Quality GT6	88.13	79.31
Carpet Set Superior Quality Her/Vit	88.13	79.31
Hood Spit IV/1500 Original Quality	76.38	68.74

Hood Her/Vit Original Quality	88.13	79.31
Header Rail Seal	11.16	10.05
Seal Retainer	13.51	12.16

### STEERING & FRONT SUSPENSION

Steering Rack (Exchange)	34.08	30.67
Standard Rubber Rack Mounting	2.59	2.33
Top Ball Joint	9.40	8.46
Track Rod End	6.46	5.82
Vertical Link	41.13	37.01
Stub Axle	21.74	19.56
Front Brass Trunnion (STANPART)	14.10	12.69
As Above INCLUDING BRUSH KIT	17.63	15.86
Front Wheel Bearing Kit	10.46	9.41
Front Wheel Bearing Felt Seal	1.76	1.59
Front Standard Shock Absorber	21.15	19.04
Spax Adjustable Shock Absorber	35.25	31.73
Armstrong Standard Shock Absorber	21.15	19.04
Shock Absorber Top Plate	12.34	11.10
Lower Steering Joint	15.86	14.28
Steering Lock 13/60/Spit IV/GT6 III	58.16	52.35
Set of Eight Inner Wishbone Bushes	8.93	8.04
Eight Inner Wishbone Bolts & Nylocs	6.11	5.50

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#### REAR SUSPENSION - NON-ROTOFLEX

Rear Driveshaft New (State Model)	52.88	47.59
Rear Driveshaft Unused (Checked)	29.38	26.44
Rear Transverse Leaf Spring	69.33	62.39
Drive Flange	17.63	15.86
Driveshaft Flange (checked)	9.40	8.46
Rear Wheel Bearing Kit	13.50	12.16
Rear Vertical Link S/Hand	29.38	26.44
Hub & Stud Assembly	71.68	64.50
Hub & Stud Assembly Reconditioned	35.25	31.73
Rear Trunnion Block Reconditioned	35.84	32.25
Rear Trunnion Bush Kit	3.47	3.12
Rear Trunnion Bolt & Nyloc Nut	1.12	1.00
Spax Standard Shock Absorbers	21.15	19.04
Spax Adjustable Shock Absorbers	34.08	30.67
Radiat Arm Bushes	1.12	1.00

#### REAR SUSPENSION - ROTOFLEX

Rear Driveshaft Inner	109.28	98.35
Rear Driveshaft Outer	99.88	89.89
Rear Driveshaft Flange	17.63	15.86
Rear Trunnion Kit Less Bolt	29.38	26.44
Rear Trunnion Kit With Bolt	35.49	30.14
Inner Wishbone Bush	6.46	5.82
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Rear Shock Absorber GT6	22.91	20.62
Rear Shock Mounting (On Wheelarch)	19.39	17.45
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# COP SHOP

A slightly different angle on things this month, with a letter recently sent to me. Here it is, followed by my comments.

I found the November '91 (Courier 137) subject particularly interesting as I am by trade a lighting engineer and to relieve the boredom of long night trips often do a count of vehicles with lights in some way defective (head or side light missing, obviously incorrectly adjusted lights, dim lights due to high resistance return path, rear lights incorrectly wired - typically turn indicators dims when stop lights operated, etc).

The statistics are horrifying on occasions, with up to 20% at fault in one count. Don't these people ever check their lights? No, it's easier to leave it twelve months for the MoT tester to sort it out, or until the next service (they are not all oldies at fault!). One particular hate of mine is the 'expert' who drives at all times with dipped headlights and fog lights. I have always believed this to be illegal and your article seems to confirm this, i.e. on two counts, firstly visibility must be seriously reduced before fog lamps may be used and secondly they must be used instead of the dipped mains. Is this correct?

I know the French tend to be rather dogmatic and sometimes impractical, but don't they specify less than 200 metres visibility as 'severely restricted' and you may not use those dinky little lamps until then. Who carries the equipment to measure these conditions so precisely is beyond me, but it seems a good idea. Incidentally, I believe it is also illegal in France to use hazard lights when there isn't an accidental hazard, and that is not a bad idea either — no more of this

*'I-am-parked-on-this-hump-back-bridge-in-a-no-stopping-zone-by-a-bus-stop-while-the-wife-goes-shopping' flashing signal.*

Getting back to fog lights again, there are very good physical reasons why uncontrolled low level lights should not be used as general driving lights, ie, the larger angle of incidence of the emitted light to the road surface more readily reflects towards the oncoming driver and it is not (or was when the standards were written) possible to ensure close enough light control to provide satisfactory 'cut-off' to avoid glare.

That is why the dear old Morris Minor had to have drastic surgery to its styling shortly after hitting the scene, in order to raise the dipable headlights to the required height. There was even much argument amongst the experts when it was found that certain continental mini-cars did not comply when loaded with four people.

Front fog lights really are only of benefit when visibility is so severely reduced by fog, rain or spray that the 'throw-back' of even the dipped beams causes veiling glare and reduces the drivers ability to see a head. The extra low position of the fog lamps avoids this and even better if they are set back under an overhanging bumper or body style.

So is all this regulation effective, or is it just another set of rules to satisfy our parliamentarians that they are doing a good job



**Mike Crewes**

but in fact are either not very practical or not normally enforceable? I don't see many little family motors in the nearside lane of the motorway with their 'motorway rear light' (alias rear fog light) being stopped by the Police. I assume they have more pressing things to do.

Perhaps better publicity might help those drivers who are not genuine motoring enthusiasts to keep up to date and well informed. *So many drivers seem to think that once they have got their 'ticket' then that's the end of their learning period.* I've only been driving for 40 years and there is always something new to learn. In fact, one wonders whether it is even possible for the ordinary 'Joe' out there to know enough law to keep out of trouble, but one must try.

One final note:- it would be helpful if you could mention lamp wattage limitations as well as heights and distances, as I believe that this is quite relevant to fog, rear and stoplights, etc. . . . Sorry to ramble on so, but it is quite a large and complicated subject and any help in clarifying the legislation is always welcome.

*P.S. Your article on motorway rules didn't cover the incident reported recently of a driver towing another vehicle in the outside lane at a speed in excess of 100mph on a 13 feet tow rope. Is there any hope for us with people like that out there?*

A good down to earth letter, are you one of these people? ➡

**FRONT FOG LAMPS.** MAY be used instead of dipped headlights provided that they are no further than 400mm from the side of the vehicle. All front fog lamps MUST be less than 1200mm above the ground. Whilst the French may use 200 metres visibility as a guide, I suggest that the maxim that I used in my article is most applicable. The Highway Code talks about 100 metres. No lights fitted to any vehicle are allowed to dazzle oncoming drivers.

**HAZARD LIGHTS.** Section 23 Lighting Regulations 1984 states, 'No person shall use, cause or permit to be used, on a road any vehicle on which any hazard warning signal device used other than for the purposes of:

1. warning persons using the road of a temporary obstruction when the vehicle is at rest, or
2. in the case of a large passenger carrying vehicle for the purposes of summoning assistance for the driver or any person acting as a conductor or inspector on the vehicle.

It has been held that parking next to the kerb does not come within this section since that is where cars are expected to park. Using these lights as 'SHOPPING LIGHTS' is illegal. The Lighting Regulations as they stand are very effective and practical. Motorists are regularly stopped and reported for their defective or misused lights, often it indicates other offences such as drinking and driving.

I agree that publicity is effective, I remember many year ago short clips of film on TV about such people as 'The Weaver Bird' and 'Reginald Molehusband'. Perhaps it's time to repeat them.

## WATTAGES

Front side lamps	No requirement	
Dipped beam	vehs used after 1/4/86	No requirement
	vehs used before 1/4/86	30 watts min.
	m/c over 250cc	24 watts min.
Main beam	vehs used after 1/4/86	No requirement
	vehs used before 1/4/86	30 watts min
	m/c under 250cc	15 watts min
	m/c over 250cc	30 watts min
Front fog lamps	No requirement	
Dirac. indicators	front & rear	15 to 36 watts
	others	No requirement
Side marker lamps		7 watts MAX
Rear side lamps	No Requirement	
Rear fog lamps	No requirement	
Stop lamps	vehs used before 1/1/71	No requirement
	vehs used after 1/7/71	15 to 36 watts
Reverse lamps		24 watts MAX

This is indeed a complicated subject, but mainly common sense. If you require more specific information please write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN, enclosing an S.A.E.

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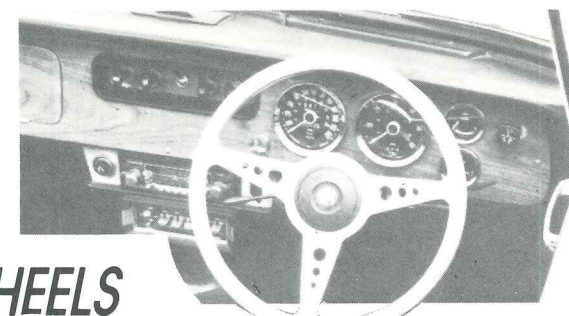
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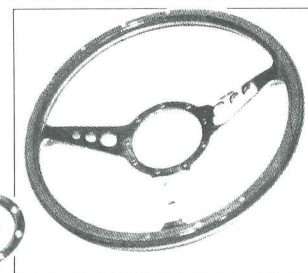
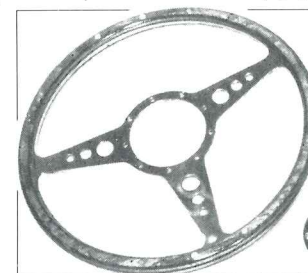
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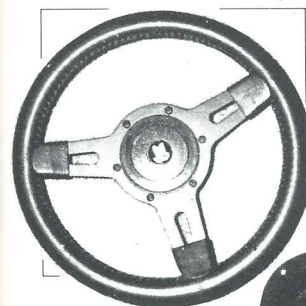


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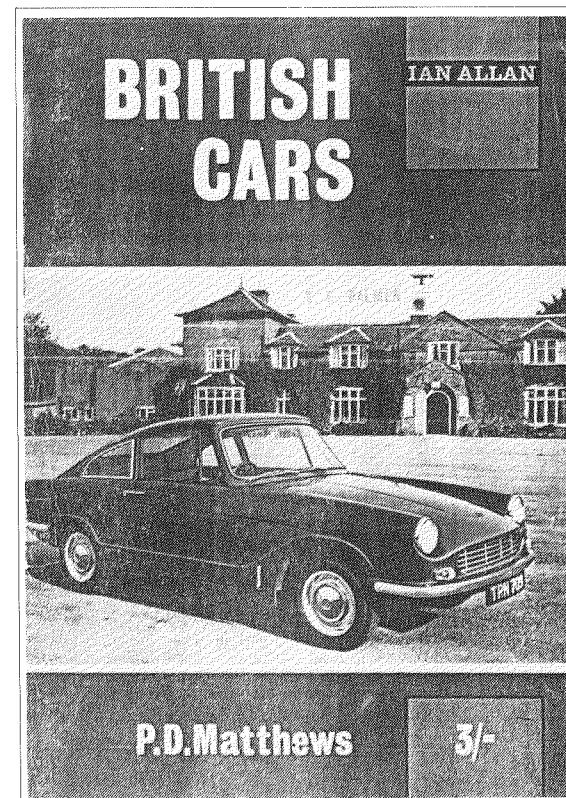
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# BOND *Campe* REGISTER

Peter Jacklin

**W**HILST browsing around the Autojumble at the Classic Car Show at the NEC in November, I picked up an Ian Allan publication titled *British Cars*, published in early 1964 it gives details of over sixty cars, introduced at the 1963 Motor Show. The cars featured run from the exotic to the run of the mill mass produced saloons of the day.



include Austin 1100, Ford Anglia and Cortina (Mk1 of course), Hillman Imp and Minx and the HA Viva and Victor from Vauxhall. The low volume producers represented make interesting reading — Elva (Courier), Fairthorpe (Electron), Lotus (7 and Elite), R\*L\*\*\*T (Sabre Six) and a strange animal called the Stirling Moss Cortina/Ogle GT and of course **BOND** with the **EQUIPE GT**. Interestingly the publishers decided to feature the Equipe on the front cover!

Quite an honour for Bond considering the opposition! The GT on the front page is TRN 709 complete with wheel trims, bonnet badge and opening rear quarter lights. The use of wheel trims on the GT seems to vary, a number of early pictures do not show them used and where they are featured, two types appear, the conventional multi slot type as used by Triumph and a different type with larger rectangular radial slots. The handbook issued with the car does not refer to wheel trims. Not all the cars in the photos I have are fitted with bonnet badges, where fitted these are the early type with the legend **BOND**. Most publicity shots show cars with opening rear quarter lights though certainly the early road test cars did not have them as the testers found that the fixed windows shot out at high speed with the door windows down!

Nearly all cars seem to have been converted to the opening type very early on, I say nearly all, as 516 FYL, the first production car in my possession does not have them. Furthermore it shows no evidence of them ever being fitted so it must have escaped from the factory in unmodified state.

Among the top-of-the-market offerings there are such names as AC Cobra, Aston Martin DB5, Jaguar E type and Lagonda Rapide. The family saloons of the day





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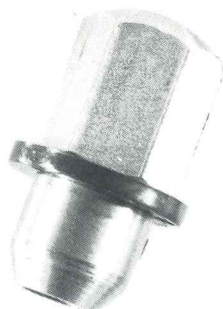


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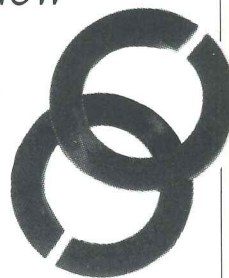
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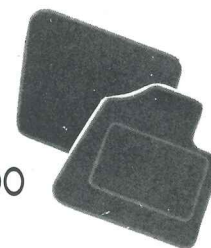
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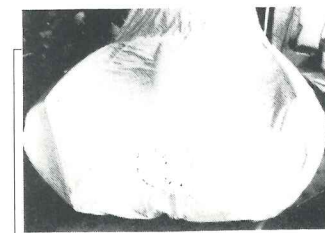


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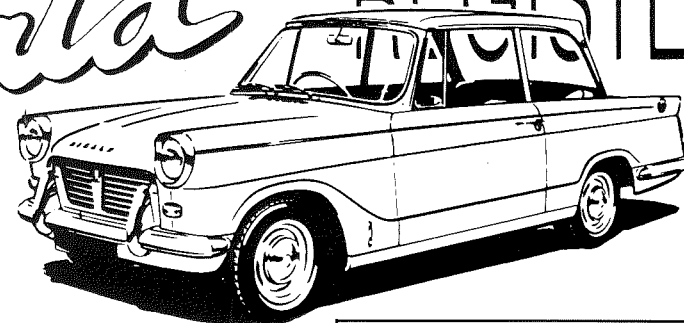
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**HERALD REGISTER (948-1200)  
DECEMBER 1991**

THE 948/1200 Register is an historical Register starting in the late 1970s. It therefore includes records of cars belonging to ex-members as well as current members. Since the last update in late 1989, there has been a request for ALL members to update their IVRs.

This has only been moderately successful in terms of numbers of replies but has brought to light some 'missing' commission and body numbers.

Overall growth of the 948/1200 register has been modest, increasing from 1,932 (July 1, 1989) to 2,025 (December 1991). The December figures are detailed in Table I.

As a percentage of total 948/1200 production (448,117) the records on the TSSC Register are low at 0.45%. Some individual marques have a better survival rate, 1200 Coupé (5,319) 1.03%, 1200 Convertible (43,295) 1.04%.

Recruitment of new overseas cars is very low with only two new commission numbers appearing on the Register since 1989.



65 HRALD  
A California 1200 convertible owned by  
Mr Jerome Fuetsch.

U K	O/SEAS	TOTAL	GROUP TOTAL	COMMISSION No. SEQ
<b>948</b>				
Saloon .....	68	8	76	G-
T.C. Saloon .....	20	-	20	GY-
'S' Saloon .....	18	-	18	G-SP
Convertible .....	18	4	22	Y-CV
Coupe .....	40	17	57	Y-
<b>1200 MKI (GA1-GA80000)</b>				
Saloon .....	87	8	95	GA-DL
Convertible .....	28	6	34	GA-CV
Coupe .....	30	2	32	GA-CP
Estate .....	6	1	7	GA-SC
Van .....	13	6	19	GA-V
<b>1200 MkII (GA80001+)</b>				
Saloon .....	679	7	686	GA-DL
Convertible .....	406	9	415	GA-CV
Coupe .....	21	2	23	GA-CP
Estate .....	106	2	108	GA-SC
Van .....	25	8	33	GA-V
<b>1200 Export</b>				
Saloon .....	8	41	49	GB-DL
Convertible .....	10	19	29	GB-CV
Coupe .....	2	2	4	GB-CP
Estate .....	1	1	2	GB-SC
<b>12/50</b>				
Saloon .....	292	4	296	GD-RS
Coupe (*) .....	1	1	2	(GB-CP)
Sedan (*) .....	2	2	4	(GB-DL)
<b>TOTALS</b>			<b>2025</b>	

(\*) Australia



# C·L·I·V·E M·A·N·V·E·R·S

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Front wing Spitfire Mk4/1500, GT6 MkIII	£35.00	Inc. VAT
Doorskin Spitfire MkII/III, GT6 MkII/III	£17.00	
Doorskin Spitfire Mk4/1500, GT6 MkIII	£17.00	
Outer sill (bought from Rover Group)	£30.00	
Bootlid Spitfire Mk4/1500	£100.00	
Bootfloor all Spitfire & GT6	£39.50	
Rear valance Spitfire MkII/III & GT6	£30.00	
Rear valance Spitfire Mk4/1500, GT6 MkIII	£25.00	

**WE NOW HAVE REMANUFACTURED REAR INNER WINGS FOR MKI/II/III/IV/1500 SPITFIRE £45.00 EACH SIDE INCLUDING VAT. SEE AUTORAMA TRADE PAGE FOR DETAILS.**

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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	

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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 MkI, Vitesse MkI, Herald	£10.00	

## IMPORTANT ANNOUNCEMENT

**A.N.G.L.I.A.N T.R.I.U.M.P.H  
S.E.R.V.I.C.E.S**

THIS WILL BE OF PARTICULAR INTEREST TO ALL EAST ANGLIAN BASED TSSC MEMBERS. A NEW WORKSHOP SITUATED IN THE HEART OF NORFOLK WILL NOW BE OFFERING A COMPLETE SERVICE FACILITY TO ALL CLUB MEMBERS FROM JANUARY 1992. TELEPHONE DAVID ASPINALL ON 0986 895387. A LARGE SELECTION OF OUR STOCK WILL ALSO BE ON SALE. SEE 'AUTORAMA' TRADE PAGE FOR MORE DETAILS.

**FOLLOWING ANOTHER SUCCESSFUL 'DIG' IN OUR WAREHOUSE (SEE PHOTO AUTORAMA) WE PROBABLY HAVE THAT OBSOLETE PART YOU ARE LOOKING FOR. GIVE US A CALL!!**

### WINTER MADNESS ON THESE SELECTED ITEMS

Radiator, Spitfire MkIII/IV/1500 EXCHANGE	£65.00	Inc. VAT
Radiator, Vitesse 2 Litre EXCHANGE	£88.00	
Radiator GT6, all models EXCHANGE	£93.00	
Water pump, Spitfire MkII/III	£30.00	
Water pump, Spitfire MkIV/1500	£30.00	
Water pump Spitfire 1500 VISCOS	£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
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ADJUSTABLE	£32.00



**WE NOW HAVE FULL RECONDITIONING FACILITIES TO REPAIR ENGINES, GEARBOXES, OVERDRIVES AND AXLES.**

**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**

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Seat cover kit, Spitfire MkIV (late)	£75.00	
Seat cover kit, Spitfire 1500 (Houndstooth Pattern)	£75.00	
Seat cover kit, GT6 MkIII	£75.00	
Pair of door trim panels, Spitfire MkII/III	£35.00	
Pair of door trim panels, Spitfire MkIV/1500	£35.00	
Pair of door trim panels, GT6 MkII/III	£40.00	
Pair of door trim panels, GT6 MkIII	£40.00	
Headlining for GT6 MkII/III	£30.00	
Headlining, hard top, Spitfire MkIII	£30.00	
Headlining, hard top, Spitfire MkIV/1500	£35.00	
Pair of PVC door top cappings, all Spitfire/GT6	£20.00	
Rear wheel arch panel kit, Spitfire MkII/III	£35.00	
Rear wheel arch panel kit, Spitfire MkIII/IV/1500	£35.00	
Rear wheel arch panel kit, GT6 MkII/III	£30.00	
Rear wheel arch panel kit, GT6 MkIII	£30.00	
Pair of sun visors, Spitfire/GT6	£22.00	
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Moulded carpet set, all Spitfire	£120.00	
Moulded carpet set GT6 (please state model)	£190.00	

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Spitfire 1500, T, Inca Yellow ..... £3,300  
Spitfire 1500, S, B.R.G., o/d ..... £3,300  
Spitfire 1500, S, White, for restoration ..... £750  
Herald 1200 Convertible, E, Wedgewood ..... £3,500

### CURRENTLY BREAKING

Spitfire MKIIIs, Herolds, Bond 2.00L, Spitfire IVs and 1500, 2500s, 2000 Estate



FOR FREE UPDATED PRICE LIST

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**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.

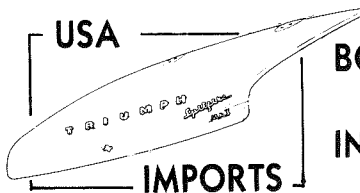
**ATTENTION HERALD/VITESSE OWNERS:** New 1992 Price List now printed. Please write or telephone for your free copy.

**ATTENTION SPITFIRE/GT6 OWNERS:** If you do not have our latest price list (September 1991, black-white copy) please write or telephone for free copy.

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Spit. sill kits from ..... £28.79	Spit./GT6 ¼ valance ..... £17.33	Carpet Set ..... £57.57
Inner wheelarches ..... £29.96	Gearbox Covers ..... £25.85	Hoods ..... £69.32
Wings from ..... £41.13	Herald front valance ..... £29.08	Door Weatherseal ..... £ 7.05
Doorskins ..... £18.80	Spit. 1-3 front valance ..... £22.32	Aperture Seal ..... £10.51
SUSPENSION	BRIGHTWORK	ACCESSORIES
Front trunnion bush kit ..... £ 3.23	Locking petrol caps from ..... £12.99	Woodrim steering wheels ..... £45.82
Spit.IV/1500 new rear spring ..... £64.62	Chrome luggage rack ..... £25.85	Key Fobs ..... £2.35
Tie bar bush and bolt ..... £1.18	Treadplates ..... £14.10 pair	Workshop manuals ..... £9.11
	Bonnet catch ..... £22.32	

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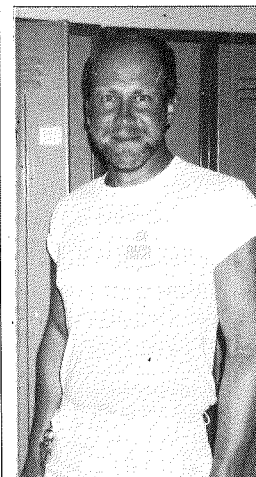
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*Vitesse Register*



Mac Reynolds

**H**!! Firstly let me wish everyone a very happy and safe New Year . . . I'm certainly looking forward to another years Vitesse motoring . . . (and Club activities) . . . 1992 . . . Here I come . . .! Right . . . down to business . . . this months featured car belongs to Howard Richardson or Wibsey, Bradford. It's a very late MkII Saloon finished in Valencia Blue with black interior, date of registration being 1/5/71 . . . chassis number HC57693DL. It's fitted with the rarer steering column lock . . . it also has British Leyland front wing badges (I have a vague memory that my late MkII also had these fitted when I owned her back in 1973. Anyone else have them?, or seen them?, or know anything?, drop me a line . . .) Howards MkII (NJX 378J) is original apart from an alternator. She is used every day come rain or shine . . .  
*a man after my own heart . . .*

At last! News of a Vitesse Estate confirmed as being as such from day one. The present owner, Tony Jones (Birmingham) contacted the original dealers (Mists of Hamstead, Hamsworth, Birmingham), who supplied the vehicle on 24th June 1970. The managing director remembers doing a deal with the factory for the car, as the original owner was a very good friend . . . the car is now under restoration after Tony rescued it from a scrap yard! . . . (that was a close one!!). Details as follows . . . registration UOM 666H, Chassis no. HC56326DLO, Engine no. HC56981HE . . . Thanks Tony for the info. and photos . . . Look forward to seeing her when she is complete . . .



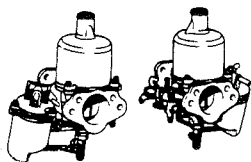
UOM GGGH . . . truly a rare beast!



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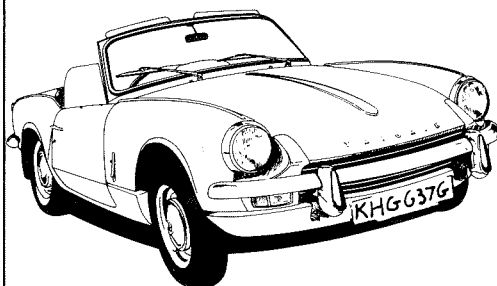
- replace rusty panels
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- sort out MoT problems
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- rebuild engines
- restore sagging sills and sticking doors
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## STS TRIUMPH SPARES

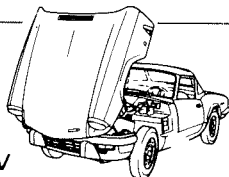
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Another of our members requires information/history from previous owners of his Vitesse ... it's Andy Luckhurst (Hampshire), his MkII convertible VJU 926K (chassis no RC56953CVO) is at present finished in white with a black interior ... but ... it was thought to originally have been Sienna Brown with Tan interior, first registered in Salop? Anyone any info? Let me know and I'll pass it on ... thanks ...

On a completely different subject ... something I find intriguing, confusing and a little irritating ...

*.... please can someone tell me why? ... some people drive around with effigys of Garfield (THE CAT) or some other cartoon character (Roger Rabbit, Dennis the Menace) etc suctioned to their windows! ... spreadeagled ... upside down even! ... have I missed something?*

**IS MY LIFE LACKING BECAUSE I DON'T DO THIS? IS IT SOME FERTILITY RIGHT? A SECRET SIGN! FREEMASONS PERHAPS!**

Can anyone enlighten me? ... but ... having said that, let me say now, whatever it is I don't want to join ...

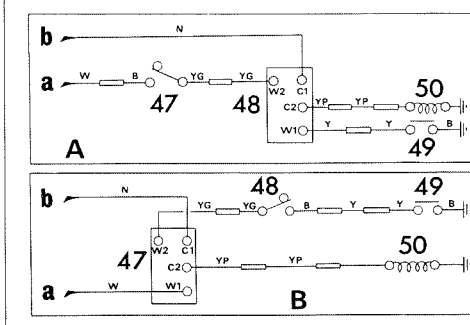
Another casual observation ... why did the later MkII Vitesse have larger ash trays than their Herald counterparts? Up till then the MkI and 1600s had the same ash trays as the Heralds. Could it be Vitesse owners then smoked cigars ... Herald owners cigarettes ... any thoughts?

## OVERDRIVE CONVERSION

The fitment of an overdrive unit/gearbox to a Vitesse not only seems one of the most popular modifications but one that will almost certainly transform your driving ... (in my opinion anyway) with the reduced revs making for so much more relaxed motoring ... and the possibility of extra fuel economy ... (although this to me is of little concern, I enjoy driving Vitesse so much I am willing to pay the price ...). Having both Vitesse with overdrive and without, I can definitely say it makes a whole world of difference ... to me well worth the expense of fitting overdrive. There are two overdrive gearboxes that can be fitted ... obviously the Vitesse or GT6 D type and the 3 rail Dolomite 1850 (up to 1975) with J type overdrive ... there are no difficulties in fitting such units, you are in effect only changing the gearbox ... you just require a few more bits of kit to bolt on to complete the job ... I've listed these here ... and there is no need to change the

differential ... these remained as 3:89 (or 4:11 on 1600s) when overdrives were fitted from new ... the only surgery required is to cut out a section at the front of the transmission tunnel to accommodate the (shortened) propshaft flange, you will then have to make up a plate to cover this section ... (see item 47 Plate BJ) I've included this plate (BJ) from the parts manual as I also think it simplifies the wiring diagram ... I've also given you a very rough price guide (very rough ...) prices will differ between suppliers depending on how you can bargain ... availability ... etc ... some parts are only available secondhand ... as with the cowl on the steering column (see stop press) ... so if you can't acquire one of these you may have to settle for the switch being on the gearstick ...

Overdrive unit	£300-400
Overdrive gearbox	
Chassis mount bracket	£12
Overdrive gearbox mount	£14
Overdrive column switch	£20
Overdrive cowl	s/h
Overdrive inhibitor switch	£4
Overdrive relay	£14
Wiring from switch through g-box/relay	£12
Overdrive solenoid	£50
Inhibitor mounting foot	s/h
Inhibitor switch actuating lever extension	s/h
Overdrive propshaft (new) shortened	£120
or, your p/shaft shortened, balanced,	
new UJs	£75
Overdrive cover plate (as item 47)	£6
Speedo angle drive	£45
Overdrive badge (if required)	£12
Gearstick switch (if no cowl available)	£16

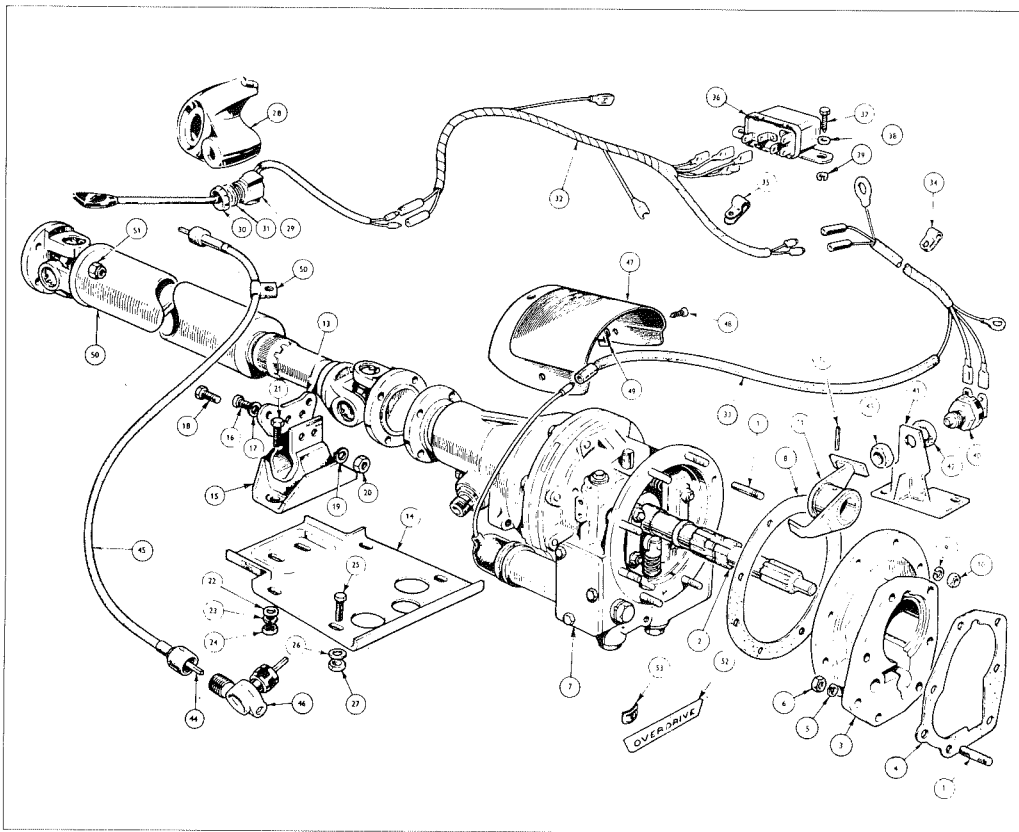


### COLOUR CODE

N. Brown. U. Blue. R. Red. P. Purple. G. Green. L/G Light Green. W. White. Y. Yellow. S. Slate. B. Black.

A. Overdrive (optional extra) — early vehicles built before approx. April 67 only —  
47 Overdrive column switch. 48 Overdrive Relay. 49 Overdrive gearbox switch. 50 Overdrive solenoid. (a) From fuse box. (b) From ignition/starter switch - connector 1.  
B. Overdrive (optional extra) — vehicles built after





approximately April 67 only —

47 Overdrive relay. 48 Overdrive column switch. 49 Overdrive gearbox switch. 50 Overdrive solenoid.

(a) From fuse box. (b) From ignition/starter switch - connector 1.

You will find that some suppliers will do a complete kit, which will save you searching and tearing your hair out ... or you may prefer to hunt down each item bit by bit ... you may be lucky to find a scrap donor car ... but a word of warning or recommendation, be a bit wary of second hand units ... it's disheartening to spend two days fitting a gearbox only to find it won't then go into second gear ... it may be wise if the unit is unknown to have it reconditioned before fitting ...

As with everything on our cars it's up to the individual ... taking into consideration ... cost ... time the vehicle can be off the road ... and what you eventually want at the end of the day ... etc, the choice is yours ... but don't forget to replace mounting rubbers, well worth the small expense, while doing this conversion it's also a good opportunity to re-cover if necessary, the

insulation on the underside of the gearbox tunnel cover ... this can be easily done using a good quality polythene ... then re-stapled back on ... when re-fitting the cover take some time to make sure that it is sealed well ... to prevent any heat, fumes and noise entering the cockpit, you all know how much of these a big six cylinder produces ...

I've also included (earlier) the wiring diagram (S) (a) for earlier vehicles and (b) for vehicles built after (approx) April 1967. All this information is contained in the workshop manual (part number 512947) available from the Triumph Bookshop ... best of luck with your conversion if you decide to go ahead ... but whatever ... don't hesitate to ring or write if I've missed anything or you come across a problem ... I am always here to (try) to help ... Thanks ... take care ... cheers...

P.S. STOP PRESS ... Since I wrote the above, the overdrive steering column cowl has been remanufactured and is available from Clive Manvers Triumph Spares. Telephone (0284 828674 ... these are currently at £25 (inc. VAT), a little expensive I feel ... but you pays yer money and takes yer choice ...



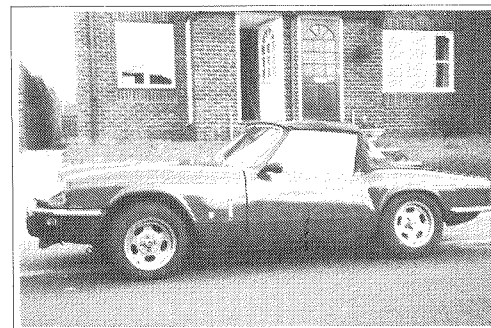
## SPITFIRE IV John Thomason 1500 REGISTER

A very apt seasonal photograph this month taken by Jason Derby, featuring his totally rebuilt Spitfire 1500 in the snow we had last year.  
**PRESS CAR UPDATE. GRW 976N FOUND!**

In the last Turning Circle, featuring the Spitfire IV 1500, I listed the cars that Triumph used as Press cars or for publicity shots. Amongst the cars shown was a Pimento Red Spitfire 1500, GRW 976N. It's gratifying to know how the Courier and Turning Circle can be a source of valuable information to Spitfire owners. Mandy from Bournemouth wrote in amazed when she discovered that GRW 976N was once a press car and that she was now the owner!



As Mandy related, the car has had quite a chequered history. Mandy first took an interest in the car in February 1990 when she had seen it standing idle for a year and had decided to sell her Metro. The previous owner had replaced the rear wings and boot floor with B.L. items when somebody drove into the back of the car. At the same time the owner had decided he did not like the original red and had it resprayed in VOLVO GREEN!! To get the car through an MoT, frayed seat



The 1974 Press Car today.



# TRIUMPH SPITFIRE 1500



 **Triumph**

seat belts were replaced as was the passenger floor and inner and outer sills. With the car MoTd next on the list was replacement front wings, bonnet stay and respray of the bonnet. The next incident occurred when somebody tried to steal the alloy wheels fitted, only being foiled by a locking wheel nut on each wheel. Unfortunately for Mandy, she didn't notice the other wheel nuts had been removed. Needless to say one of the wheels fell off when she drove off, costing her a set of new wheel studs. At about the same time the engine was beginning to make discouraging noises. Southern Triumph Services fitted a second hand engine with only 18,000 miles and a new clutch. The rear spring was also replaced. In February 1991 the drivers door decided not to close, the garage informing Mandy that the car had sagged and that the A & B posts needed repairing as well as a new sill (AGAIN!). When the garage removed the sill, there were 2 others underneath it, including the original red one! (It just shows how unscrupulous some garages can be). The opportunity was taken to fit a new drivers floor.

March was MoT time again. The car needed steering rack mounts, rear trunnions, new tyres, rear shoes, a wheel cylinder, brake caliper, rear brake pipes, and top ball joints. Headlights and offside wheel bearing — apart from that the car was fine.

By this time Mandy was becoming a little despondent with the continuous expenditure and

headaches the car was causing.

However since discovering the special history of her car, Mandy is more optimistic and is saving to have the car resprayed in its true former colours. Patches of the original red keep showing through, trying to tell Mandy something.

Since speaking to me in April, Mandy has written to DVLC and discovered the 7 previous owners:-

- 1) Mrs Bowers, Coventry 9/7/75.
- 2) Mr Evans, Birmingham 29/1/77.
- 3) Mrs Dudley, Poole 20/8/78.
- 4) Mr Gee, Wakefield 18/3/81.
- 5) Mrs Sear, Poole 1/9/82.
- 6) Mr Daniels, Ringwood 16/8/83.
- 7) Mr Smith, Lymington 1/2/84.

Many also wrote to BMIHT for a production record trace, which revealed that the car was built on 18th October 1974 and was sent straight to the Triumph Publicity Dept. and used as a 'Pre-Production' Project Development car. It looks as though it was there for about 9-10 months judging by the date Mrs Bowers first acquired the car.

The commission number is FH75.014 indicating that it was the 14th Spitfire 1500 produced and to my knowledge is the oldest serving Spitfire 1500 today. As I said in my original article I believe there are still a number of other press cars still surviving today. Do they have earlier commission numbers? Sadly, Mandy is now considering selling the car due to financial constraints. So if you're interested in owning a SPITFIRE PRESS CAR, contact Mandy on 0202 745245.

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Still on the subject of Press Cars, whilst rooting through Auto Jumbles this year, I discovered a Publicity Poster for the Spitfire 1500 that I had never seen before. So OOE 845R is another car to add to the list of Press Cars.

In summer, everyone envies the sports car driver.  
Breezing along with nothing but blue sky for a roof, he's the king of the road.

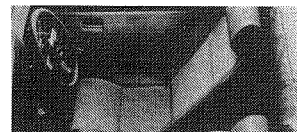
But when the weather turns cold and damp, maybe your enthusiasm goes with it.

So it occurred to us that maybe you really need two Spitfires. A summer one and a winter one.

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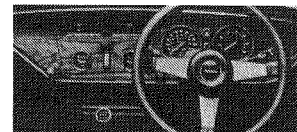


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Inside we've made a few more changes of our own.

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Der Spitfire ist für alle Wetterbedingungen geeignet. In Sekundenschnelle läßt sich das kunstschöne Roadster überdeckt werden. Das drückt an den Seiten herausgezogene - Heckscheitel gewährleistet auch dann beste Sichtverhältnisse. Ein - als - Kapsel zugehöriges, ergonomisches - Lenkungsgehäuse verwandelt den Sommer schnell in ein elegantes Sportcoupé.



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Unvergleichliche Preis-Leistungs-Verhältnisse, ausführendes Prospektmaterial, oder Spitfire und Händlervertrieb bei Leyland GmbH, Postfach 1900, 4000 Düsseldorf, Telefon 0211 76181.

**Leyland Spitfire -  
Der echte Allwetter-Roadster**



German Spitfire brochure courtesy Thomas Schmid.

## L.H.D. MYSTERY!

On the subject of LHD cars, Mary Hesketh upon reading my article on late Spitfire 1500s that had been converted from LHD to RHD, discovered that the car was also once originally LHD (given away by the Commission plate and the tell-tale blanking plate over the hole in the bulkhead for the steering column - fig. 5).

The car was first registered on 1st February 1983 and was owned from new by one lady, Mrs Knight. The car is totally original apart from a servo fitted when new, and has only covered 31,000 miles. Fig 6. The car has never been out of the country and Mary bought it when Mrs Knight became too ill to drive.

The commission number of the car FH 134470L, indicated that the car was manufactured around 1979. This was confirmed by a production trace at BMIHT, showing that the car was in fact manufactured on 29th August 1979 and that it was originally intended for Yugoslavia! (interestingly it was painted in PORCELAIN WHITE, code NCG, an unusual shade of white). However there were no details of when it was despatched or first registered. So what happened to it for 3½ years? Mary managed to speak to the garage, Brentwood Motor Sales in Essex that originally sold the car. They stated that they had collected the car from the factory along with a number of other left hand drives, that were obviously surplus and converted them to RHD themselves. They believed that Mary's Spitfire was the 5th from last Spitfire 1500 to be registered. Mystery solved?



My thanks to Thomas Schmid of the Deutschland Spitfire Club who had sent me copies of German Spitfire Brochures and a list of Press Cars, Thomas identifies:-

Reg. No.	Drive	Colour	Source	Date
	RHD	Yellow	BL import Programme	1973
	LHD	Green	BL Import Programme	1973
	LHD	Red	Poster 'Removal with a 1500' June 1977	
		Red	Poster 'Let air to the Skin' July 1977	
D-AL 455	LHD	Red	Poster 'Spitfire Freestyle Team' Oct. 1977	
T 80845MI	LHD	Inca Yellow	Brochure 'Spitfire A Way of Life?' June 1979	
	LHD	Red	Brochure 'One of the last true roadsters' May 1979	







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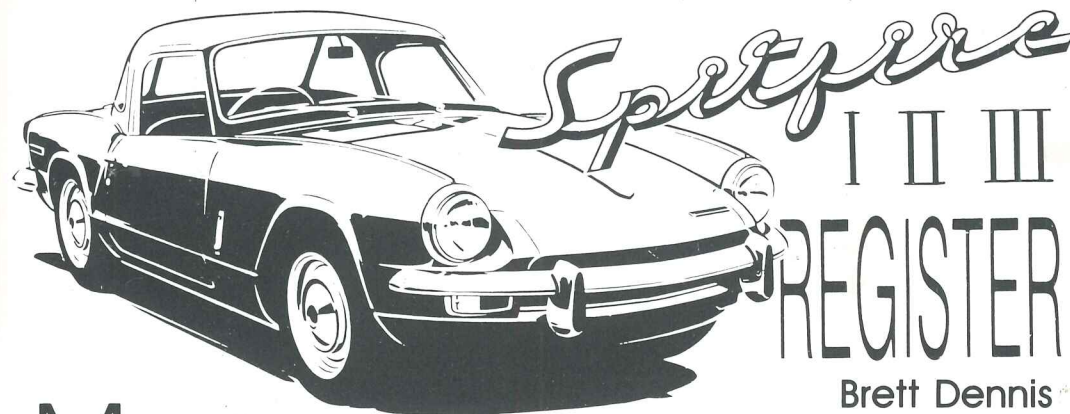
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**Brett Dennis**

**M**y name is Brett Dennis and I am your new early Spitfire secretary. I have owned 'our cars' ever since I passed my driving test, which includes a couple of 1200 Estates and a 13/60 Estate, two 1200 Saloons and a Spitfire MkIII.

At the moment I am driving a modified 13/60 saloon as everyday transport, and I am currently rebuilding a concours Spitfire MkII and my father owns an S.A.H. prepared Spitfire MkIII. Over the years I have taught myself to do all my own repairs including welding and spraying. So I hope all this will help in producing a very informative column which will include restoring bodywork, preparing and spraying, modifying and using parts from other cars including MG's? Before you can really do anything to your Spitfire

I think you should know your car inside out. So that's where we shall start knowing the differences between the three models and I don't just mean engine, bumpers, hood etc. So next month we shall start at the core of the car, the chassis. We must keep these cars on the road because in a few years time they are going to be quite rare, at the rate they seem to be broken for spares. REMEMBER, the early Spitfires are the best Spitfires in my opinion.

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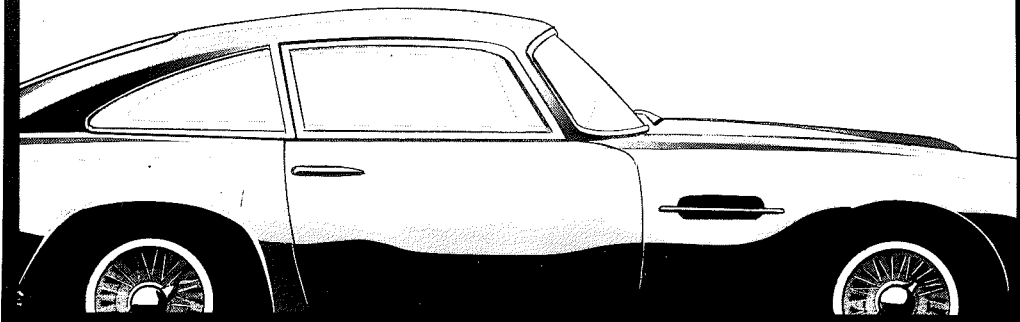
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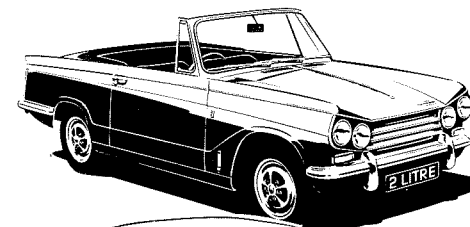
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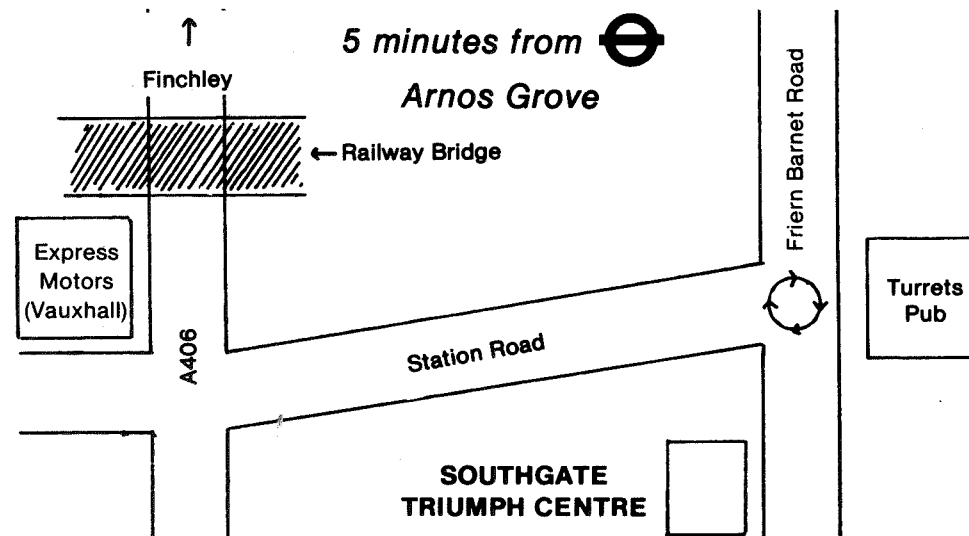
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Cubby box lock assy HER, VIT	£7.64
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Rear quarter valance steel	£14.98
Front wing HER 13/60 ORIGINAL PRESSING	£57.58
Front wing VIT	£79.90
Front wing HER 1200	£88.13
Rear wing, HER, VIT	£61.10
Front 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

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Front valance SPIT I/II/III, GT6 I/II (f/glass)	£25.85
Front quart valance SPIT IV, GT6 III (steel)	£54.64
Front quart valance SPIT IV, GT6 III (f/glass)	£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 I/II/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 I/II/III, GT6 I/II	£61.10
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Rear valance SPIT I/II/III, GT6 I/II pattern	£35.25
Rear valance SPIT IV, GT6 III	£32.90
Boot floor all models	£46.41
Door skin SPIT I/II/III, GT6 I/II	£18.21
Door skin SPIT IV, GT6 III	£19.39
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<b>Front coil spring HEAVY DUTY, all models, state model</b>	<b>£13.98</b>
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Rear shock absorbers all	£19.68
Rear full wheel bearing kit rototflex models	£15.22
Rear full wheel bearing kit non rototflex models	£14.04
Rototflex coupling GENUINE	£20.56
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Rear leaf spring SPIT I/II/III NEW	£56.99
Rear leaf spring GT6 I/II/III, rototflex NEW	£58.16
Rear leaf spring HER NEW	£68.15

Rear leaf spring VIT 1600/1 NEW	£68.15
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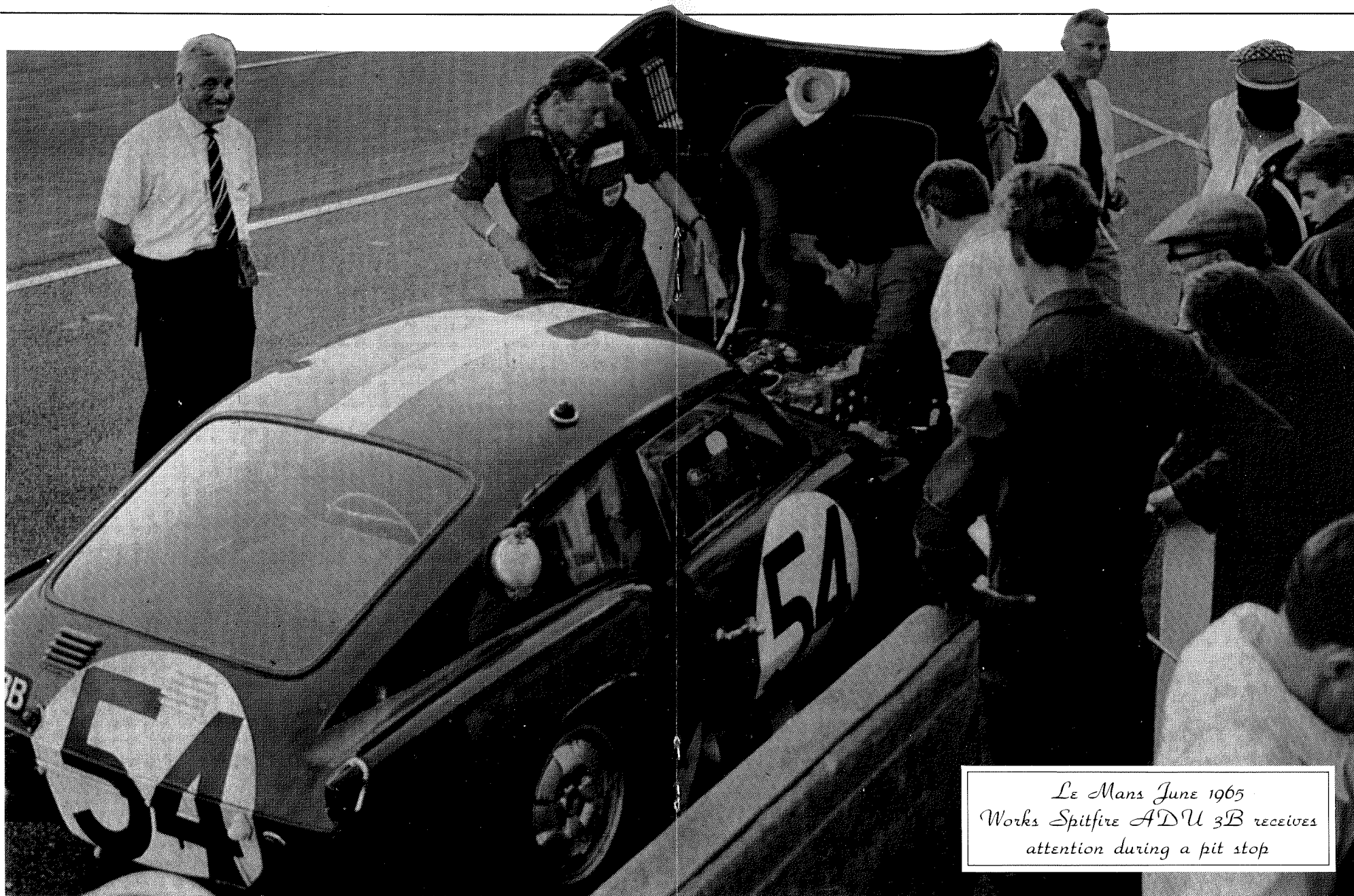
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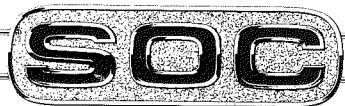
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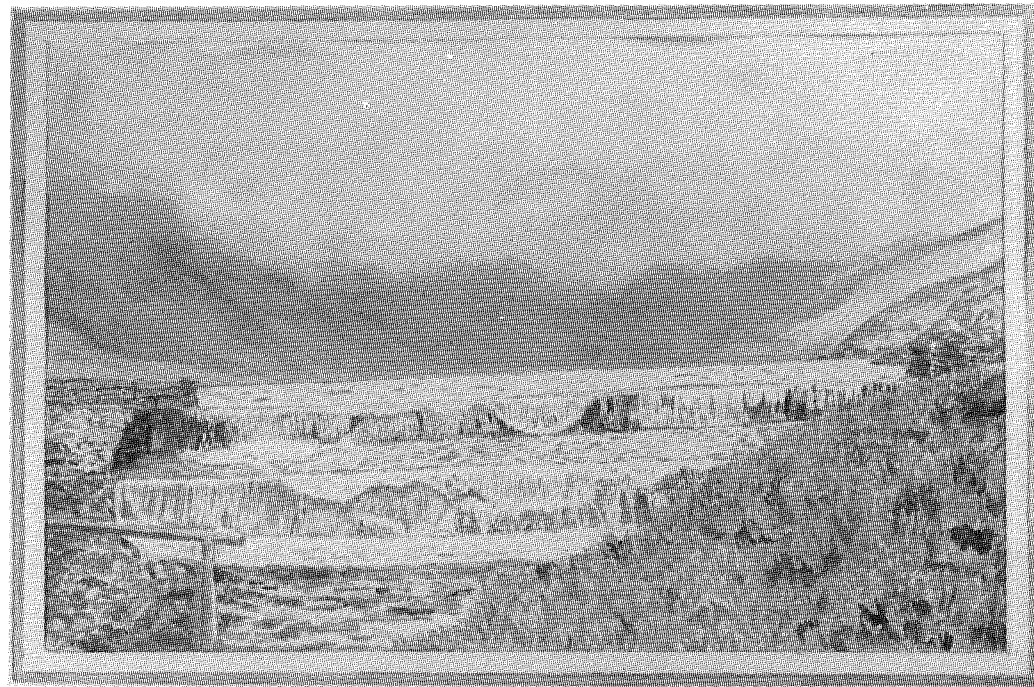
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*Heyeswater Reservoir*

**A**FTER two and a half hours piano practice I decided to treat myself to a bit of sleep. I selected a Chopin Nocturne and with excessive rubato, sent myself into raptures. During my bubblings, my thoughts wandered to scenes of clouds, water, hills and drumlins. I stopped playing and searched the ordnance survey map of the Lake District, price 10/-. Heyeswater, yes that the water I had pictured in my mind. Half past nine, BBC weather forecast, let's see what tomorrow brings . . . Cloudy, rain at times in the north-west, what else!

Hayeswater I stumbled on sixteen years ago, travelling from Ullswater in our Ford Transit caravanette looking for a place to stop so that my wife could feed the children. I turned into a narrow lane which eventually ended at a makeshift car park. The houses were built of local stone, surrounded by dry stone walls, some lived in, some derelict.

We decided (perhaps I decided) after the meal we would climb to the reservoir shown on the map (the very same 10/- one). I carried our youngest of six months in my arms. I've never forgotten it, I still felt I was carrying him in the cradle position after I had put him down.

Sunday was cloudy, the BBC had got it right. At junction 36 on the M6 I became aware of a noise, somewhere around the nearside back wheel. Not another bearing. Both wheel bearings had been replaced twice in the same number of years. I came off the motorway and drove slowly along the lay-by, at the end of the filter road stretching my head back to listen, it was quite now, I carried on.

**My Travels  
in a  
Sports  
Car**

**— B Hamilton —**



I like to steep myself into nostalgic thoughts, and passing through Ambleside's awkward streets, my thoughts once again go back to weekends out in the caravan.

Yes we graduated to a caravan. Five in a caravaneite was too much for my wife. The time came when our company was reduced to three, my daughter, youngest son, and of course, me. At night I took them pub crawling in Ambleside. 'Will they let us in dad?' 'Sit in the corner, out of sight,' I instructed them, piling them with crisps, soft drinks and sometimes sandwiches. Eventually my daughter revolted, she thought herself to old to be going out with her dad and brother at sixteen years of age. Actually she always looks three years younger than she is. We were down to two. There came from that wayward back wheel a strange noise. 'Oh no, what now?', I thought. The back brake drum was hot. How on earth can I travel eastern Europe if I'm forever listening for strange noises. (Eastern Europe! That'll be the day). Must stop every now and then, let the drum cool down.

On towards Kirkstone Pass. I've had the hood down since leaving Preston, looking ahead I think it will have to go up soon.

***I was about a quarter of a mile from the highest point of the pass, the clouds weren't far away. I stopped. Two hundred yards away the cloud base whirled and licked at the fields and dry stone walls. I put the hood up....***



Brotherwater.

Just as I had finished, a sports car of unknown breed passed from Kirkstone with hood down and windscreen wipers active. Headlights on I drove into the clouds. Drizzle and wind reducing my speed to 10mph.

Decending at the other side of Kirkstone, the sun started to shine within half-a-mile. I stopped and looked back. The cloud was developing at the peak, what a sight... To the left a lake came into view surrounded by woods, Brotherwater. I've still to explore this small lake.

I found the side road, to the right, I've been several times since the caravaneite days. The car park was pretty much the same as I first found it, but the houses once derelict, were now restored and occupied. Passing through the gate at the other end of the car park, I started my walk to Heyeswater reservoir. Since my first visit, the farmer who owned the land must have received a substantial grant to build a sheep pen and buildings, I wish I could have a grant for my business. I passed a dog sitting, panting, his tongue flopped out of his mouth, 'I've worked hard today', his eyes seemed to say.

The pen was crowded with sheep, necks outstretched. Two collie dogs padded about awaiting instructions. Another, to my left, had scived off, she sat and watched me.

As I passed her I couldn't help but smile. Panting from running about, tongue flopped out of her mouth, smiling as if glad to see me.

'Hello', I said to her.

She stood up and followed me, she had found a friend, she liked me, I had spoken to her.

I'm not a dog lover nor a dog hater, I treat them with the same indifference with which they usually treat me, but this one...

'Why are you following me?' I asked.

'I don't particularly like you', I lied.

'Go away'.

At this last remark, she went into a spasm of excitement. She pranced, the crawled, and whimpered, rubbing her belly on the grass. It's a long time since I had this effect on females. After about fifty yards, she sat down and watched me walk away to a bridge over a fast flowing brook and start my slow ascent. It was hot, after a quarter of a mile I turned and looked back. The dog had returned to it's duties, or scivings, I was alone.

Brotherswater glimmered, the brightness contrasting with the dark green of the woods surrounding the lake. A shaft of sunlight stroked the trees then melted away.

The brook or river originated from the overflow of the reservoir and was in full force pouring over the rocks like a mad thing let loose. I climbed on, such a small river with such force. I've never seen it like this before. Down in the valley a building like a green Monopoly house, must belong to the North West Water Authority. Not far to go now. The cloud base wasn't far away. The wind started to blow harder, still no one had passed in either direction. I felt water on my face, it wasn't raining. I had reached the cloud base. I was pushing against the wind now. In the distance a little hut that looked like an outside lavatory, I suppose is houses measuring instruments.

I stood looking along the surface of the water level with my eyes. A concrete overflow about thirty feet long was doing what it was supposed to do. Water cascaded over it. What a sight. Waves flopped over followed by others merging and swelling the cascades. I must paint this, I photographed the scene several times.

With wisps of cloud spraying my face I braced myself against the full force of the wind. The fells on each side funnelled it along.

I thought back seventeen years. After resting, the five of us walked to the far end of the lake.

***Our wee girl kept shouting that she had 'bad legs'. I couldn't understand what she meant, we examined her, found nothing wrong so I prodded her with my sharp stick.....***

I was a little concerned at the speed that the children ran, if they fell and went over the path edge, well the shore line of the lake didn't exist, just a steep drop which continued into the dark depths of the water. I was glad if for only that reason when we reached the end of the reservoir, so was my wife Catherine.

We sat down on the boulders which were strewn about the boggy shore. The water was shallow and safe for the children to play in. I examined a group of lumps that looked like large pimples, they were drumlins.

Drumlins consist of debris left behind after the ice age. The head points to the retreating glacier and is steeper and higher than the tapering tail. I found one that had been eroded, just like stones rolled up in soil like a large black pudding. I tried to explain to the children, they just looked at me and laughed, young Eddie jumped on the last one I was using as an example. I think my wife was wishing she was in the caravaneite or better still at home. I poked at the drumlin and lifted out a stone. I told the stone that it hadn't seen daylight

for ten thousand years, until now. I think the stone laughed too. Well now, what used to be five is one, just me.

I stared at the cascade. The other end of the lake I couldn't see very clearly. That eroded drumlin would still be there. What's seventeen years to a drumlin? Reluctantly I turned and left the scene, the wind helping me on my way. From wind to relatively calm sunshine, just like Shangri-La.

Still not a soul in sight. Over to my right the hills went on higher to High Street (2663ft) a Roman road. Roman soldiers travelled quicker on foot on the tops of fells rather than in the marshy valley's, I've either read or been told.

Beda Fell (1664ft) is the climb I took my son James on when trying to wear out my out-of-fashion shoes, I must have knocked a few miles off them stumbling over an outcropping of rocks known as Buck Crag. Sharp, crumbly and dangerous. At one point I could climb neither up nor down, so I pretended to rest until I had plucked up enough courage to take a few risks. James was at a safe point about thirty feet above me, he sat and waited for me to catch him up. I sat with him and scanned the long valley way below us. Bannerale Back, so lonely, so desolate, just Jim and me.

The poor lad was only ten or eleven at the time, the places I made him go to. Where have all those years gone. He's seventeen now.

I passed the Monopoly house. A thin trace of a path started from it just about a cars width. I would meet this path at the bottom of the hill.

The hills above Brotherswater were covered in cloud, and heading my way.

When I reached the aforementioned path I was amazed to see a car, the driver struggling to reverse, his wife guiding him. I asked if I could help. They looked embarrassed. Not such a good driver, hardly moving I thought. What a fix he'd got himself into driving along that narrow track. 'We're looking for a cottage', she said more to the rear of the car than to me. They didn't want my help so I left them.

The dogs were still there, to busy to bother with me. I turned and looked back towards the reservoir, it was hidden by a fell on its West Bank, Gray Crag (2286ft). The clouds covered the tops of the hills. I imagined the 'Misty Mountains' in Tolkiens Lord of the Rings to look as they do.

It poured with rain going back over Kirkstone Pass. Looking to the left (which is not a safe thing to do in any weather). My thoughts went back to the reservoir overflow. Two hills seperated me from it now, Hardsop Dod (2018ft) and Gray Crag, the steep sided fell that plunged into Heyeswaters steep shore. I'll go back next spring.

The noise from the back wheel was caused by the brake shoes binding. The local garage had over-adjusted them when the vehicle had its MoT test. I bought myself a spanner and adjusted them myself.





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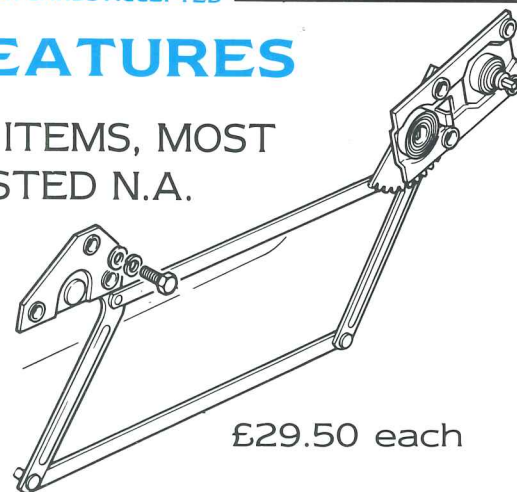
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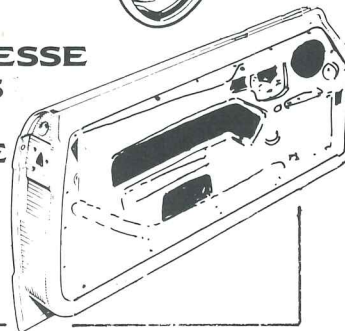


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# Herald Vitesse Restoration

Peter Williams

**Part 12**

**Rear Body Tub:  
Final Repairs**

Previous sections in the rebuild have seen the body right side up and both wings, wheel arches and one wing top replaced with original or repro panels. With the body now off the chassis and turned upside down, the art of self-made repairs came into its own. As per the front body section, quite a lot of problems on the rear tub can be hidden out of sight only to be properly investigated and sorted with the body off the chassis.

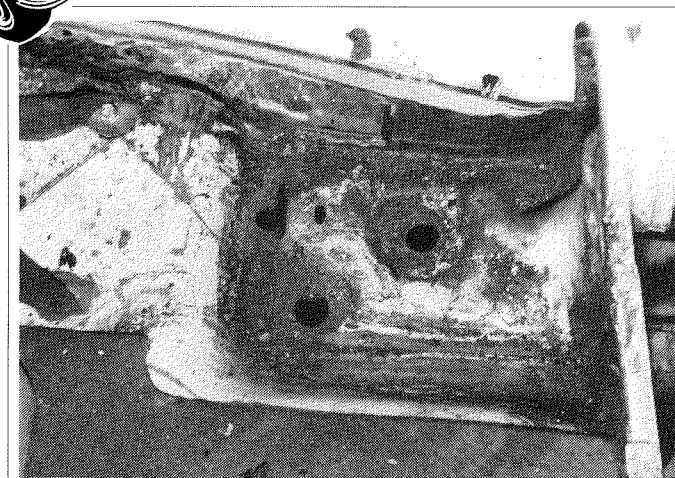


Figure 228. As taken before the body was removed from the chassis, the inside surface of one of the rear corners shows a little rot but it actually doesn't look too bad. Note the additional rot on the vertical panel that joins the boot floor to the bottom of the rear wing.

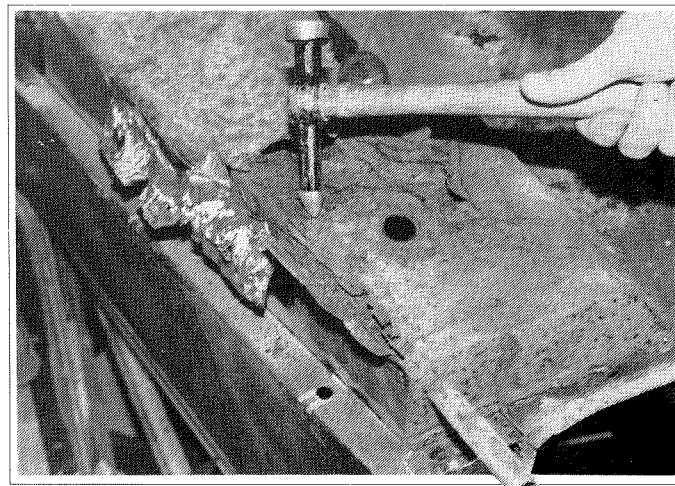


Figure 229. From underneath a more serious story emerged with the second skin rotted through, needing total replacement as did the vertical panel mentioned above.

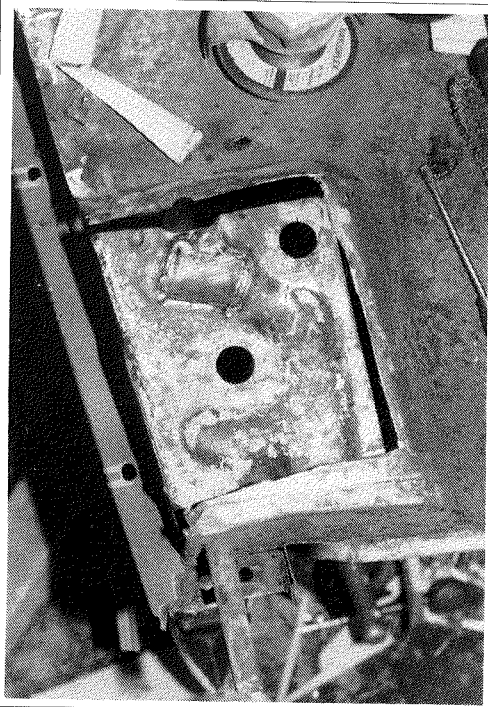


Figure 230. The same area with the outer skin removed. As can be seen, small local repair was also required on the inner skin.

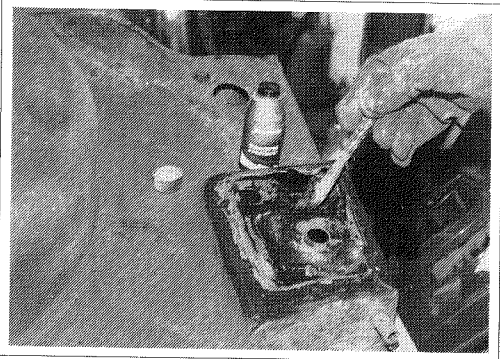


Figure 231. The other side received similar surgical attention and both were treated to one of the standard rust killers. I'm never sure whether these products do much good but you feel that you've got to give the job as good a chance of permanent repair as possible.

**ALWAYS TAKE PRECAUTIONS WHEN  
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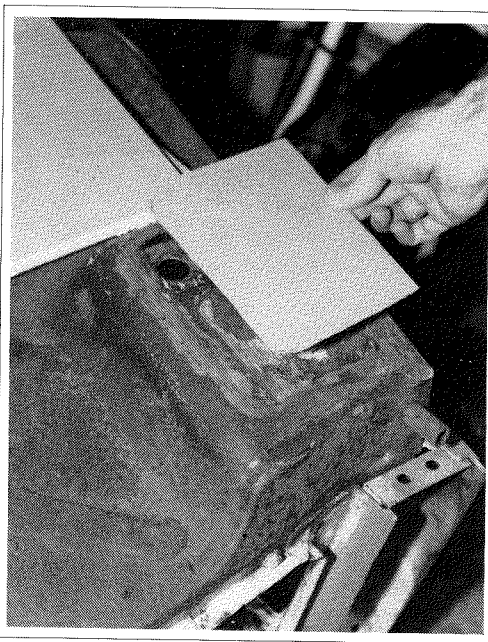


Figure 232. The way ahead from here is to make up a cardboard template...

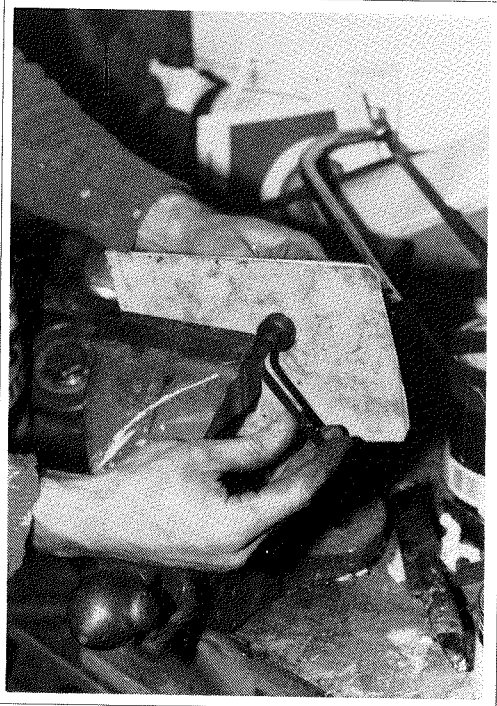


Figure 233. ...cut out a repair panel from sheet and then punch and drill any relevant holes...

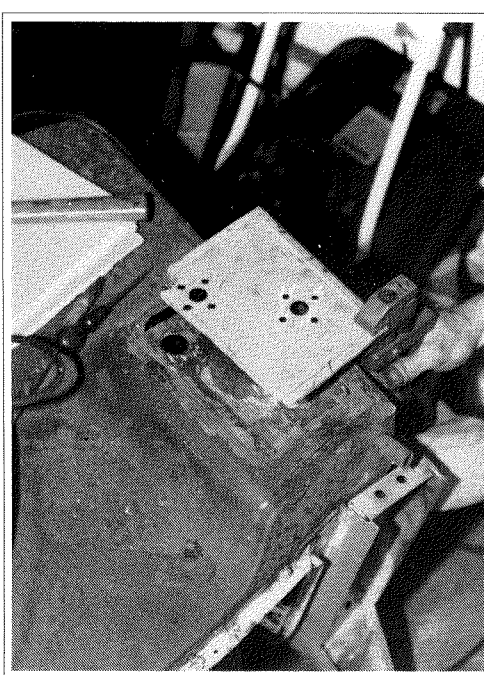


Figure 234. ...joddling the edge to complete.

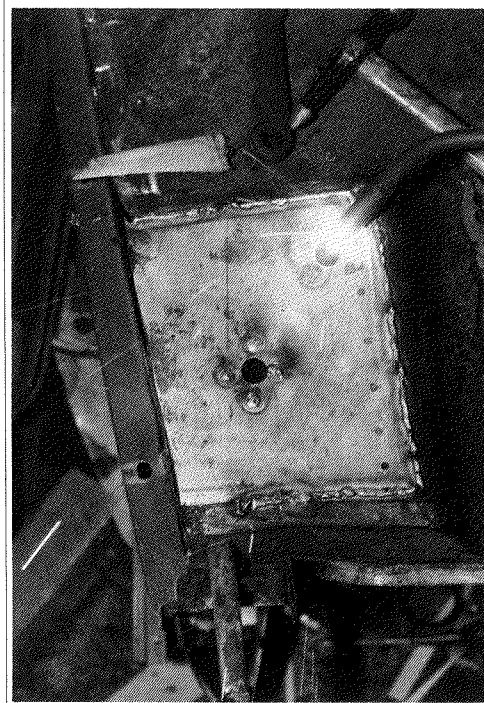


Figure 235. Weld up ...

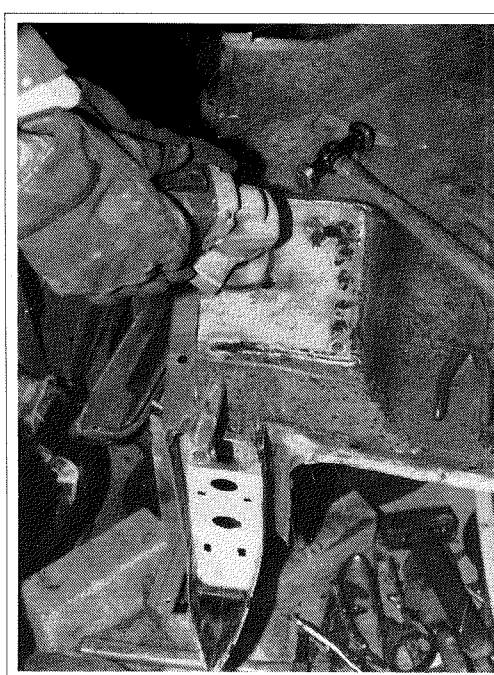


Figure 236. ...and dress back.

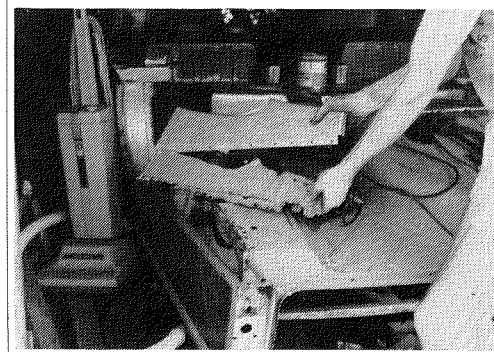


Figure 237. At this time I finally brought home to myself that patching around suspect areas, even if looking fairly solid, just isn't worth the effort. Having gone through similar problems twice during the rebuild where the metal I'd been welding a repair to just burnt through under the heat of the MIG (previously described for early attempts at a 'quick' wheel arch lip repair), I decided that enough was enough. Off came the enforced multiple patch abomination to be replaced with a properly made up full size repair. The repair took about half an hour to make and was welded on in 10 minutes and at the same time making it a ten times better job than my first attempts. Lesson learnt.



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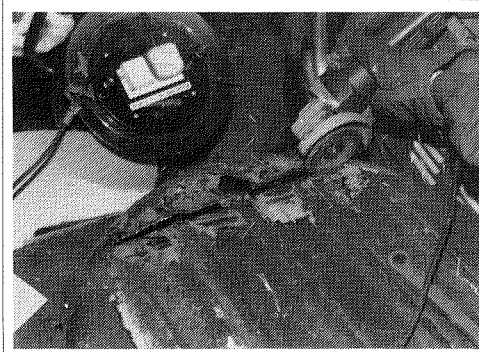


Figure 238. Rot to the spare well was not at all extensive and a local repair was, contrary to the above, quite OK. However, had the spare wheel wells available through the trade **now** been available when I did the work shown here, I would have considered replacing the whole thing.



Figure 239. A repair was duly made up out of a solid section of one of the old rear wings previously removed. Recycling gets everywhere. Perhaps I thought that like a skin graft, the repair would be less likely to be rejected by the car sometime in the future if the replacement steel came from the same body!

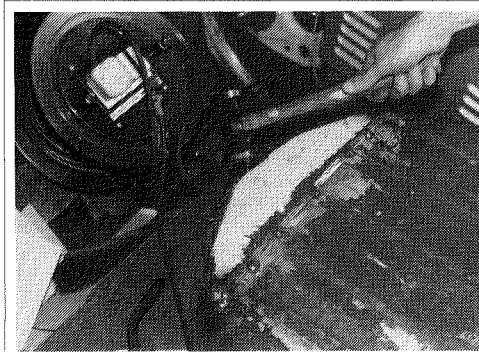


Figure 240. Tack weld and tap into position.

Unlike as can be seen here, do not run power tools from an extension lead drum still loaded with its cable. This causes it to act as an inductor (coil) which heats up under the ac mains current. In use, the cable can heat up considerably causing the insulation to melt with very dangerous results. So always uncoil any extension lead or run power tools direct from the wall socket with no extension in between.

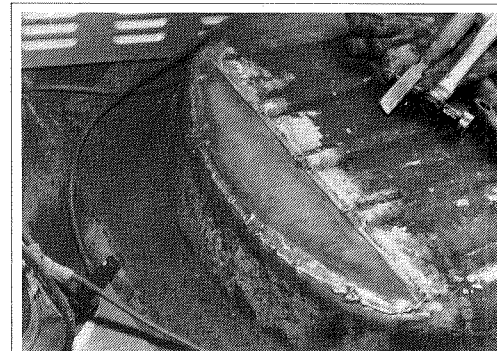


Figure 241. Seam weld to finish, clean up the whole area and then finish off with your favourite paint. The repair join on the inside of the well was treated to a flexible seam sealer prior to further paint.

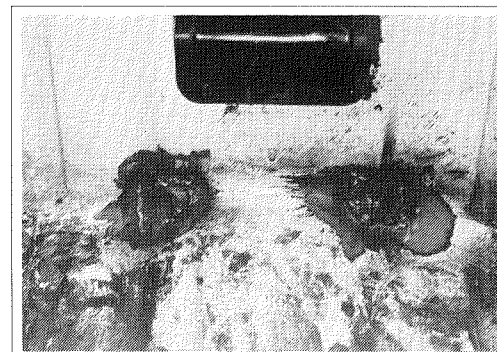


Figure 242. Other common areas which may well require attention, as was the case here, include the inside of the rear tub above where the handbrake cable runners are attached...

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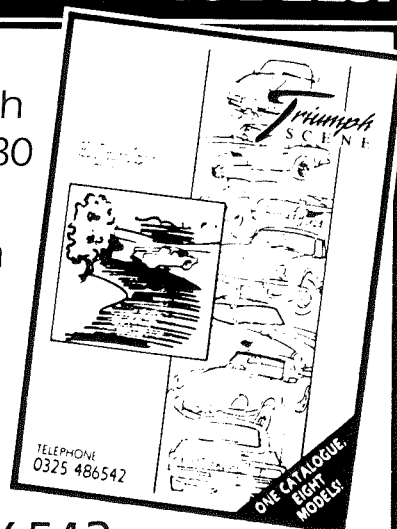
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Figure 243. ...and the corners where the rear wheel arch meets the floor. Check yours out.

Next month was to be the start of the mechanicals overhaul but I thought it would make more sense to complete the rebuild of the bodywork as a whole. Hence, next month sees the converting of a 13/60 bonnet to that of a Vitesse. *Happy motoring in 1992!*

As always, I'm keen to hear from those of you patient enough to be following the series. All constructive comments welcome.

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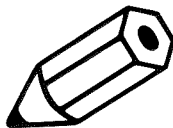
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# Pen to Paper



## ..... TOO MUCH EMPHASIS ON CONCOURS? .....

As Banbury Area Organiser, I wrote a comment in the September Area News that 'personally I felt there was too much emphasis on the concours' at Stafford.

This comment apparently annoyed some of our show car Register members, to the point that six of them, including Dennis Benson, appeared at our September meeting to put me right! They seemed to have interpreted my comments as implying an accusation that all concours cars are trailered to the shows, **which was in no way my intention**, and brought some of their cars to prove the point. Dennis tells me he intends to bring back the 'working' class for next year's International, which will be very welcome.

I am sure I speak for all Banbury members when I say that it was very good to see them and I hope we are now friends! However, I do not withdraw my comments but I should perhaps expand on them to clarify the issue.

The comment I made regarding driving the cars referred only to the route my brother and I took up to the International. Andrew's car is a MkII Spitfire which we have just rebuilt over a period of some two years. It is by no means concours (in fact I would have liked to have done it better), but it is very solid and quite good enough to 'be seen in'. We do not, generally, like major roads because the traffic rather spoils the enjoyment of open top motoring. Country lanes on the other hand are immense fun, the views, the tiny villages with obscure names, the constant changes of speed for the bends. It all adds to the pleasure of owning and driving a club car. However, country lanes carry a risk of mud splashes and stone chips. Of course, mud can be washed off and stone chips can be touched up, but if you are about to enter a concours competition you wouldn't take the risk.

And so, to the main point, since the above was only a passing comment. Two of our Banbury members own extremely nice Spitfires. They are not quite concours, but to the non-expert at the side of the road they may as well be. They are used simply for the fun of it, 'beauty contests' do not interest the owners. The rest of the Banbury area own seven club cars between us, none of them concours. Before I moved to Banbury I was in the Hants and Berks area whose membership is in the twenties. There are no concours cars among them, though several are very nice. Perhaps these are exceptional areas, but in discussions with other owners, both of club cars and other classics, the single most common reason

given for **NOT** joining the owners' club is 'I don't like concours competitions'.

When Andrew and I arrived at Stafford, we had arranged several months in advance to do a demonstration. In fact we first suggested it last year. The idea was to show how an apparently difficult (but fairly common) mechanical repair could be carried out simply by the average owner. We felt, and Bill Sunderland agreed, that this might be to the benefit of many club members. When it came to setting up on the Saturday morning however, a member of the Club Committee (who shall remain nameless) told us we could '**find a spot outside**'. This was clearly not satisfactory and we eventually arranged to find a corner near the trade stands and complete the demonstration on the Saturday.

I am not in any way criticising members who enter the concours. They obviously put in a great deal of effort and time, and they keep their cars in a condition I personally would not be able to achieve. However, they account for only a small part of the club, and when your Herald is the only car you have, probably the only one you could afford, and takes most of your skill and possibly a fair chunk of your finances to keep it on the road, an owners' club which measures the success of its main meeting by the number of concours entrants is an insult. The MG owners' club is widely disliked for having lost touch with the average member, and if the TSSC is to retain any right to be called an owners' club, we must be very careful not to follow.

Keep the concours, but keep some balance too.

**Robert Pearce**

*I feel I must make a few comments here and obviously would welcome other members views. The 'committee' which actually organises the show is, compared to the number of people turning up, VERY small, ie five people, each one is responsible for his own area and during the weekend the pressure, believe me, is really 'ON'. Each organiser normally starts each day at around 6.30am and finishes often after midnight. So obviously tiredness and a certain amount of 'right hand not knowing what the left hand is doing', creeps in. So please bear with them if you have organised a display or whatever. Eventually*

they will sort your problem out. But as in anything in life, a certain amount of compromise will have to be accepted, if the event is to run smoothly.

The organisers have never, judged the success of this event by numbers of concours entries. The concours is only on one day out of a TWO day event, so we judge the success of this show by the same means as any show organiser, the number of heads through the gates. Your claim that most members dislike 'concours' I am afraid is not substantiated by the numbers turning up to see them. To me, if you or anyone else is put off because you think this show is all about pots and prizes, then I think you are ignoring the best aspects of this weekend and are sorely losing out. These aspects are to me the following, the chance to meet, greet, enjoy the company of fellow Triumph nuts, admire the cars whatever their condition, wherever you find them, be it in the hall or in the car parks, learn something new (I always do), join in the fun, ie area games, driving tests, or just plain relaxing with a few beers and a barbeque talking cars, rebuilds, problems etc.

Browsing round the biggest 'pure Triumph' Autojumble ever, which can take you ages, and bargains are still to be had whether inside or outside, in the members section and FINALLY the concours, which is there to reward people for wanting to own a vehicle in its best possible condition. A lot of trouble is taken with the classes laid out, so there should always be a class for YOU to enter whatever the standard or your car.

To me the 'INSULT' as you call it is the fact that you choose to ignore the very hard work put in by, area games organisers, autojumbler (trade or members), the vast majority of which only do this show, 'OUR SHOW', camp site organisers, convoy organisers, disco organisers, Club Headquarters Team, the gate attendants, etc., all of whom are 'owners' of club cars, working for the benefit of other 'owners' to come and enjoy their interest in Triumph and Triumph people.

I personally don't put in this effort solely for the benefit of concours entrants and spend the majority of the weekend with other average members enjoying the VARIETY of this event.

**Bernard Robinson**

Show Autojumble Organiser.

## ..... MY ABSOLUTE SHOCK .....

At the time of writing this letter, My Vitesse is parked less than ten feet away from my bedroom window in the layby outside of my house (where it started off last night). It has been there now for few weeks due to the fact that the differential has 'bust'.

Imagine my shock when I emerged from the drive this morning to see it about fifty feet away up the road facing the opposite direction.!

After the initial shock had subsided (slightly) I proceeded up my road to retrieve said Vitesse. Yes, you've guessed it — an attempted theft. But while unfortunately, car theft is not un-common, I am writing to warn all fellow members of the professionalism of this theft.

On examination of the Vitesse (1968 — without steering column lock), I noticed that none of the doors had been unlocked. The method of entry was to un-latch the passenger-side quarter light and then to wind down the main windows — thus, had an alarm been fitted that was triggered by the courtesy light switch, it would not have been activated.

The car had a 'Krooklok' around the steering wheel and clutch pedal — this was found on the back seat.

An 'Autolok' (can't anyone spell 'lock?') was fitted over the gear lever and handbrake — method of removal? — bend gear lever and handbrake (that's right) until 'Autolok' slides off of hand brake. Next step — hotwire ignition switch (work out how to do that on your own)!

Presumably, said would be thief(s) then:

1) Managed to get the car out of the drive for a few yards (please let me know how);  
2) Cursed (quietly) when he realised what was wrong;

3) Went (without opening the doors. Here is the frightening thing, the ONLY thing actually stolen was the IGNITION SWITCH. The only reason that I can imagine this was for, is so that the thief can obtain a key to save him the bother of un-latching the quarter light if he ever has the nerve to try again.

Suggestions? — erase key numbers and when leaving one's pride and joy, immobilise it by some drastic measure to prevent theft by a professional. For example, road wheels with holes in can be chained to the chassis.

Also, perhaps the TSSC could include security equipment in its special offers, and members could write in with their own security suggestions — it's us who end up paying the price.

Enough said from me for now, safe and enjoyable motoring to you!

**Simon Holland**

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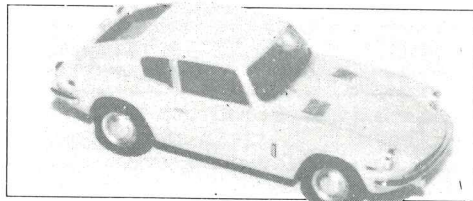


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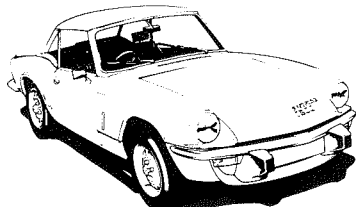
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## MAGAZINE ALONE WORTH THE 'SUB'...

FIRSTLY may I congratulate you on producing a fine magazine which to me alone is worth the price of my annual 'sub'. I spend nine months of each year abroad and tend to receive four or five Couriers at the one time, upon returning home, and it's always interesting to read the letters, replies, comments etc. in one sitting.

The car is primarily to have fun with, not an out and out rally car.

As the owner of two Spitfires, a MkIV and a 1500, I'm always drawn to John Thomason's section and it always makes interesting and informative reading. I for one thought that the *Spitfire Turning Circle* was excellent given that the Club seems to have a very apathetic attitude towards writing in with material or giving feedback.

Since I may not get to see a Courier until well into the New Year I'd like to cover a number of points in my letter. To begin, over the years I have built up quite a stock of Couriers since I first joined in 1984. However it has always been a minor annoyance when I have to search through many magazines in order to find technical information, an article prevalent to the job in hand or part two in a series. An index would not be of any use if I didn't have the Courier in question and thus my suggestion to the Club is that all previously published articles be re-published in a single handbook relevant to the specific cars in our Club. Having bought the Practical Classics Guide to the Spitfire with its dreadful photographs and not a lot of information, I believe that many members would be willing to fork out a fiver or so for a handbook of technical information, tricks of the trade, commonality, race and rally preparation, tuning, radio fitting, etc.

With a chassis common to all cars, much of these handbooks would be the same. Sometimes I find interesting articles relevant to the Spitfire in the Herald section, which I didn't even bother reading when I first joined the Club. Dare I say it, I'd also like to see an article about parts from other marques that fit our cars!

On a totally different tack, I hope to build up my MkIV into a fun rally car which I can also use as an everyday car here in the summer. She was rolled during the year when the steering wheel came off in my hands, and has been written off by the insurance company. The car still runs well although new wings and a windscreen are needed. However I no longer have a V5 form or registration plates for her and would like to hear from anyone with a scrap MkIV who could supply me with a registration book and chassis number plate to that I can re-register her when I have completed the rebuild.

Although I have rallied and raced other cars over the years I have never tried to set up a Spitfire for the task. Thus I would be interested to hear from anyone who can give me information about suspension, engine modifications, lighting, roll bars, trip meters and especially what types of seats fit into a Spitfire.

The car is primarily to have fun with, not an out and out rally car.

*Cost is also a major factor, so any money saving ideas would be most welcome. As there may be other members who would like to have a little more fun with their cars, the letter pages might be a good place to exchange ideas.*

One small irritation I have with the Courier is that although I would like to have a Club Badge, I resent having to cut up my Courier in order to send the required information and as I'm unlikely to be passing a photo-copier, Courier in hand, please enclose a separate sheet for information that needs to be returned to the Club.

On a completely different tack, for years I assumed that the Northern Ireland branch of the TSSC consisted of the same twenty or so faces that I see over the summer at our short meeting on a Sunday afternoon. I was amazed to hear that in fact we have almost one hundred in the Province.

*SO COME ON GUYS, IF TOM MORROW CAN MAKE A TWO HOUR TRIP ONCE A MONTH, ALL THE WAY FROM RAPHOE IN Co. DONEGAL, THEY SURELY YOU CAN MAKE THE EFFORT TOO, IF ONLY ONCE IN A WHILE.*

Over the year our busy Area Organiser, Paul Robinson (and those same twenty faces) organises a number of events, but very rarely do we ever see a car from the 'Mainland'.

I'm sure this is due to the cost of the ferry and the very mention of the 'Troubles'. Having just covered the Circuit of Ireland Retrospective Rally as a photo-journalist for the Ulster Automobile Club and seen first hand what a great time the forty or so 'foreign' teams had getting lost on the event (very much a social event with a little driving thrown in for good measure).

I was wondering if many of our cars would be interested in coming over for a weekend Treasure Hunt, and maybe a visit to the Ulster Classic Car Show next summer.

It may be possible to arrange for ferry and hotel concessions if the response is good enough. So why not give it some thought, visit the land of Hospitality and taste a real Guinness while you are here. I hope there are some points here that you think worthy of printing.

**Keith Nicol**



## PRAISE... PRAISE... PRAISE.... AND A MORAL!!!!

WHAT is it about Triumphs that encourages people to be so helpful? There are three companies that deserve a mention and some praise.

Urgently in need of some floor pans for my MkIV Spitfire, Clive Manvers posted them with no delay, requesting only payment on receipt of goods. TRIUMPH in South Wales with the problem of transporting a newly purchased bonnet from the National with only the Spitty to transport it, the lads from Pontypool took a detour through the beautiful leafy lanes of Shropshire to drop it off at my girl friends farm on their way home. And finally some praise to the Club insurers, with a moral. Having written off my treasured 1200

convertible, You should have seen the mess the Mercedes was in!, on June 3rd 1990, DAS solicitors started the battle. GRE the other parties insurers offered £300, two independent valuations £1400 - £1600.

Unhappy with the solicitors work, Peter James now has the matter 'in house'. All this could have been avoided by filling in 'that form' hmmm... must get the MkIV valued. Well done to all.

Andy Brooker

## ESSEX 'DIE HARDS' ON THE TRIUMPH & MG WORLD...

It was no surprise to read Bill Sunderland's column in the October Courier stating that 'Triumph & MG World' was rather disappointing.

For the 'die hard' members of my area, attending the show was out of the question as it clashed with the International Spitfire Weekend at Arcen, which we regard as one of the most popular events of the year. It also clashed with the Yorkshire Moors run.

Most members that I have spoken to prefer outdoor shows with the usual evening disco/social and camping facilities, if it is intended to hold a joint show with the MG fraternity, why not hold a show on the lines of our International at Stafford?

Indoor show's are best suited to the winter when there are few other club events. This is also the time when people buy most of their spares for the 'winter rebuild', an indoor winter show would probably therefore be more profitable for the Traders. My advice is, if you want the support of an indoor Triumph/MG show from the majority of TSSC members, hold it in the winter between October and March.

Essex A.O. Andy Cook

## DUCK, IT'S A SPITFIRE...

AFTER parting with the greatest reluctance from my Herald 13/60 D.H.C., in order to help my son with a deposit for his first house, I realised after a short period of time, that there was a void in my life.

Flashbacks of cruising the Snowdon Valley, sunny evenings in the leafy lanes with the hood down, wind ruffling the receding hair etc. etc. Ah, happy days, well friends, the choice was obvious, either have a frontal lobotomy or buy another Triumph D.H.C. Now you would think I should be old enough to know better, but then where would the TSSC be without the brave souls who rescue the rusty steeds and many moons later ride them out into the sunset. So, throwing caution, and my bank managers last letter into the fire, I phoned the local paper.

'WANTED FOR WINTER PROJECT, TRIUMPH SPITFIRE, ANY CONDITION'. 'Oh no', I hear you cry — but wait! the best is yet to come.

After three fruitless phone calls, which in total was only two halves of different cars and a skip full of bits, I began to feel it was not meant to be, I was destined to travel for evermore in Euroboxes. Then a farmer rang to say he had a complete car, Spitfire MkII, 1966. 'Needs a lot of work, but it's all there', he said. Adrenalin count is now in orbit, as I arrive at the farm with Meurig (the magician) as

my mechanical guru. 'It's in the back of the pigsty', said the farmer (who wasn't Welsh but Dutch), adrenalin level plunging by now friends, but onward we go. Lo and behold the pigsty had two of the strangest shaped animals God in his infinite wisdom ever created. Vietnamese pot-bellied pigs!! Although which was he and which a she, I presume only they could tell, sort of a large barrel with a nose one end and a biro the other, anyway after removing the Eider ducks, who had commanded the car and were squatting in the purest sense of the word, we endeavoured to fire her up and ten minutes later GRB 758D was under new ownership, eg. me. Now it would be remiss of me not to relate that this farm was not your usual farm. It was a sheep, hill farm and the farmer milked the ewes and with it made, guess what? Yoghurt and ice cream (4 flavours, 5 if you like sheep). So the car is now (a year later), ready for the road, resplendent in its new livery and ready to once again grace Wales and the land with its song.

R B Richardson

## ANDREW STONE TRIUMPH PARTS CENTRE

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### JANUARY 'SUSPENSION SPECIALS'

The following prices are only available to T.S.S.C. Members quoting their membership number during the month of January '92 ONLY.

#### SUSPENSION

Coil spring	
a) Herald	£12.72
b) GT6	£12.72
c) Spit. I/II/III	£12.72
d) Spit. IV/1500	£12.72
e) Vitesse	£12.72
Top ball joint, all models	£ 8.40

#### Vertical Link

a) Spit, Herald	£36.71
b) GT6, Vitesse	£36.71
c) Herald drum	£36.71
Trunnion block (original), all models	£11.56

#### Rear leaf spring

a) Spit. I/II/III	£45.59
b) Spit. IV/1500, GT6 III from KE20001	£49.03
c) Herald, Vitesse 1600 MkI	£54.56
d) GT6 MkII	£45.67

#### Half shaft

a) Herald, Vitesse 1600 MkI, GT6 MkI, Spit. I/II/III to FH50000	£46.30
b) Spit. IV from FH500001, Spit. 1500, GT6 MKIII from KE20001	£46.30

#### Rear trunnion bush kit

Rotoflex models	£32.10
Non-rotoflex models	£ 2.16

#### Rear bearing kit

All non rototeflex models	£ 9.68
Universal joint, all models	£ 5.20

#### Rear shock absorbers

Spit., Herald, Vitesse 1600 MkI	
GT6 MkI & III non rototeflex (pair)	£37.90

#### Front shock absorbers

All models (pair)	£36.71
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Anti roll bar link	£10.38
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Coil spring top plate	£6.60
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Front trunnion bush kit	£2.95
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Wishbone bush (front)	£ .79p
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Front suspension bolt kit per side	£ 6.40
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Rear suspension bolt kit	
(all non rototeflex models) per car set	£ 9.35

#### STEERING

##### Steering rack, recon/exchange

a) Spit., Herald, Vitesse 1600	£26.85
--------------------------------	--------

b) GT6, Vitesse 2 Litre	£26.85
-------------------------	--------

Column bush, all models	£4.34
-------------------------	-------

Alloy rack mounting kit	£17.19
-------------------------	--------

Rack gaitor kit	£ 5.56
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All our prices **INCLUDE VAT**. All you need to add is carriage which is competitively prices. If you are rebuilding your Triumph this winter, Can you afford to buy your parts anywhere else?

**WHEN IT COMES TO TRIUMPH — WE MEAN BUSINESS**



## USING ENORMOUS AMOUNTS OF PETROL!

CAN anyone offer an explanation as to why my Spitfire 1500 consumes an enormous amount of petrol?

There are no leaks, the car is optimally tuned and the heat shield is OK. Petrol appears to be evaporating out of the overflow pipe from the tank, even in the colder weather. I drove from Norwich to Cornwall recently and the car happily

guzzled three tank fulls. HELP! This is not doing my finances much good.

Answers (or suggestions) on a postcard to 177  
Sprowston Road, Norwich or in the next issue.

**Nick Gorvin**

## DOLLY SPRINT 16 VALVE INTO GT6....

I am attempting to fit a Dolomite Sprint 16 valve into a GT6.

Can you advise on the exhaust manifold and downpipe arrangement which avoids chopping the front chassis outrigger and the passenger footwell? Tried and practical solutions appre-

ciated. I can be contacted on the Fax/  
Phone no below. Yours, welder and grinder in  
hand, **Charlie Kees**

Tel & Fax 0232 860688.

Charlie Knox

GOT YOU AT LAST – KNV 549E...

I wonder how many of you remember the above article. If not, have a look in Courier No. 105 of March 1989.

I was 8 months into this project at the time of the article and promised further news at a later stage. My last comment was 'More news later when more money and effort have been spent'.

Some 700 hours of my labour have enabled me to spend around £1600 of my money.

The end product is a Mk11 Spitfire that looks in showroom condition and is a far cry from the tatty and rusty article that I acquired in 1988.

A vast amount of work has been carried out on this vehicle. A total body off rebuild, chassis stripped and cleaned, and painted with SMOOTH-RITE several times.

New floor panels on both sides. New sills (inner and outer). New boot floor, new front and rear wings (inner and outer). Complete respray, engine overhaul, Waxoyled throughout. Have I missed

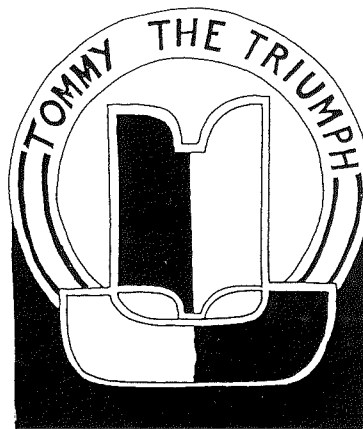
anything? I suppose I have, but you must have the idea by now and at least started to sympathise. The project has been on the go since August 1988, and I must admit that at times it took a very strong will to keep going. All the work has been carried out by myself. No outsiders involved.

*Dedication — Stupidity — Loyalty — call it what you like.*

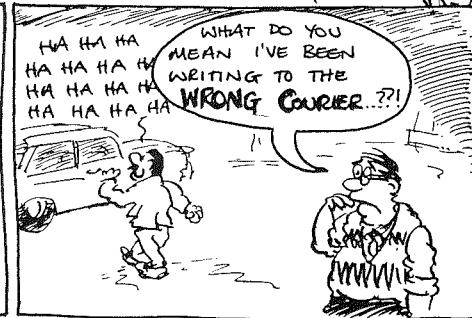
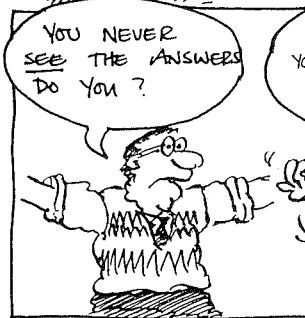
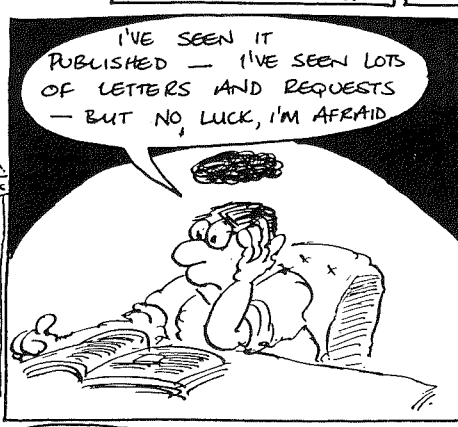
When I walk into my garage now, the whole thing stands gleaming before me. A fitting tribute to hours and hours of hard work.

To anyone who is half way through a project like this and is weakening and thinking of jacking it in, I must say 'Don't be silly, get on with it, get it finished', so that you too can stand back and say 'It's all my own work'.

B A Denny



BY CHRIS SHERIDAN



THE COURIER TEAM: BILL "AMOS" SUNDERLAND, JO "ANNIE" SUNDERLAND, BERNIE "SETH" ROBINSON.....11/11/71



## Happy New Year! 1992 January Special Offers

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Sill Kit (4 Piece)- Repro Outer Sill .....	£24.00
Bonnet Assembly- Spit IV/1500 .....	£425.00
Front Wing-Spit IV-1500/GT6 III.....	£35.00
Boot Lid Spit I-III (Steel).....	£180.00

### BRIGHTWORK

Front Bumper Spit IV-1500/GT6 III (Outright) .....	£140.00
(£30.00 may be redeemed if old bumper is suitable for rechroming)	
Headlamp Rim Spit I-III/GT6 I-II .....	£7.50
K & N Pancake Air Filters .....pair	£38.00 or each £19.00
Bonnet Latch.....	£18.00
Door Mirrors (Chrome or Black)..... pair	£20.00

### FRONT SUSPENSION

Front Lower Wishbones.....each	£30.00
Trunnion/Bush Kit/Seal/Bolt & Nut..... side	£14.95
Front Wheel Bearing Kits .....	£9.50
Front Shock Absorbers (Standard) .....	pair £40.00
Anti Roll Bar Links .....	each £8.25

### REAR SUSPENSION

Rear 1/2 Shaft Kit (Shaft, W/Brg Kit, UJ Kit, Hub Nut) .	£63.50
Rear Wheel Bearing Kit .....	£10.00
Rear Shock Absorbers .....	pair £28.50
GT6 II-III/Vit II Rotoflex Rear Hub.....	£46.50
GT6 II-III/Vit II Rotoflex Rear Wheel Bearing Kit.....	£11.00



All Prices Inclusive of VAT. Carriage EXTRA.



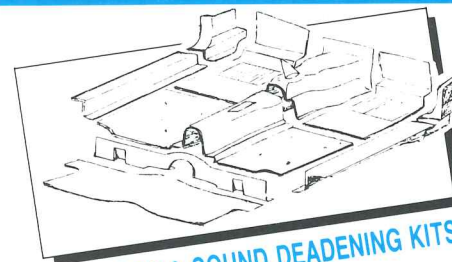
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# Leon F Guyot INTERNATIONAL LIAISON SECRETARY



**H**APPY New Year! I hope we all have the same New Years resolution, no, I don't mean all those 'good intentions' that you never keep, but rather the only one you really should stick to, i.e: I WILL improve my Triumph car(s). Right, down to business, the beginning of December 1991 and my Herald finally restarted (thanks Bob for your help), for the first time since the 8th of August 1991, only four months this time, now I can start preparing it for the 1992 summer season.

If it all goes to plan (Ho Ho), it will be ready by the end of April. The first show of the year is likely to be a new rally, tentatively planned for around the end of April - beginning of May 1992, this is presently being planned by one of our French friends in Cherbourg. Yvan Voishu is the organiser, and if you are interested in attending the inaugural 'Cherbourg Rally', please write to Yvan at 66 Quai Alexandre III, 50100, Cherbourg, France. It sounds good to me and I might just find myself there, come the springtime.

On to the the Stlr XVII at Puyenbroeck-Wachtebeke in Belgium, which is approx. 15km north of Gwent (Gand) and half way between Brugge and Antwerpen (Anvers) on 30th and 31st May 1992. I do not have any further info on this very important Standard-Triumph event as yet but if the STIR Committee would be good enough to contact me, I will be pleased to pass the details on through this column. My thanks to member John Le Galle in Jersey for sending me the brief advert that he was given at the Vierhouten Autojumble on 10th-11th November 1991. A snippet now from our sister club in Sweden, and my thanks to Ingrid Thune for providing it, but first a word of explanation is due:-

As you may know, the TSSC subscribes to the 'Federation of British Historic Vehicle Clubs', who have a representative at the European Commission in Brussels to watch over the automotive interests of all Classic car owning citizens in EEC member states (including a recent rumour that there are proposals in the EEC to offer incentives to owners of cars more than 12 years old to scrap their vehicles and buy new ones! — Do I detect vested interests at work?).

It seems that our Swedish compatriots have had much the same idea, although they are not at present an EEC member state, however that could change in the future, and with that in mind, the embryonic Swedish equivalent of the FBHVC, known as the MHRF, recently held their annual meeting at Wennergren Centre in Stockholm, on 26th October 1991, beside the usual points discussed at the meeting, there are some points discussed which may be of interest to those of us who have Triumphs etc.

The committee of MHRF was re-elected as members, representing Opel, Fiat, de Tomaso, Rolls Royce, Mustang and Indian and of course, Triumph. The meeting decided to increase membership by 1 Kroner

to 7 Kroner per year (by 10p to 70p), (per car membership I imagine, not per club!). The extra Kroner will be reserved for FIVA's work in Brussels in trying to put pressure on EEC bureaucrats to take reasonable decisions about our hobby. Work which has been relatively successful.

**We, (TCS) got information from the TSV (Swedish DVLA) that as from 1st October 1991, it is possible to register a car built up from parts of several vehicles, however it must be registered from current date. This is only available for those vehicles which are registered as a collectors vehicle. The details can be found in paragraph 102 of the Vehicles Act, paras 4.4 & 4.5, according to TSVFS 1991 S1. Cars registered in this way are listed with a special code and comments in field 71 of the vehicles registration document T13G. The vehicle is not to be used for daily purposes, eg, going to and from work on a daily basis.**

The TR Club has requested MHRF to pursue on their behalf the possibility that old vehicles (collectors vehicles) should be able to retain/obtain their original registration number with the letters 'printed' on appropriate period plates. The meeting decided to accept the motion and urged the committee to actively pursue for the motions fulfilment.

At the meeting, we were provided with information by an engineer from Motormannens Riksförbund (Swedish AA/RAC), regarding Leaded/Unleaded fuel. An interesting discovery which may be summarised for us, is that a car can be driven on Lead Free, RON 95 without signs of damage etc, for up to 3000 miles after which the cylinder seats become damaged. If however, the car is fitted with cylinder seats made of 'steel', there there is no damage or hardly any damage at all. Many of our cars however, run on a minimum of 98 Octane Fuel (4 star), and therefore must buy four star leaded, with its inherent disadvantages to the environment.

The lead free, RON 95 which is sold by, for example BP is not really an alternative, because it is more expensive and we do not have Catalysers, or any other anti-smoke devices in our cars which demand lead free fuel. According to a usually reliable source, I obtained 'under-hand' info, (I eavesdropped), the stipulation for MHRF insurance is going to be radically changed in 1993, that is why I want to urge all members of the Triumph Club of Sweden which have a restored Triumph, regardless of year, or model, to immediately apply for MHRF insurance. The reason being that we can possibly process your applications before the Spring of 1992. Members with Herald, Vitesse, Stag and 2000/2.5PI regardless of year and late Spitfire and TR cars are specially urged to contact me. Contact Ingrid Thune for details (via Leon, letters will be forwarded). Tak! from all in the TSSC for that fascinating insight into the Swedish Classic car world, now we can all see that we are not alone with bureaucratic problems here in the EEC!, and I'm sure that all the TSSC members would wish all the TCS members a very GOTT NYTT AR!



The above photo was sent in by Hein Schoone (90/29588) of Sliedrecht in Holland. I am so impressed by his letter, I have decided to reproduce it here, over to you Hein: 'My compliments for the way you run the Courier (TSSC team), in my opinion it shows the right balance between technical, sports and social activities for a club magazine. With the otherwise most interesting article by John Thomason on the whole Triumph range, you really dropped a brick at the breakable peace I so painfully try to maintain in my garage. You see, I bought my GT6 III for being a sports car classic. I like here lines (always fancied an E-type), her sound and her whole appearance. I never told her, although I know she feels it, that I bought her just because I couldn't lay my hands on a genuine TR8.

**I reckon this last of the breed as the best sports car Triumph ever made, the only Triumph and one of the few British sportscars that could take up the glove and smash it back at the face of many a sports car or GTIXRI! Auch, an egg. Please, not yet, let me continue.....**

The 7/8 design I disgusted when new, mainly because of the silly roof that killed the wedge, I really do like now, from the first DHC I saw. The shape was obviously ahead of it's time, see for example the new SL. Sure, the 8 doesn't offer the rattles and shakes, we so generously refer to as the real British sports car feeling, but still .... You must have guessed it by now I found my TR8, just when the GT6 was fully rebuilt. Both in the garage now, I can always hear them murmur. The GT6 boasting how we took her to do the Alp Tour Rally this summer and completing it without missing a single beat, and the 8 replying how the GT6 lost her clutch and got a nasty scratch on her left hip that same tour. The 8, knowing she was superior, never got nasty, and peace was maintained. As I cannot afford to keep both cars intended for similar purposes on the road, I thought of racing the GT6 in your club. Unfortunately the letter I sent you regarding that issue was never answered more than that it was sent on to the competition secretary. But both cars could agree with that proposal, knowing both could stay.

**So far so good. But what happened when I left the Courier magazine No. 135 by accident in the garage one night! Next morning the GT6 was yelling and laughing. Ha ha, she's not even in it! She must be something else than a Triumph! I always told you she had a peculiar Buick accent with that bluffin V8 exhausts! Ha ha ha!**

This went on and on, the GT6 making long noses at the 8, which sat grumbling in the corner. When I read the article and saw the tables of Triumph range I saw that for some

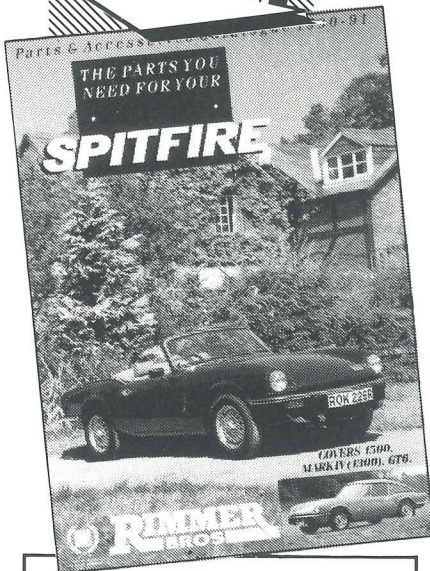
reason you left out the most desirable of all Triumphs, that beautiful, fast, rare, comfy and reliable TR8 with that erotic V8 hammering sound! (She had insisted on reading this letter) Why? Please make it up in the next article. Please do! And if the plans in your country for competition licences will come true in 1992, I am afraid Damocles' Sword will have to fall on the GT6 .... any-one interested? She also has a British L registration. I cannot tolerate this kind of anxiety in the garage you see .... Yours sincerely, Hein Schoone, Baanhoek 129, 3361 GB, Sliedrecht, Holland ... Well! how can I follow that, except to say that Hein deserves to get a free advert for his GT6 just for going to the trouble of consulting his two Triumphs when composing this contribution! I am sure we all take this opportunity to wish Hein, and all our other Dutch members: Een Gelukkig Nieuwjaar! ... That reminds: Bonne Annee, Gutes Neues Jahr, Prospero Ano Nuevo, Buon Anno, C HOBBlM TOAOAM, Felices Fiestas, Onnellista Uutta Vuotta and generally speaking a VERY HAPPY AND PROSPEROUS NEW YEAR to all.

Before I sign off for this month, I must officially welcome our new TSSC areas, ie, TSSC Austria/Triumph Drivers Club of Austria and TSSC Portugal. Details soon, until then, look after yourselves and keep warm.



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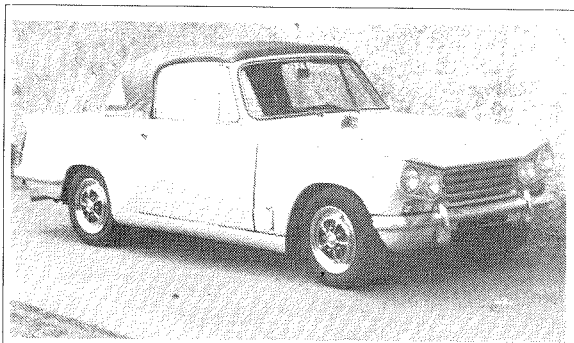
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SUNDAY the 25th August was a day of not only superb weather, but also of a very respectable turnout of club cars. It was arguably the most significant venue in the history of British motor racing at Brooklands.



## The Spirit of Brooklands

Simon Adamson

Situated near Weybridge, Surrey, the original 3¼ mile circuit was built by wealthy land owner Hugh Locke King on his estate in 1906 to 1907. The motor car had barely existed more than 20 years, and yet motor sport, in the form of endurance races on public roads had already become well established among the wealthy in many parts of Europe. However, laws in mainland Britain precluded such activities on our roads, and so Brooklands was to be the world's first purpose built motor racing circuit. The circuit was asymmetrical in shape, but approximated to an elongated oval with large radius banked curves to the north and south. The banked sections of the 100 foot wide track rose to a height of nearly 29 feet, and were very much a feature, allowing exceptionally high lap speeds for the day. Run in an anticlockwise direction, the exit from the southern banking (known as Byfleet Banking) ran to a fork, at which point competitors on their final

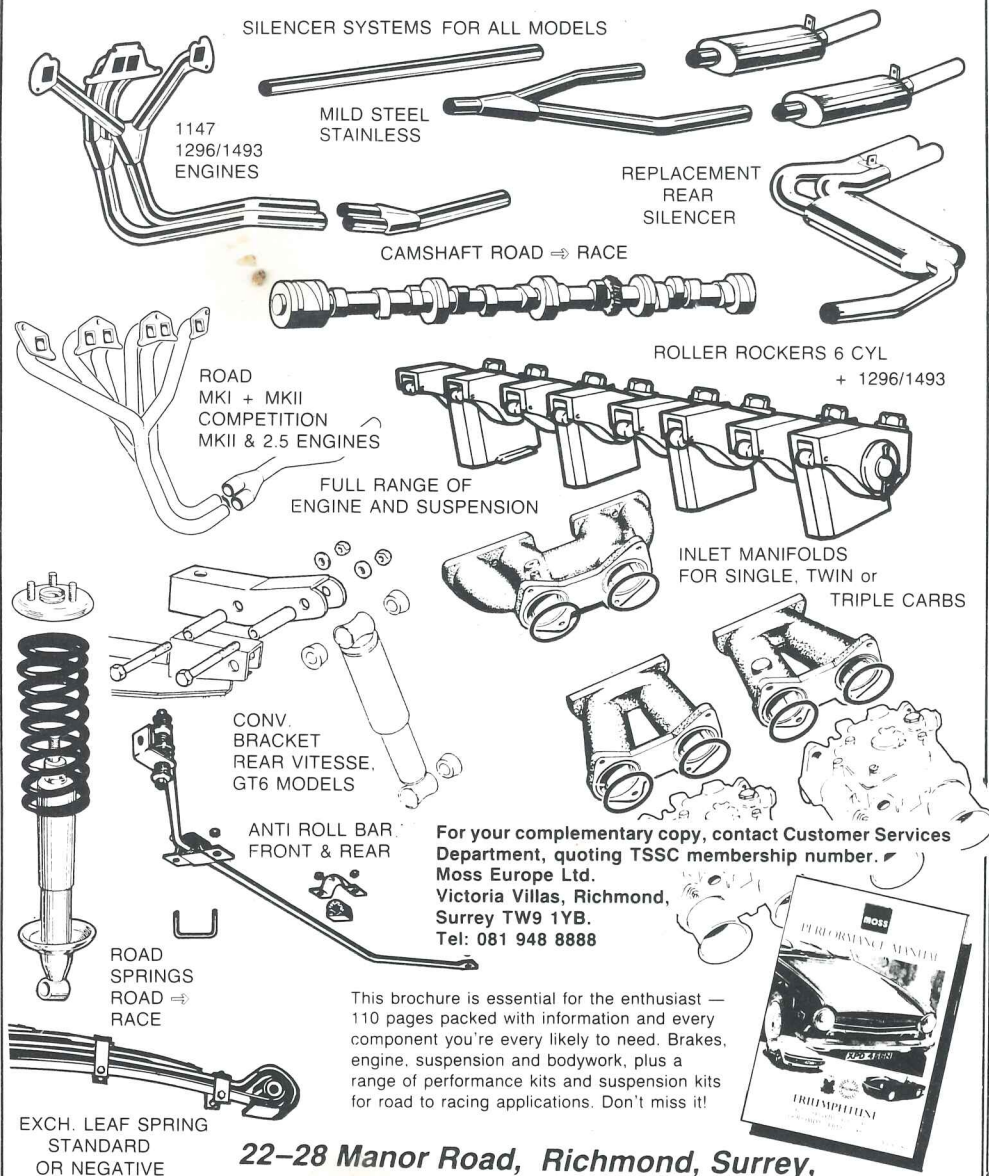
lap would turn onto the 991 yard Finish Straight, which ran diagonally across the infield. Brooklands became world famous not only for staging great races such as the British Empire Trophy, the 500 Miles Race and the Double Twelve, but also for setting new speed records. The ultimate lap record for Brooklands was set at 143.44mph in 1935 by John Cobb driving a Napier Railton. This was a car weighing 2 tons, powered by a 24 litre engine. The 1920's and 30's during which time the circuit flourished, was very much the era of cars manufactured by Bentley, E.R.A., Bugatti, Frazer Nash, Packard and Delage, although it must not be overlooked that motorcycle racing was very much in evidence at Brooklands. All this only just began to explain part of Brooklands legend. The story goes that Britain's pioneering aviators were quick to take advantage of the bowl of still air crated within the



**MOSS**

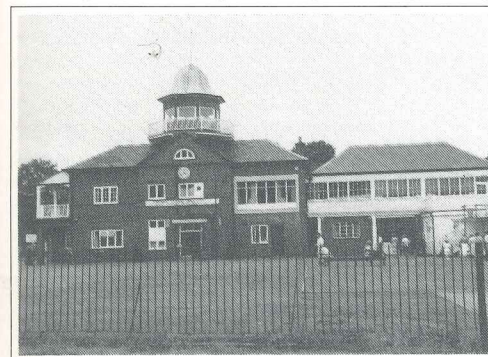
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circuit, and so it was at Brooklands that A. V. Roe made the first flight in a British built aeroplane in 1908. It had become the birthplace not only of British motorsport, but also of British aviation. These dual activities triggered an influx of related engineering companies, and a series of highly innovative individuals — Malcolm Campbell built his office, workshops and showrooms at the circuit in 1930. E.R.A. had a showroom on the site in the 30's having originally built their prototype there. The three major petrol companies, B.P., Pratts and Shell constructed pagodas in 1922 from which to serve racing drivers with fuel, while Dunlop supplied and fitted tyres from their depot near the racing lock-ups. Brooklands' standing as a world renowned centre of technology and engineering excellence, can probably only be matched by its stature as a place for the wealthy to be seen — rather like a motoring equivalent of Ascot. The original building housing the weighbridge



Brooklands Club House.

and Clerk of the Course's Office, was soon developed into a very well appointed clubhouse for the benefit of members of the Brooklands Automobile Racing Club and their guests. Facilities included a restaurant, ladies reading room, billiard room, member's lounge and tea room. Privileged spectator enclosures were set aside on the Members' Hill, opposite the northern banking, which became known as the Members' Banking, over which was constructed the Members' Bridge. Aviation activities became centred within the Byfleet Banking to the south, where the Brooklands Aero Club was based. It is ironic that it was the site's growing importance as a centre for aircraft development and production which was to eventually lead the to the demise of motor racing on the circuit. During the First World War, Tommy Sopwith developed and flew two of the most important

British fighter aircraft at Brooklands — the Sopwith Pup and Camel. Similarly, in 1939 when World War Two broke out, the new Vickers-Armstrong factory built at Brooklands played a key role in the war effort by building the Hurricane fighter and Wellington bomber. The company continued to be highly successful after the war and used the factory to produce airliners such as the Viscount and VC10, but tragically by this time a significant area of the race circuit had disappeared under the factory's sprawling development. Although the racing years at Brooklands will always be revered in the field of motoring history, there are those who have quite justifiably criticised Brooklands as a motor racing venue. Many who actually spectated at the circuit recall how the high lap speeds and generally well matched performance of the cars tended to lead to the competitors flashing past in a close knit procession on each lap (doesn't that sound familiar?).

When one considers the circumstances which prompted the building of Brooklands in the first place, its design appears even more curious. Apart from the Railway Straight, and the slight kink where the aircraft factory was later built, the circuit was very nearly one enormous bend to the left, which could be taken flat out for lap after lap. Thanks to the banking, the cars did not require particularly good qualities of road holding, handling or braking. An often aired function of motor-sport is to 'improve the breed'. Quite simply, Brooklands' circuit was too far removed from real road conditions for it to contribute towards much more than improving reliability at increasingly high speeds.

These shortcomings of the circuit clearly reduced its appeal for those who sought a more realistic road racing venue, and it seems that not everybody was oblivious to this fact at the time. It was not until 1933 that Britain had its first surface simulated road racing circuit — Donington Park. In 1936 the prestigious British Empire Trophy was moved there from Brooklands. Maybe it is significant that in 1937 an alternative circuit was built at Brooklands, following suggestions from Sir Malcolm Campbell to introduce simulated road racing. This circuit still utilised the Members' Banking and Railway Straight, and never gained the recognition of the old 'outer circuit' as it subsequently became known. By the end of World War Two, Britain had also lost the use of the racing circuit at Donington, since the site had become an enormous military depot. It was not re-opened to motorsport until as late as 1977.



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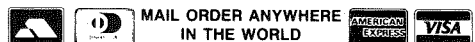
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Despite such difficulties, motor racing return and was poised to enter one of its most exciting eras. Old airfield perimeter tracks were pressed into service from which circuits such as Silverstone and Goodwood were to develop — but that's another story!



Vitesse trying out a 'Blower Bentley' impersonation! Brooklands' post-war future lay very much with developing aviation technology. The old racing circuit and many of its remaining features were generally left alone, unless they caused any particular obstruction to development, but nevertheless, became derelict and overgrown. They could have quite easily become lost forever, had it not been for the Brooklands Museum Trust and its many dedicated supporters. Established in 1987, the aims of the trust are to 'sympathetically restore the appearance and atmosphere of the original Brooklands Motoring and Aviation Villages for public enjoyment and educational purposes. So far their achievements include the clearing of a section of the Members' Banking, the reconstruction of the Members' Bridge in 1988 (the original having been demolished in the late sixties) and the restoration of the Clubhouse. Walking around the site as I did on the day of the TSSC meeting, one has a great sense of the re-discovery of the past which is

taking place there. This is largely attributable to much of the site still being in its 'raw' state, since the preservation work has so far been concentrated in several key areas. Brooklands still has a tremendous atmosphere. The Clubhouse has been the centre of attention for much of the work to date. It houses a video presentation room, souvenir shop, cafeteria and displays of vintage cars and motorcycles. Also to be

the Ladies' original cona. Near the Clubhouse stored are the Press huts used by motor racing reporters, the racing lock-ups, Dunlop tyre depot and the three petrol pagodas.

Climbing the old Test Hill track built in 1909 to the top of Members' Hill, one finds the restaurant buildings, and behind them the raised concrete anti-aircraft platform from the World War Two period. Situated at the end of the old finish straight is an aircraft hanger supplied to Vickers-Armstrong for Wellington bomber production and repairs.

Rather appropriately, it now houses the restoration of a Wellington which was rescued from Lock Ness some years ago. Post war additions to the site include the Stratosphere Chamber and balloon hanger — the main structure of which was built in 1947 for Barnes Wallis's Research and Development Department and the acoustics building used by the nearby aircraft factory as a noise test laboratory in the '60s and '70s. Incidentally, the aircraft factory was demolished in 1987 after British Aerospace ended aircraft production there, though there are many static aircraft exhibits preserved by the Trust, such as a VC10 which was built at Brooklands in 1964.

I believe that Brooklands has a great potential for long term development, but as you may already be aware, the Brooklands Museum Trust is desperately short of finance and estimates that £100,000 will be required by the end of October this year, in order to prevent closure.

The loss of what remains at Brooklands would be yet another tragic blow to our motoring and aviation heritage.

My thanks to Mike Crewes for organising a most enjoyable TSSC meeting.



Formation of Triumphs takes to the banking.



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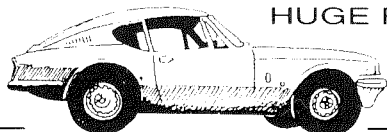
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