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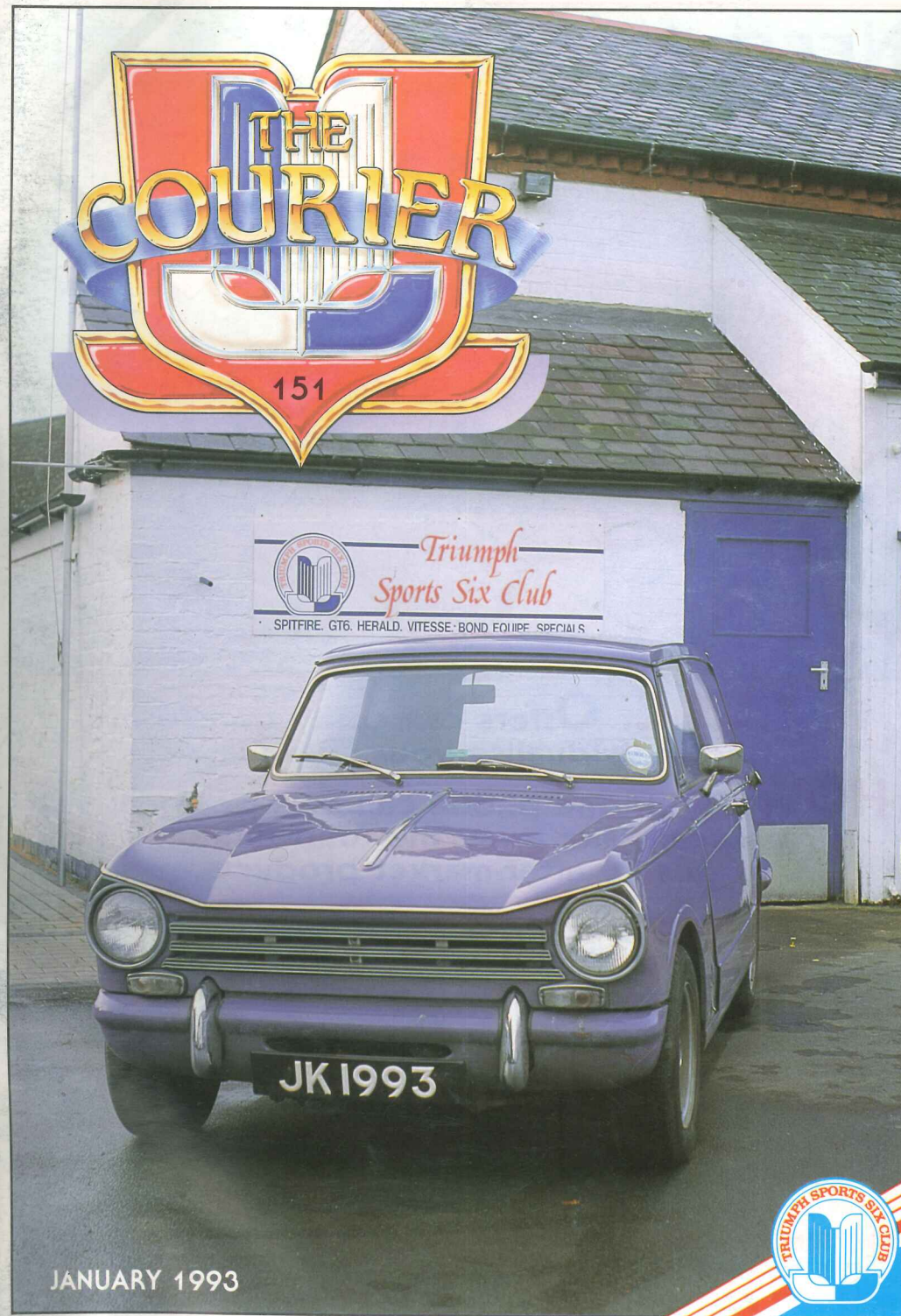
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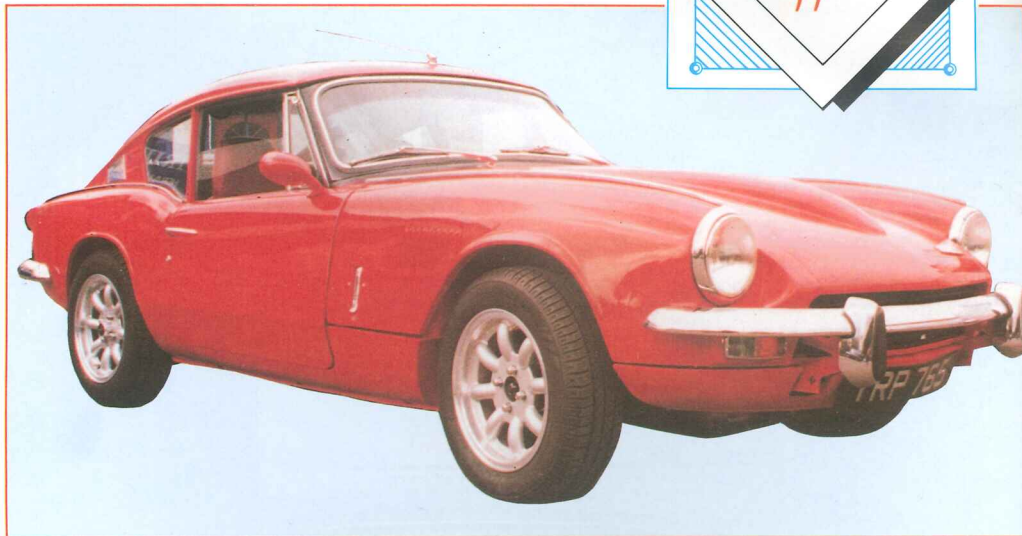


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## THE COURIER

The Official Monthly Magazine of  
The Triumph Sports Six Club  
VOL.13 No. 151 JANUARY 1993  
Price £1.50 Free to Club Members

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Harborough, Leics LE16 9TF  
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9.30am - 12.30pm Saturday

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Diane Spence

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

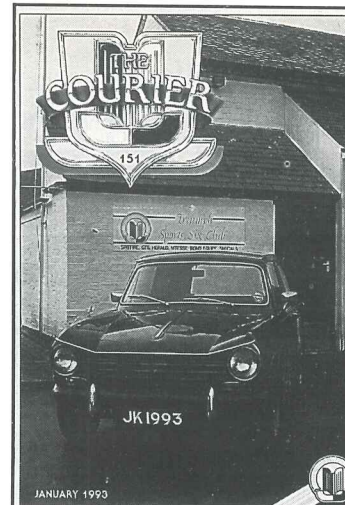
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Northampton NN3 4XP  
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**COMMITTEE MEMBERS 1993**  
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Mike Costigan, Leon Guyot, Trudi Squibbs,  
Bill Sunderland, Mike Crewes, John Thorpe,  
Mark Hugall, Andy Higgins, Annis Green,  
Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

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Cover Photo  
John Kipping  
Heralds in the  
year at Club HQ.

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Plus Area News Review/Classified Newspaper

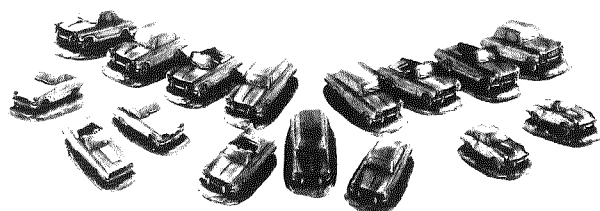
Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.



# The T.S.S.C. Heritage Collection

## MINIATURE MARQUE MODELS *New*

SUPERB PEWTER  
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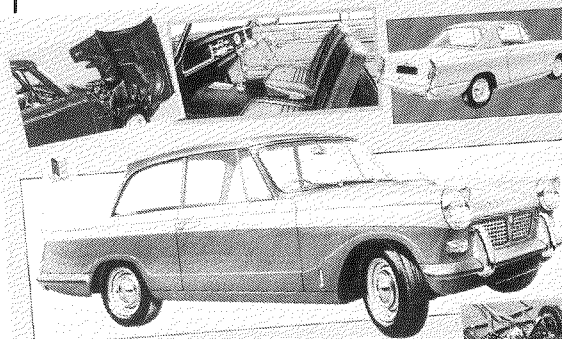
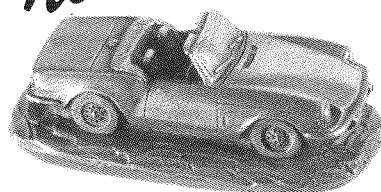
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# Comment

BILL SUNDERLAND



Happy New Year to you all . . . . .  
doesn't time just fly by!  
The Club has been operating from our not so new site for two years now - incredible! Further member benefits will become operational from the Club's H.Q. in 1993, as more building work commences in the Spring.

The Club has managed to keep its head above water all through the doom and gloom of 1992; we know that there have been many of you out there who have not been so fortunate. The TSSC has, yet again, produced some good results and the Accounts and AGM details will be appearing in February's Courier.

## EVENTS — NOT TSSC

I have written before about the feelings of the TSSC with regard to indoor and outdoor events. It is not feasible for the Club to attend all shows, manned by H.Q. personnel.

Many of these shows are covered by their local Areas and we very much hope this situation continues. We have made a new policy that the Club will not, at present, be attending any indoor shows where the profile of the Club and



## 1993 - LET'S GET MOVING

event do not do justice to the Classic Car scene. We have, over the years, had many complaints from Club members whilst attending indoor shows relating to the lack of stand space allocated and hence the lack of

The Club has managed to keep its head above water all through the doom and gloom of 1992 and expects better in 1993

Triumphs on display. Well, things are changing, so watch this space. More and more outdoor events include a drive in the country. This type of outing seems to be becoming very

popular with members wishing to participate using their Club cars.

Nice to give our classics an airing and the locals a treat.

## CLUB EVENTS

1993 will again be a very busy year for the Club and we will be throwing our weight behind all TSSC organised events. The Club's International Weekend in July will be the focus of the year but many other events are currently in the planning stages throughout the country. Make sure they are publicised well in advance via The Courier and the local press and this will ensure the event is a success. The February Courier will feature the first TSSC Events Calendar of the year. If you are running a TSSC event, please be sure to contact Trudi Squibbs at the TSSC H.Q. with details as she is currently collating all the information.

## MOT - NEW

Many new regulations have come into force as of 1st January 1993. Mike Crewes will be going through the different aspects of this law.

Scrutiny on bodywork and the mechanics of vehicles will be even greater in order that the car is deemed properly roadworthy and safe. Finding a sympathetic MOT station is a MUST!!!



## IMPORTANT NOTICE CONTINUOUS CREDIT CARD RENEWALS

We have become aware that some credit card numbers are being changed by Visa/Access when credit cards expire and new numbers are issued to the holders. Please check that if you have a Cardcharge renewal, your new credit card number matches that of your old one. This seems to apply currently to Access/Mastercard holders.

If the credit card number differs, please inform the Membership Department at the Club HQ so that we can amend your continuous renewal authorisation in preparation for your next renewal debit.

## TRIUMPH HERALDED

Congrats to all involved in the making of 'Soft Top, Hard Shoulder, winner of the first ever Gold Bier Award for a British feature shown at the London Film Festival.

The romantic road-comedy, concerning an Italo-Scot's voyage from London to Glasgow in a worn out Triumph Herald, was awarded £10,000 towards marketing and promotion. ○  
*Time Out magazine, Nov. 25-Dec 2nd.*

## PEGASUS GARAGE — ON THE MOVE

Pegasus Garage are pleased to announce their move to larger premises at:- Unit 11, Newington Enterprise Centre, Wardwell Lane, Newington, Sittingbourne, Kent.

With the additional space, we will be holding a greater range of new mechanical parts, i.e. brakes, clutches, steering components as well as a range of chassis sections to full exchange chassis.

With Spitfire body panels, 4 and 6 cylinder exchange engines, gearboxes.

We would like to thank all our customers for their support. ○

Andrew and Mary Stone

## A.G.M. 1993

As is usual at this time of year, interested members may wish to know that the Club's A.G.M. will be held on Sunday 14th March. To be hosted by the Norfolk Area. Thanks to David Aspinall for organising. More details next month. ○

Pete Williams (General Secretary)

## RELAUNCH OF 'CAR AND BIKE CLASSICS'

As you may be aware the new magazine is effectively a relaunch of *Car And Bike Classics*, which was bought by Maranta Publishing earlier this year. I should be grateful if you would let your members know we exist and inform them we would welcome contributions (see page 15 of the new issue).

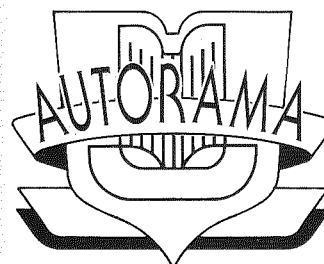
We'll even pay if the article gets used.

Our small ads are free and the magazine has national circulation with initial print run of 30,000.

Our intention is to move away from the 'value first, car second' mentality and take a look at the people as well as their vehicles.

Triumphs are sadly lacking in the first issue and I hope your members can rectify the balance in time for the next issue.

Maranta Publishing Ltd.  
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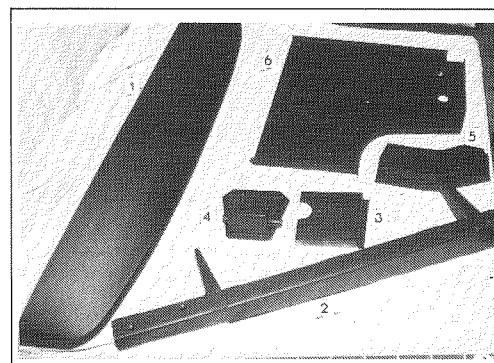


## In and Around the Trade Scene

**F**IRSTLY, comes news from S. W. Classics of a range of repair panels produced in direct response to members requests.

The items and prices are listed below and include VAT.

If you should require any of these, contact Stan Walters on 0803 865842.



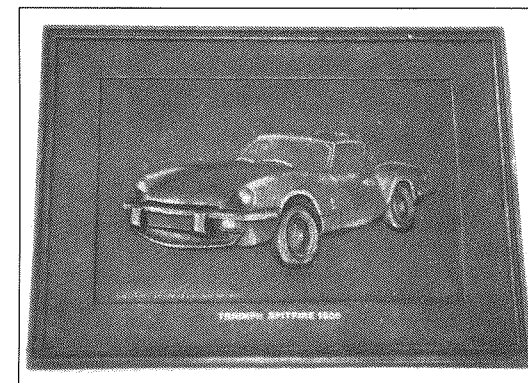
1. GT6 front roof repair section, 6" width £58.00
2. All chassis outriggers now available, made to original specification by us in 16SWG ..... POA
3. Herald 1200 sidelight repair ..... £11.00
4. GT6 Rotoflex shock absorber mount £18.00
5. Spit/GT6 front chassis gusset ..... £16.00
6. Her/Vit rear floor under seat repair £26.00

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## BRONZE WALL PLAQUES FROM JOHN OLIVER

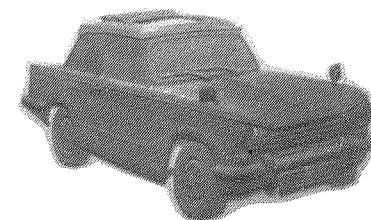
**NO**W on a slightly different note, news of an exclusive limited edition of fine art collectors bronze wall plaques.

First of the line is the Spitfire 1500, but John is preparing a range of other Club cars.



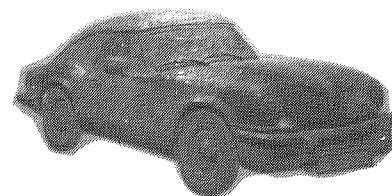
All of these are in bronze and will retail at £300 each plus postage and packing.

A deposit of £100 will be required on each one ordered.



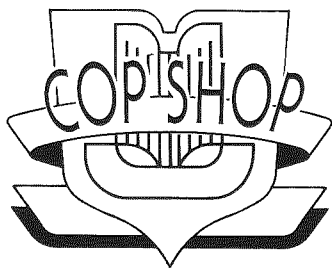
For an individual number plate on any of the cars, an additional charge of £100 will be made.

Each one measures 16" x 12" approx. and are made from solid bronze.



Contact John or Karen on 0256 844844 ext. 2501, or 0256 479115 evenings & weekends. ○





Mike Crewes



#### REGULATION 90

(1) No person shall use, or cause or permit to be used, on a road, any trailer for the carriage of a passenger for hire or reward.

(2) Deals with exemptions, these being a trailer drawn at less than 30 miles per hour and broken down buses towed by rigid bars.

(3) No person shall use, or cause or permit to be used, on a road a wheeled vehicle in which any person is carried and which is a living van (ie caravan) having either:

- a) less than 4 wheels, or
- b) 4 wheels consisting of two close-coupled wheels on either side.

(4) Deals with exemptions for testing. What a drag!

As an aside, did you know that all petrol vehicles first used on or after 1st April 1991 will have to be capable of running on either unleaded petrol alone or be capable of running on unleaded petrol. It is all contained within Regulation 39A which also makes it an offence to deliberately alter or adjust the engine so that it will not run on unleaded petrol.

What a gas!

Now, as promised in November's Courier, the regulations on Mirrors. By the time I have finished this month you should know how to see all round your car!

### The Road Vehicles (Construction and Use) Regulations 1986.

#### Mirrors

33 — (1) Save as provided in paragraphs (5) and (6), a motor vehicle which is of a class specified in an item in column 2 of the Table shall be fitted with such mirrors, if any, as are specified in that item in column 3; and any mirror which is fitted to such a vehicle shall, whether or not it is required to be fitted, comply with the requirements, if any, specified in that item in column 4.

(2) Deals with vehicles over 3500 kgs.

(3) Save as provided in paragraph (5), in the case of a wheeled motor vehicle described in items 1, 2, 7 or 8 of the Table which is first used on or after 1st April 1969 the edges of any mirror fitted internally shall be surrounded by some material such as will render

# RULES AND REGULATIONS

It unlikely that severe cuts would be caused if the mirror or that material were struck by any occupant of the vehicle.

(4) Save as provided in paragraph (5), in the case of a motor vehicle falling within paragraph (1) in column 4 of items 1 and 5, or within item 6, of the Table—

(a) each mirror shall be fixed to the vehicle in such a way that it remains steady under normal driving conditions.

(b) each external mirror on a vehicle fitted with windows and a windscreen shall be visible to the driver, when in the driving position, through a side window or through the portion of the windscreen which is swept by the windscreen wiper.

(c) where the bottom edge of an external mirror is less than 2 metres above the road surface when the vehicle is laden, that mirror shall not project more than 20cm beyond the overall width of the vehicle or, in a case where a vehicle is drawing a trailer which has an overall width greater than that of the drawing vehicle, more than 20cm beyond the overall width of the trailer.

(d) each interior mirror shall be capable of being adjusted by the driver when in the driving position.

(e) except in the case of a mirror which, if knocked out of its alignment, can be returned to its former position without needing to be adjusted; each exterior mirror on the drivers side of the vehicle shall be capable of being adjusted by the driver when in the driving position, but this requirement shall not prevent such a mirror from being locked into position from the outside of the vehicle.

(5) and (6) are exemption for vehicles that comply with various EEC Directives.

(7) In this Regulation 'mirror' means a mirror to assist the driver of a vehicle to become aware of traffic:

(i) If it is an interior mirror, to the rear of the vehicle; and

(ii) If it is an external mirror fitted to one side of the vehicle, rearwards on that side of the vehicle.

A 'dual - purpose vehicle' is constructed for the purposes of carrying passengers and/or goods.

There are other descriptions as well but basically it means Estate Cars, Hatchbacks and Four Wheel Drive Cars. If you require the full definition of 'dual - purpose vehicles', please contact me.

If you have a query or topic on Road Traffic Legislation, why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN.

Please enclose S.A.E.

○

1 Item	2 Class of Vehicle	3 Mirrors to be fitted	4 Requirements to be complied with by any mirrors fitted.
5	A two wheeled motor cycle with or without a side car attached.	No requirement.	(a) If the vehicle is first used on or after 1st October 1978, Item 2 of Annex 1 to Community Directive 71/127, 79/795 or 80/780 or Annex II to Community Directive 85/205 and paragraph (4) of this regulation. (b) In other cases, none.
6	A wheeled motor vehicle not in items 1 to 5, which is first used on or after 1st June 1978 (or, in the case of a Ford Transit motor car, 10th July 1978).	(i) At least one mirror fitted externally on the offside of the vehicle; and (ii) at least one mirror fitted internally, unless a mirror so fitted would give the driver no view of the rear of the vehicle; and (iii) at least one mirror fitted externally on the nearside of the vehicle unless a mirror which gives the driver an adequate view to the rear is fitted internally.	Item 2 of Annex 1 to Community Directive 71/127 or 79/795 or Annex II to Community Directive 85/205 and paragraphs (2) and (4) of this regulation.
7	A wheeled motor vehicle, not in items 1 to 4, first used before 1st June 1978 (or in the case of a Ford Transit motor car, 10th July 1978) and a track-laying vehicle which is not an agricultural motor vehicle first used on or after 1st January 1958, which in either case is: (a) a bus; (b) a dual purpose vehicle, or: (c) a goods vehicle.	At least one mirror fitted externally on the offside of the vehicle and at least one mirror fitted either internally or externally on the near-side of the vehicle.	None, except as specified in paragraph (3).
8	A motor vehicle whether wheeled or track laying, not in items 1 to 6.	At least one mirror fitted either internally or externally.	None, except as specified in paragraph (3).



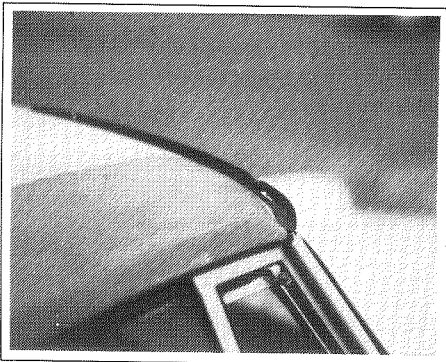


WELL here we are in the first issue of 1993, the 30th Anniversary year of the introduction of the Bond Equipe.

Throughout the year I intend to give you snippets of information that you may not have seen before (more on this later), and I have at least two competitions which I will be announcing, so watch this space.

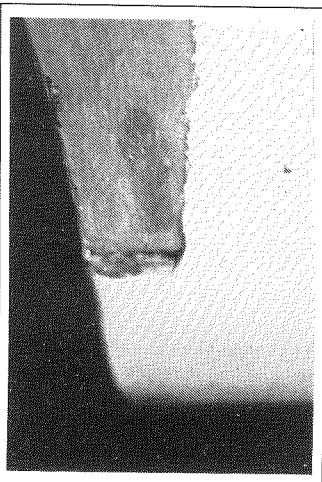
Did you notice the change in the heading of our page of the Courier last month? Where has our Equipe script logo gone? Which heading do you prefer?

Last month I wrote about methods of removing the paint from a Bond Equipe, here are some pictures of 'one I had prepared earlier'. As you take the paint off most cars which are as old as my 2+2, various horrors gradually reveal themselves to you. My car is no exception, the rain gutter along the front edge of the screen had been repaired using woven fibreglass strip and a considerable amount of resin.



This repair had been carried out on top of the original paintwork. When this repair was 'dug out' — not difficult since it had not BONDED to anything. The rain gutter was found to be rusty to the extent that it was holed (see left).

Another problem that was lurking surreptitiously to give me more headaches was the area where the sill joins the body (in front of the rear wheel and behind the door (below)).



This joint is normally visible, but at some stage in the car's life this had been filled, the contour between the body and sill blended into a smooth curve. It could be argued that this improves the looks of the car, but if the sill ever needs replacing, and they will, you can be sure of that, you have to re-paint both sides of the car.

Whilst removing the paint from the car I have discovered something that I did not know about it. I uncovered the remains of a black stripe down the centre of the roof. Unfortunately this just makes the decision of how the car should be painted even more



## EQUIPE Register

Bruce Pilbrough

difficult. Anyone who knows me will already know of my interest in the Monte Carlo Equipe TCK 300, and now I have to make my mind up between repainting my car in white as original, with or without its black stripe, or will it be cherry red as TCK 300, decisions, decisions.... That's enough about my car for this month, now for something different.

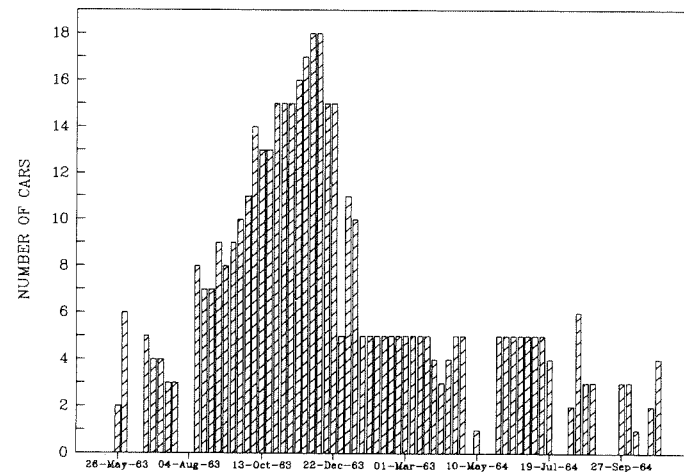
... all sorts of  
'interesting' things can  
be done ...

I have now completed the entry of 2+2 production data into a computer package which allows the data to be analysed in various ways, work continues on the GT4S data.

What a pity it is that the factory production records available at this time for the Bond Equipe models do not record any information for any cars produced after 15th July 1967 for the GT4S and that no detailed production information is available for the 2 Litre models.

Having completed all this, all sorts of 'interesting' things can be done. An example is shown (over page), a graph of 2+2 production. Here you can clearly see when the peak of production

### EQUIPE GT 2 + 2 PRODUCTION



WEEK ENDING

occured, that the approximate average production was 6 cars per week, and even that there were weeks when only 1 car was completed. Most of the weeks with 0 production coincide with holiday weeks, but some do not. I can now

determine how many of each colour were produced etc. But don't ask me which day of the week your car was built, all I can tell you is what date it was tested and that most cars were tested on a Saturday.

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Kirkcaldy

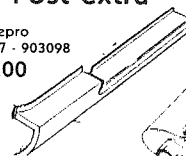
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NOT repro  
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MKII rear box  
Big Bore

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lower repair  
£17.60  
Pressed as  
original

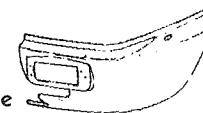
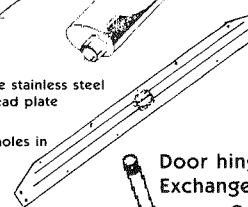
ALL PRICES INC. VAT



Sidelight assembly  
£15.00

Herald/Vitesse stainless steel  
door tread plate

£10.34  
Original size with holes in  
original places



Door hinge  
Exchange  
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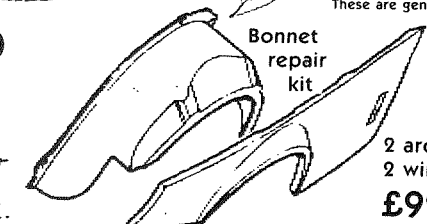
Steel quarter  
valances  
£38.00

Spitfire  
£99.00  
These are genuine BL



Bonnet  
repair  
kit

2 arches  
2 wings  
£99.99



HAPPY NEW  
YEAR TO ALL  
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And lang may your lum reek.



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YOU MUST MENTION 'THE COURIER' TO OBTAIN THESE PRICES

ENGINES AND GEARBOXES	LIST PRICE	TSSC PRICE	STEEL PANELS cont.	LIST PRICE	TSSC PRICE
Engine, full reconditioned, 4 cylinder	n/a	429.00	Rubber bumper mounting strip (corner)	5.00	4.50
Gearbox, fully reconditioned	n/a	175.00	Front floor footwell (ribbed)	29.00	26.10
Differential, fully reconditioned	n/a	175.00	Rear floor footwell	15.50	13.95

### PLEASE STATE MODEL & YEAR WHEN ORDERING

#### STEEL PANELS, SPITFIRE/GT6

Bonnet, Spitfire MkIV/1500, New, BL	n/a	465.00	Body mounting bracket under floor	9.00	8.10
Front lower wing, Spitfire MkIV/1500, GT6 Mk III	POA		Body mounting bracket under 'B' post	9.00	8.10
Rear wing, Spitfire IV/1500, GT6 MkIII BL	141.00	110.00	Body joint strip (floor join front/rear)	9.00	8.10
Front wing, Spitfire MkII/III & GT6 MkI	57.50	51.75	Doorskin (original press)	42.00	37.80
Front wing, GT6 MkII (louvre)	88.00	79.20	Door treadplate (as original)	9.00	8.10
Rear wing, Spitfire MkII/III & GT6 MkII	73.00	65.70	Outer sill (ORIGINAL PRESSING)	43.80	38.36
Front wheel arch repair MkIV/1500 & GT6 MkIII	23.00	20.70	Rear lower wing	65.00	58.50
Wheel Inner/outer section	34.00	30.60	Rear quarter valance, Herald (inc. bumper mount)	22.50	20.25
Headlamp support panel, Spitfire IV/1500 & GT6 MkIII	23.00	20.70	Rear quarter valance, Vitesse	22.50	20.25
Bonnet support tubes, Spitfire IV/1500 & GT6 MkIII	23.50	21.15	Rear centre valance, Herald (inc. bumper mount)	49.50	44.55
Steel front quarter valance, MkIV	52.00	46.80	Rear centre valance, Vitesse	46.00	41.40
Doorskins MkIII/GT6 MkII	20.50	18.45	Boot floor/side enclosure	16.00	14.40
Doorskins MkIV	20.50	18.45	Bootside rain channel	16.55	14.90
Rear inner wing repair (joins outer)	34.00	30.60			
Rear inner wing repair rear half (in boot)	23.50	21.15			
Rear lower valance	34.00	30.60			
Rear valance to wing finishing strip	5.75	5.17			
Bootlid, MkIV	POA				
Outer sill, genuine BL	32.00	28.80			
Outer sill, heavy duty pattern	16.45	14.81			
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#### STEEL PANELS, HERALD/VITESSE

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Doortrim clips	0.26	0.23	Rear trunnion kit with bolt	29.50	26.55
Carpet set, superior quality, Spitfire	76.00	68.40	Inner wishbone bush	7.25	6.53
Carpet set, superior quality, GT6	88.00	79.20	Inner wishbone bolt and nyloc nut	1.50	1.35
Carpet set, superior quality, Herald/Vitesse	88.00	79.20	Rear shock absorber, GT6 (telescopic)	22.50	20.25
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Hood, Herald/Vitesse, original quality	88.00	79.20	Rear shock absorber bump stop	8.50	7.65
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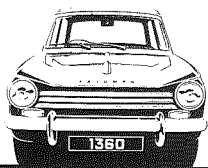
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# Herald



## 13/60 Register Phil Willson

**\$**O, after 20 years on and off, of owning Triumphs and 8 years as a member of the TSSC I have finally taken the plunge and got 'involved'.

I suppose it's funny really that after such a long time I still like the Heralds to much. After all, they are only machines and they lack the performance, road-holding and many of the creature comforts to be found in modern vehicles. On the other hand, they certainly don't lack character and are one of the easiest cars for the average home mechanic to work on.

I also find it reassuring that I still see so many Heralds on the road compared to some of their counterparts that were built in far greater numbers, the Morris Minor being the only notable exception.



At this point, perhaps a bit of background information would be helpful. I work in electronic engineering at London University where a large part of my time is currently spent doing research in the general areas of road safety and accident reconstruction (don't be surprised, therefore if there is a safety theme to some of my future reports).

I bought my first Herald, a G registered 13/60 convertible in 1972, as a replacement for a '66 Hillman Limp (descriptive name) that I had shared with mother. The Herald was a superb, reliable car

*... this is a beautiful machine but the well known rust problems finally became too serious and so ...*

that took me all over the country during the next 3 years. Unfortunately, it came to a sticky end at the hands of my young brother who tried driving very fast down a narrow, twisting country lane — and we all know what funny little tricks the standard rear suspension can play, **DON'T WE?**

There was then an 8 year gap until I bought a MkIV Spitfire as a fun second car (mind you, anything was more fun than the Marina Estate Car I had at the time!). However, by 1985 with a young and growing family the fun car gave way to a 13/60 Estate and apart from a few months in 1986 when it was extensively rebuilt, this has served as cheap and reliable transport ever since.

*... since my wife does not altogether share my interest in dirty, old, rusty objects ...*

In 1988 I really went mad and replaced the main family car with a 2500S Estate.

This is a beautiful machine but the well known rust problems finally became too serious and so earlier this year it went into store pending complete restoration.

To complete the picture, I am currently engaged in a chassis-up rebuild of a '67 12/50.



Aside from Triumphs, I also belong to a preservation society group that owns two old London buses. Our main vehicle is the very first production Routemaster, RM8, which was completed in time for the 1958 Commercial Motor Show.

Fortunately for us, it did not get into revenue earning service until 1976, having spent the intervening 18 years as the experimental and development vehicle at Chiswick Works.

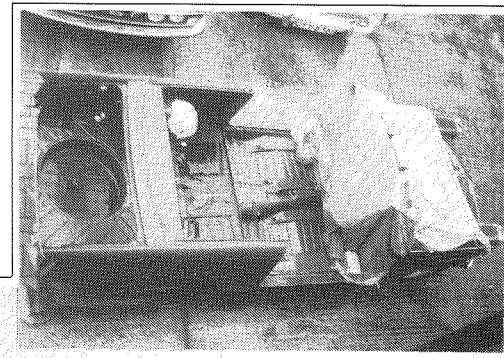
We purchased it in 1985, and because it had only seen 9 years active service it was almost as good as new. Last year we doubled the fleet by purchasing a '52 AEC Regal IV, RF368. This is a very interesting vehicle to drive since it has a 4-speed preselector gearbox and no power assistance on the steering (and it only weighs 7.5 tons).

I have a fairly extensive knowledge of the later Heralds and part of my job is to advise you on technical matters wherever I can.

However, it is worth remembering that many questions can be answered by reference to the workshop or parts manual, both of which are available from the Club bookshop.

My main aims are to continue to enjoy being involved with Club cars and to help others do the same if I can. Like most members, my knowledge of these vehicles has been gained through years of driving, tinkering, reading and chatting to fellow owners. As 13/60 Register Secretary I hope that I can pass some of this experience onto others as well as learning more myself.

I believe the factory workshop manual to be an indispensable part of anyone's tool kit. I welcome any direct contact by telephone or letter but I would ask you to follow the usual simple ground rules: 1) Please restrict telephone calls to between 7 and 9 in the evening. 2) Letters should be accompanied by a stamped addressed envelope if you want a reply and in return I shall endeavour



Above:  
Phils 12/50  
awaiting  
restoration.

*... please restrict phone calls to between 7 and 9 in the evening ...*

to respond as quickly as possible. This is the preferred method if it seems a little research is needed on my part. This request is mainly in the interests of domestic harmony since my wife does not altogether share my interest in dirty, rusty old metal objects (I bet that strikes a familiar chord with some of you!). Fortunately she has been very tolerant thus far and much prefers driving the Herald to our P\*\*\*\*t. ... I am already working on some ideas which should start to see the light of day in the next issue but if anyone has any suggestions or requests, please contact me. I would also welcome photographs and interesting stories of your 'pride and joy' with which I may be able to adorn these pages. In fact, any form of constructive feedback should help me produce a good variety of material for the coming months.

I hope that I can meet many of you in the future and get the chance to examine our steeds.

I shall certainly try to drop in on area meetings from time to time as well as attending the occasional show.

Happy Thirteen-Sixteening.



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" " " " Spit 1500, black (XKC1502/3), each .....	£16.00
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★★

Wiper blades, Herald/Vitesse/Spit I, II, III / GT6 I, each ..	£7.00
Body mounting kit, Herald/Vitesse .....	£15.00

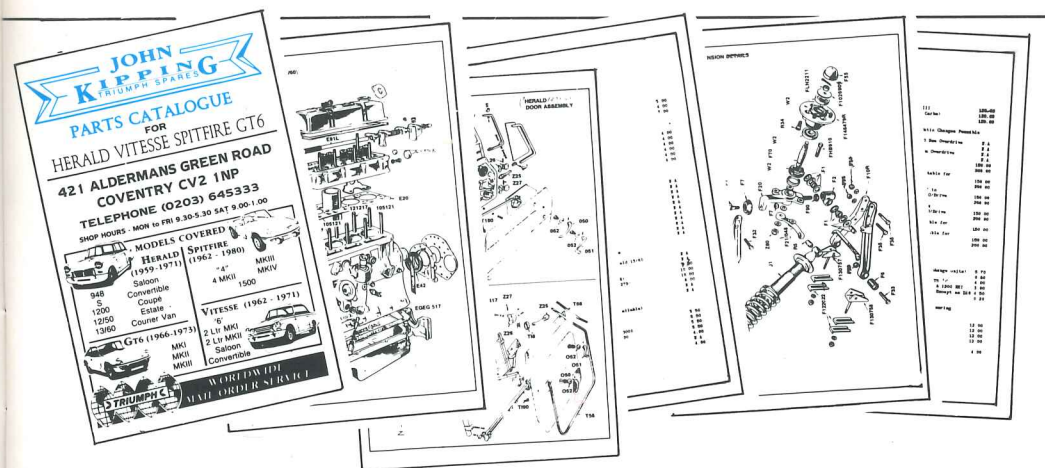
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# TRIUMPH TRIUMPH *Spitfire* REGISTER Brett Dennis

**C**ARRYING on from the last article on heaters and wiper modifications this month we shall take a look at the different types of wiper wheel boxes fitted to early Spitfires.

In all there are three different types fitted, these vary in design in design and size of wiper arm gears. Firstly, I think we should take a look and see how the system actually works.

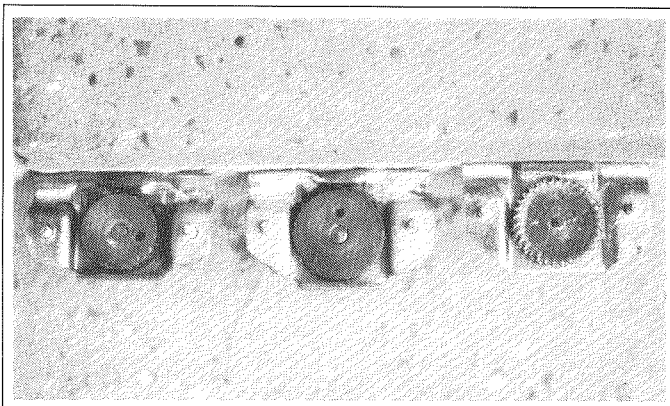
Windscreen wipers are worked by a small electric motor. It turns a crank unit which converts the rotary movement required to operate the wiper blades.

The wheel boxes used on the first Spitfires only lasted up to FC18221 (late 1965). Why was this? Perhaps there was a design fault. All I can tell you is that the outer casing is different.

The second wheel box lasted from FC18821 to FD30195. This being 30195 cars into MkIII production. This was then superseded by an almost identical design apart from having a larger wiper arm gear.

As you can see from the photographs wheelbox (A) has a small wiper arm gear, which means the wiper blade travel on the windscreen would be shorter but faster than the others.

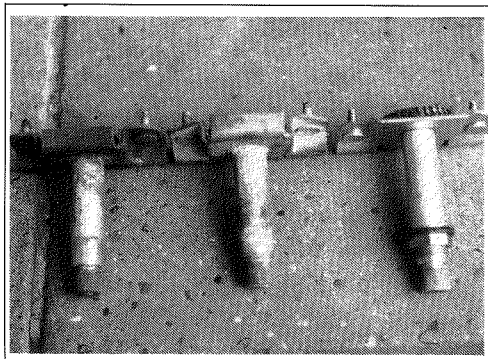
The shaft and gear in the wiper motors themselves were also



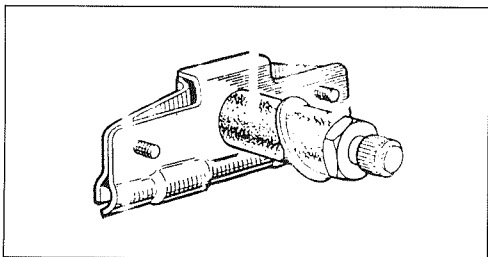
Wiper arm gears: (A) Spitfire late MkI/II and early MkIII. (B) Late III. (C) MkIV/1500.

changed at the same time as the wheel boxes, so I'm not too sure whether an early MkI's wiper blades move faster and in a smaller arc than later models. Can anybody help here?

Is there anybody out there who owns an early MkI (up to FC 18221) and owns or knows of the whereabouts of a late model to compare the two to find out the difference in the arcs of the wiper arms and the time each takes to complete 30 full cycles, for example. *Not forgetting to keep the windscreen wet at all times when measuring them.* As you can see from the photographs,



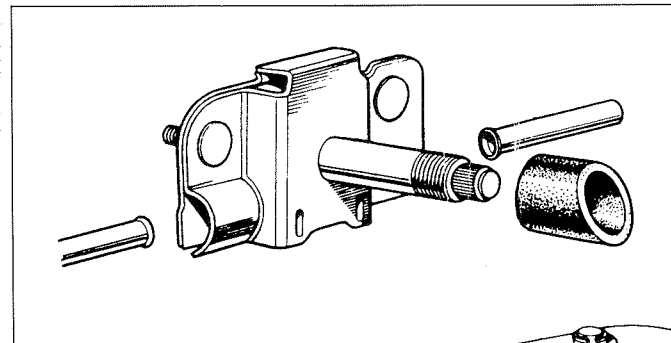
Note extra length of spindle on MkIV/1500.



Left: Spitfire MkI early.

wheelbox (C) is from a Spitfire MkIV. The wiper arm gear is of the same size but of different design. As you can see from the diagram, the early Spitfire teeth are cut in a half round shape while the MkIV are not. I am not to sure why they changed the design. Is there anyone out there who can explain why?

The MkIV wiper gear arm will run in a MkIII's flexible rack.



Above: Spitfire MkI, II and early III.

Now, on a sadder note. I have just been made redundant and we all know how difficult it is to find another job these days.

So I have been toying with the idea of starting my own restoration business.

So if there is anybody out there needing any sort of mechanical or bodywork done on their Spitfire, GT6, even Heralds, Vitesse etc., please give me a ring.

*... and had somebody on the other end of the line who does not know what they are talking about ...*

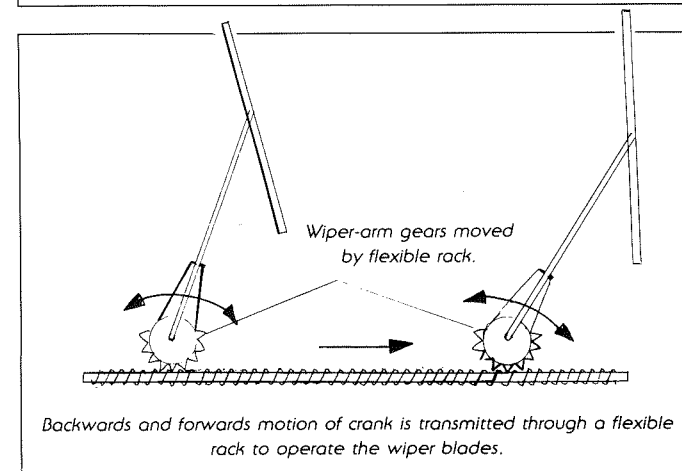
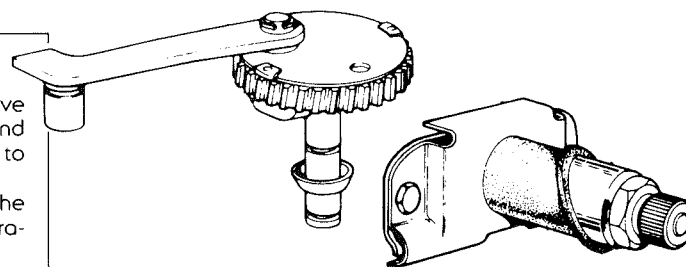
If you want to see the standard of work I can achieve, please feel free to come and have a look at my concours MkII Spitfire rebuild.

I have done all the welding and paintwork myself.

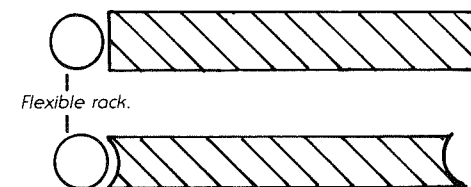
Failing this, is there any Triumph specialist looking for an employee, please keep me in mind as I have a vast knowledge of all our cars. The times I have contacted a specialist and had somebody on the other end of the line who does not know what they are talking about.

Now here's your chance to get someone who does. ○

Below: Spitfire MkIII



Top: Spitfire MkIV/1500 wiper arm gear.



Bottom: Early Spitfire wiper arm gear.



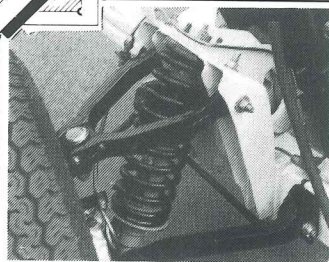
HERALD - VITESSE SPITFIRE - GT6 - BOND EQUIPE - SPECIALS

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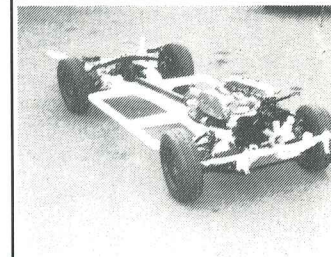
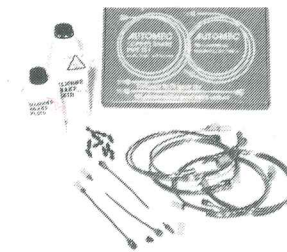
- SP260 - Front Spax adjustable dampers, pair ..... £79.95
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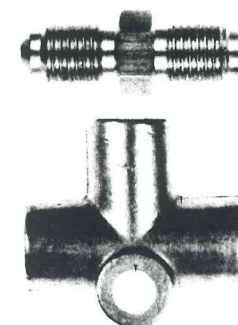
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GFO13	SPITFIRE 1500	£38.50
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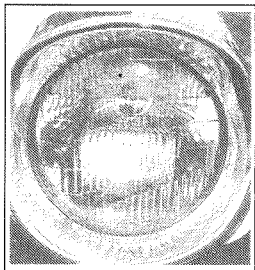




It isn't often that a book is produced solely dedicated to the historical and detail changes of a car, but this is it, and Mike has striven to achieve as near a definitive production history/originality guide for the Herald and Vitesse as is likely to be achieved.

In reviewing this book I have to admit some bias as Mike was one of the people who in the past has added greatly to my knowledge of Heralds and fired my enthusiasm for Herald Coupés in particular (— and supplied me with a 948 Coupé from his collection which I later restored and enjoyed on the road).

Information is conveyed with clearly written text worked around about three hundred detail photographs — mainly in black and white — but also including reproductions of colour advertising plates of the day and a paint colours chart. The book is a hive of information for those with limited knowledge who want to learn more about



their car's production development and is also very entertaining to the more knowledgeable as when reading through the book one asks, 'Has the author remembered that?' Invariably Mike comes up trumps, and in any case, there's always more to learn. No book in the past has covered Herald and Vitesse

## Complete Guide to Triumph Herald & Vitesse

by Mike Costigan

originality in so much detail and it's very unlikely that any other book in the future will cover it nearly as well.

Snap it up.

Peter Williams.

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# TRIUMPH BOOKSHOP



## Herald REGISTER

HERE has been a modest increase in the number of vehicles on the historical TSSC/948/1200 Herald Register since this time last year (see Courier, Jan 92).

A total of 43 new vehicles are included. It is noticeable that a number (10-20%) of IVR's sent in by new members contain details of vehicles already on the Register, an indication of change in ownership and the finite number of cars still in existence.

### COURIER VAN UPDATE



Ian Freeman, the owner of the oldest MkII van (GA81460V, body no. GVA 80053, registered 07.09.62) has kindly sent some

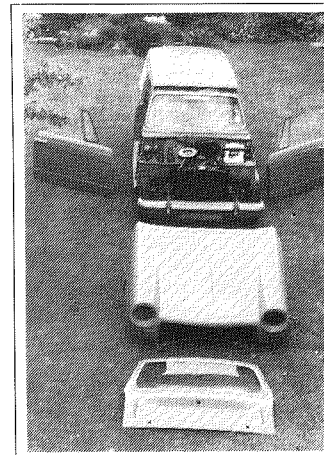
### HERALD REGISTER (948/1200) DECEMBER 1992

	UK	OVERSEAS	TOTAL	GROUP TOTAL	COMMISSION NO.	SEQUENCE
<b>948</b>						
Saloon	70	8	78		G —	
T.C. Saloon	22	—	22		GY —	
'S' Saloon	18	—	18	198	G — SP	
Convertible	18	4	22		Y — CV	
Coupee	41	17	58		Y —	
<b>1200 MkI (GA1 — GA80000)</b>						
Saloon	89	8	97		GA — DL	
Convertible	28	6	34		GA — CV	
Coupee	34	2	36	200	GA — CP	
Estate	6	1	7		GA — SC	
Van	20	6	26		GA — V	
<b>1200 MkII (GA800001 +)</b>						
Saloon	687	7	694		GA — DL	
Convertible	409	9	418		GA — CV	
Coupee	22	2	24	1279	GA — CP	
Estate	106	2	108		GA — SC	
Van	26**	9	35		GA — V	
<b>1200 Export</b>						
Saloon	8	43	51		GB — DL	
Convertible	10	20	30		GB — CV	
Coupee	—	2	2	85	GB — CP	
Estate	1	—	1		GB — SC	
<b>12/50</b>						
Saloon	299	4	303		GD — RS	
Coupee (*)	—	1	1	306	(GB — CP)	
Sedan (*)	—	2	2		(GB — DL)	

Total:- 2068.

(\*) Australia. (\*\*) Cars without commission no. assigned to MkII

... 'school run and general duties' ...



photos of his car. Ian's parents purchased the car in 1971 with 29,000 on the clock for 'school run and general duties'. By 1986 5615 HJ had 75,000 on the clock and was ready for a restoration, which Ian undertook. The car is in regular use, including a stint as a wedding car! ○

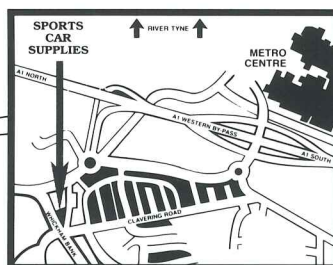
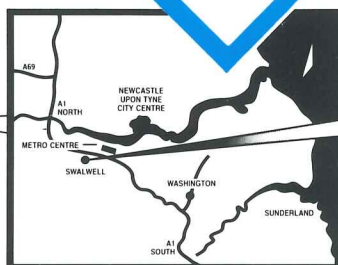


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Rear suspension bolt kit .....	£15.00

### GET YOUR TRIUMPH IN TRIM FOR 1993 CARPET SETS, TOP QUALITY

Spitfire, all model (economy) .....	£65.00
Herald saloon and convertible, economy .....	£55.00
Vitesse saloon and convertible, economy .....	£65.00
Moulded carpet set, Spitfire .....	£130.00
Moulded carpet set, GT6 (please state model) .....	£190.00
Moulded carpet set, Herald/Vitesse .....	£95.00

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Spitfire MKIV/1500 (VYNIDE) zip out rear window .....	£65.00
Herald/Vitesse (Vynide) .....	£70.00
Spitfire MKIV/1500, Double Duck .....	£120.00

### DIFFERENT COLOURS AVAILABLE INTERIOR TRIM

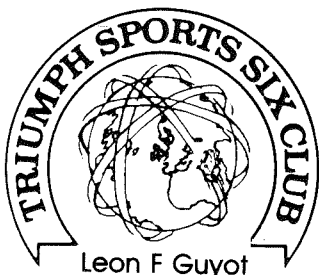
Seat covering kit, Spitfire IV/1500 .....	£90.00
Seat covering kit, GT( .....	£90.00
Pair door trim panels, Spitfire I/II/III .....	£40.00
Pair door trim panels, Spitfire IV/1500 .....	£40.00
Pair door trim panels, GT6, please state model .....	£45.00
Pair PVC door cappings, all Spitfire/GT6 .....	£22.00
Pair of sunvisors .....	£25.00
Headlining for GT6 MkI/II/III .....	£29.00
Seat covering kit for Herald/Vitesse .....	£90.00

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Leon F Guyot

## INTERNATIONAL LIAISON SECRETARY



I gang, my last report before I depart on my world tour in three days time.

TSSC Belgium have been busy and recently launched a new venture, a very impressive French language area magazine, to service the needs of their French only speaking members. Until now, their linguistic shortcomings in reading English have rather hampered their understanding/enjoyment of The Courier — just imagine not being able to fully understand your favourite monthly read! A small charge has been levilled to help cover some costs.

We Triumph drivers have a unique brand of enthusiasm which always wins through, smashing the artificial barriers of sex, race, colour, creed, religion and class and is therefore something worth nurturing and preserving along with our precious Triumphs! (sorry, I was getting carried away there). For the record, TSSC Belgium are: President Claude Buntix, Vice President Christian Seyen, Treasurer Francis Vanosmael, Editor/Secretary Nicole Van Strijdonck, with help from Andre Schaelaken, Andre Legrand, Daniel Sandra and Stefan Vandendijk who is also TSSC

Belgium Area Organiser. The first issue of their magazine called 'Hard Top' with a nice colour photocopied cover contains an editorial, a summary of contents, a humorous description of their committee members, some technical articles translated and reproduced with TSSC authority from the Courier magazine.

There follows an article on some TSSC Belgium events/ rallies and an interesting story about the 1992 Highland Fling Rally in Scotland (TSSC Belgium area members love rallying).

The centre pages contain some 'mug shots' of the various committee members.

There follows a story about a tour (voyage en Moselle Allemande) through the Moselle Wine region and Germany from 6-8th June 1992 (I hope you all enjoyed the long hot walk up to Burg Eltz as much as I did!). Several pages are taken up with a description of TSSC Belgians visit to our own International event at Stafford, thanks for the mention and roll on 93.

Reports on other smaller events follow and then a report on the Dutch Spitfire weekend at Hilvarenbeek on 6th Sept. 1992.

There is a period advert in 'French' for the Dolomite Sprint, 'Che Macchina', 'La Nouvelle Bombe Anglaise', 'Vous Comprendrez Encore Mieux Le 'Fair Play' Des Italiens'.

Then follows a report on the latest Leige-Rome-Liege Rally on 19th Sept. 92, and a list of member affiliated to TSSC Belgium at 30th Sept. 92. All in all a very professional publication, better than some of the TSSC's original publications!

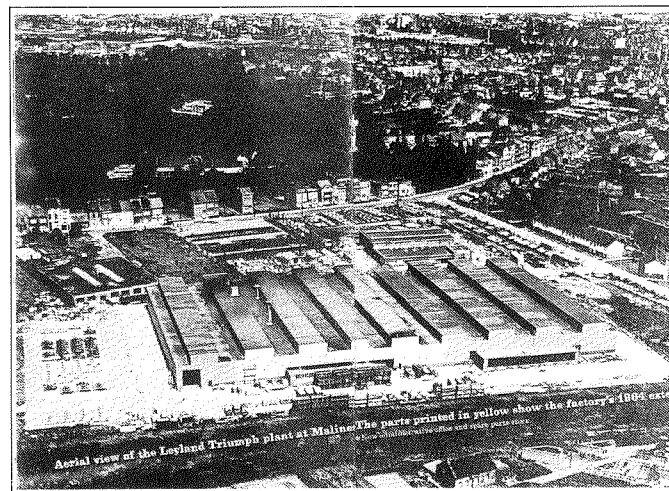
TSSC Belgium also sent me a copy of the English language version of a small pamphlet all about the Standard-Triumph factory at Malines in Belgium.



It is entitled Quality Triumphs and the first two pages show an aerial shot of the factory in 1965/65.

It goes on to give a very short history of Standard-Triumph which I won't repeat here but apparently in 1959, Standard-Triumph decided they should have 'A foot in the Common Market' and made investigations in several Countries and concluded that Belgium offered the best possibilities particularly the progressive industrial

town of Malines. Under Burgomaster Spinoy (later Minister of Economic Affairs in the Belgian Government). With help from the Belgian Government and Malines Civil Authorities, the original factory was built in record time and technical help from Standard-Triumph International Ltd. ensured that plant was ready as soon as the building was complete.



The first Triumph car was fully built at Malines during August 1960, although the factory was not officially opened until October 1960 by Her Britannic Majesty's Ambassador to Belgium: His Excellency Sir John Nicholls K. C. M. G. in the presence of Belgium cabinet ministers

*... found Belgian labour to be unsurpassed in application and in attention to detail, nevertheless the most rigid inspection is carried out at all stages ...*

Lord Tedder and various personalities from Belgian industry and British and Belgian press in attendance.

Production commenced as follows, with the whole range of Triumph products, from large and small family saloons to the TR4.

By the end of 1960 = 8 cars/day, by the end of 1961 = 12 cars/day, by the end of 1962 = 16 cars/day and by the end of 1963/64 = 25 cars/day. From 1961 Leyland Triumph Malines assembled Triumphs for sale in Holland and West Germany, as well as in Belgium and Luxembourg.

Increasing demand for Triumphs in these markets plus the pursuit of the original intention to supply all common market countries from Malines, led the company to make a further investment and the factory is now (1965) being increased from 5000 square metres to 11,250 square metres thus enabling the company to assemble 50 cars/day (12,000/year) which should satisfy present demand from most common market countries. We say 'Present Demand' because the trend is to make further expansion inevitable.

Management of Leyland Triumph S.A. Malines and senior Engineers/Technicians from the parent company in Britain have found Belgium labour to be unsurpassed in application and in attention to detail, nevertheless, the most unsurpassed inspection is carried out at all stages.

Belgian components are purchased whenever economically possible, e.g., Belgian paint, road springs, seats, interior trim, batteries, tyres, horns, window and windscreen glass etc, are all incorporated.

The company puts back into the Belgian economy one half of the income arising from sales on the continent of Triumphs assembled in Malines and because of this, in 1964 the managing director of Leyland Triumph S.A. was invested by the Belgian minister of Economic Affairs, with The Cross of 'Chevalier De L'Ordre De La Couronne'.

In 1963, it was decided to build a vast new store to house the increased Stanpart stock of spare parts offering a 24 hour spare parts network.

Owing to the foresight of the original planners of the Malines venture which induced them to buy a site of over 60,000 square metres, there is ample room for further expansion, thus enabling Leyland-Triumph S.A. to be able to build against European demand well into the 1980s.

There followed various small pictures of the factory including part of the body storage area, showing Spitfire 4 bodies! Then an inspector making 'adjustments' to the surface primer prior to the painting of a Herald 1200 Saloon. A car (Herald 1200 saloon less roof) is shown passing through the paint tunnel where paint is being applied by hand.

The cars are then inspected after leaving the drying oven. Two highly qualified specialists



# Specials SPECIALS Specials SPECIALS Specials REGISTER Trevor Collett

luxury of doors, but to quote Haydn Davies from his publicity blurb:- 'It is strong enough to have door cutouts, but it's up to you to sort out all the sealing and rattling problems'. I don't know how many Burlington SS kits were

*... I have been promised some words by more than one SS owner but nothing has ever materialised ...*

sold but I'm sure not as many as the Gentry or the Moss or the Spartan. Towards the middle of the eighties the SS seemed to disappear but was reincarnated as the Dorian SS. The Dorian SS came, I think, with doors as standard equipment and possibly consisted of more GRP than the Burlington version. This company didn't last very long and the last I heard is that the moulds for the SS body are owned by a chap called Neil Duncan in Dorchester. So, all you SS owners out there, what are they like to build or to drive? Get your pens out.

Finally, what excuse do I give for having unfinished cars when my garage is big enough to work all round a car? Suggestions on a postcard please. ○

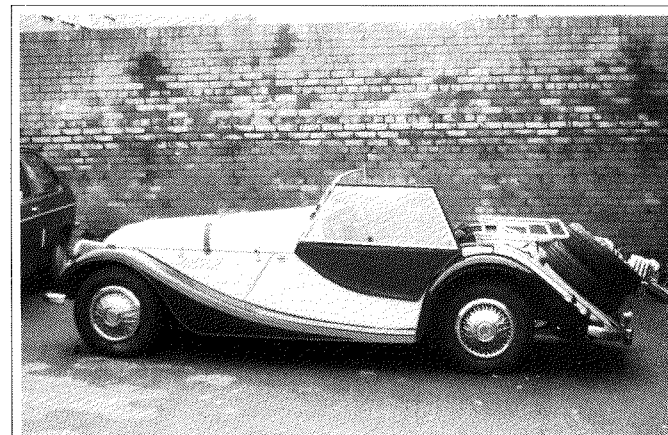
Left: Dorian SS at  
Triumph Specials Day 1992.



**MAJOR changes have been going on Chez Trev over the last couple of months; the builders have been in.**

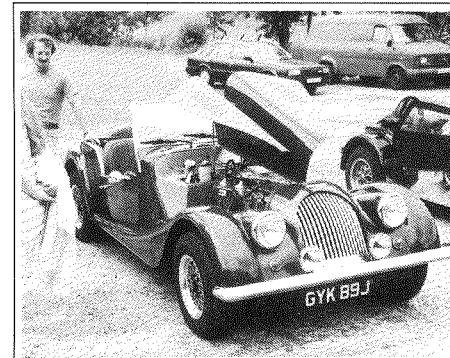
The incentives to remain sane over this period have been: a bigger kitchen for her, a bigger garage for him and a down-stairs WC for ... everyone. Living without a kitchen is one thing, but without a garage? A lifetime's collection of tools and rare bits of Triumph Herald packed into boxes in two sheds (I hope this horrific scenario hasn't shocked those of you of a nervous disposition). The Moss has been mothballed in my in-law's garage, which is big enough to make you all jealous. My trusty Herald and Jackie's Eurohatch have behaved pretty well, knowing that they daren't go wrong or it would be Kwik Fit for them.

Enough of my domestics you want to read about cars. In my last article I dropped a hint that we hadn't had much written about the Burlington/Dorian SS. I have been promised some words by more than one SS owner but nothing has ever materialised. I thought that if I showed a couple of photos and penned a brief history of the marque, it might prompt a flood of SS stories.



Burlington SS of A. V. Wilson from Workington.

The first model appeared around 1980 as the Burlington SS, produced by the Burlington Motor Co. of Leamington Spa. The same company and the same man, Haydn Davies, was responsible for the 'built from plans' Arrow and Berretta. The shape of the SS was obviously heavily influenced by the Morgan and it was commonly called a replica. The car was not completely made of fibreglass but various bits of wood, aluminium and fibreglass. The original version did not come with the



are shown fitting the roof-lining, with the roof off the car, the caption reads: 'This is precision work'. Another inspector is shown examining the fitting of the doors on a Mark I Triumph 2000 saloon. What appears to be an early (1964) Triumph 2000 (Vanguard) engine complete with overdrive gearbox is shown being lowered onto a front sub frame complete with McPherson Strut coil-over shock units already in place. Various other small pictures show body-sealant being applied to a LHD Herald bulkhead, another shows door handles with plastic escutcheons being fitted over the protective plastic door trim covers that you only get on new cars.

with cross ply tyres. Wheel alignment is then checked. The cars then undergo the water test with artificial 'soapy rain' being sprayed down onto them. After a final inspection which is the most rigid of all, all cars have to undergo road tests, to be delivered to their happy owners with a full guarantee of long life, robustness and high technical performance, justifying the Leyland-Triumph reputation.

Finally, the 1964/65 pamphlet states:-

'A range of cars satisfying the most hard to please'. The most comfortable ... The Triumph Herald 1200 Saloon. The 'All Seasons' Triumph Herald

Exciting ... from a Saloon to a Convertible at 'The flick of a wrist' ... Disc brakes for safety, The 12/50 Triumph motor for vivid performance ... The Triumph Skylight Saloon car. The car of the year 2000 ... The superb Triumph 2000, if you've driven it, you want it.

Last, but not least, a photo of Guy Labbes Concours winning Herald 1200 saloon outside the gates of the Malines Standard-Triumph factory where it was assembled as above.

Although the factory is now a beer factory (as opposed to brewery) real ale enthusiasts will understand!

That's all folks. Happy New



Guy Labbes concours winning Herald 1200 saloon outside it's 'birthplace'.

A Herald 1200 engine is shown being tuned by hand with a strobe gun. Another man is shown underneath a Herald on a car lift checking tightness of rear suspension components using hand spanners. That car is shod

Convertible. 'Joie De Vivre at the wheel' — The elegant Vitesse 6. Now as famous as its airborne predecessor — The Triumph Spitfire. The Sports car that has everything ... plus ... The Triumph TR4.

Year and drive your Triumph with pride). Must fly now, see you all in 1993. ... N.B. If anyone has an SAH six cylinder alloy rocker cover for sale, I need one for my Vitesse project. Please write to me, thanks! |||

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## the Triumph Mk4 1500 Spitfire



**Register JOHN THOMASON**

### REQUEST TIME

A couple of requests this month. Early next year I would like to do a couple of articles on 'Customised Spitfires'. So if your Spitfire has a special point job or interior, an unusual engine fitted, or customised body, then send in some photos with a brief description of the mods. The more outrageous and 'way out', the better (that includes you, Andy!). . . . . Secondly, for the April issue, I would like to run a photo competition of comical photographs involving your Triumph (Club car). The more hilarious and farcical the better. So, if you have any amusing photos of you and your Triumph, then send them in with a suitable witty caption. A prize will be awarded for the most humorous. Entries to the Club Office marked 'FUNNY PHOTOS' by 20th February, 1993.

Finally, by popular request, and to enter into the seasonal spirit, this month we have another photo quiz.

All parts can be found on the Spitfire, albeit photographed at unusual angles.

Send your answers, clearly describing each item, to the CLUB OFFICE marked 'Know Your Spitfire'. The member with the correct entry opened on 25th January 1993, will receive a T.S.S.C. Special Offer voucher for goodies.



HIS month's heading photo, sent in by Philip Webb of Cambridge, features his white Spitfire MkIV, first registered on 23rd April 1971 (any earlier?).

Philip states that the car is in excellent condition and has never been restored. It has 76,000 miles on the clock and Philip adds that the engine still runs very sweetly.



*'How well do you know your Spitfire'*

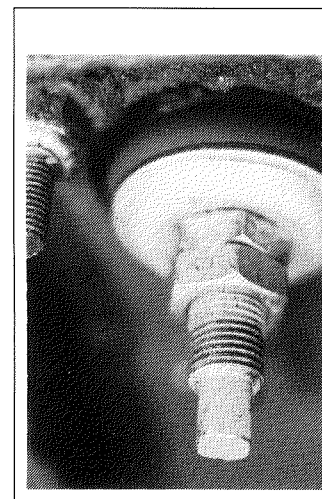


Photo 1.

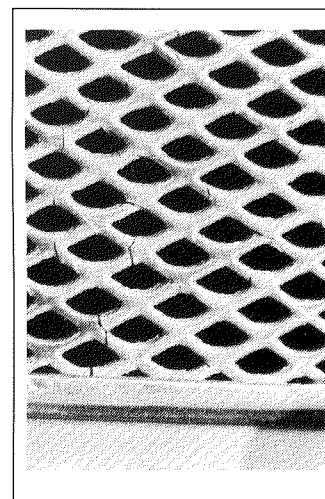


Photo 2.



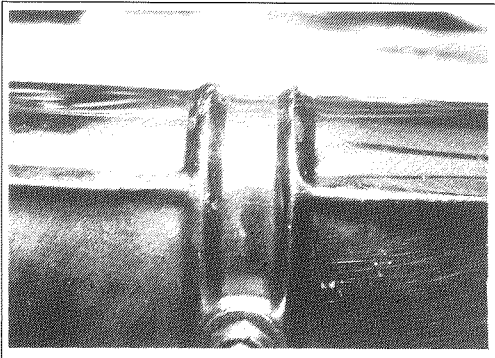


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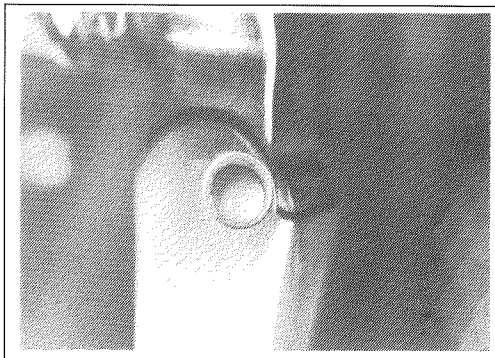


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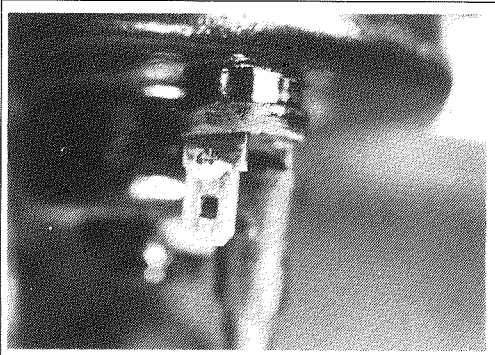


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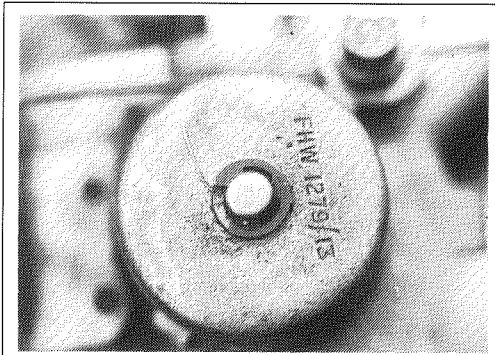


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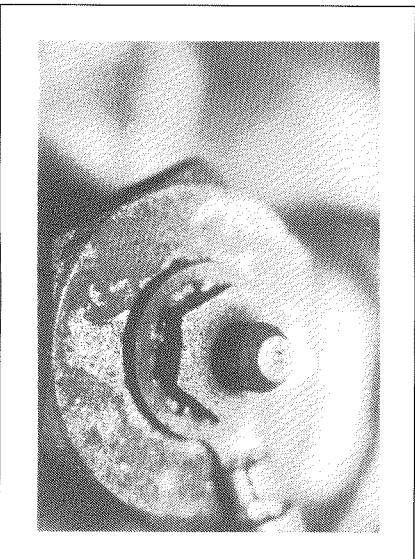


PHOTO 5

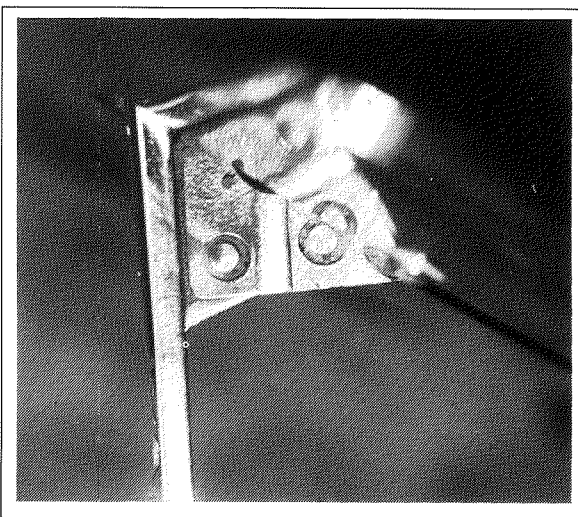


PHOTO 8

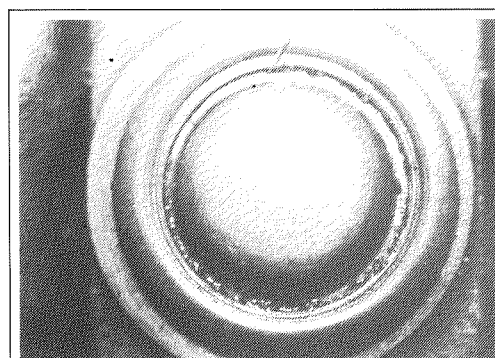


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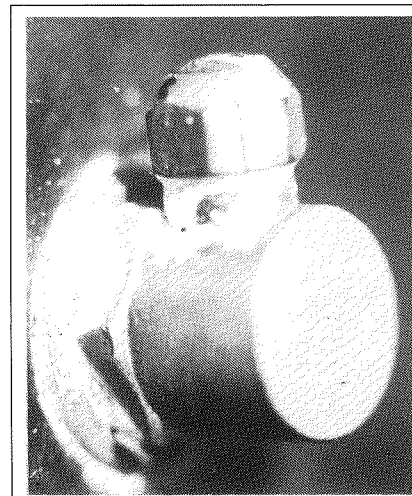


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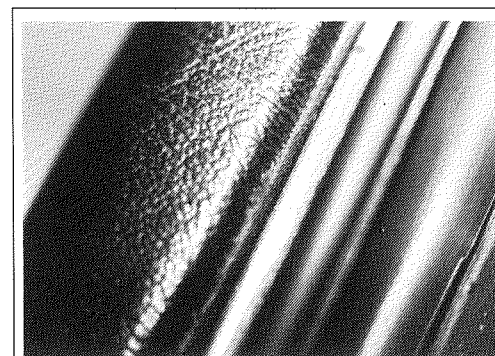


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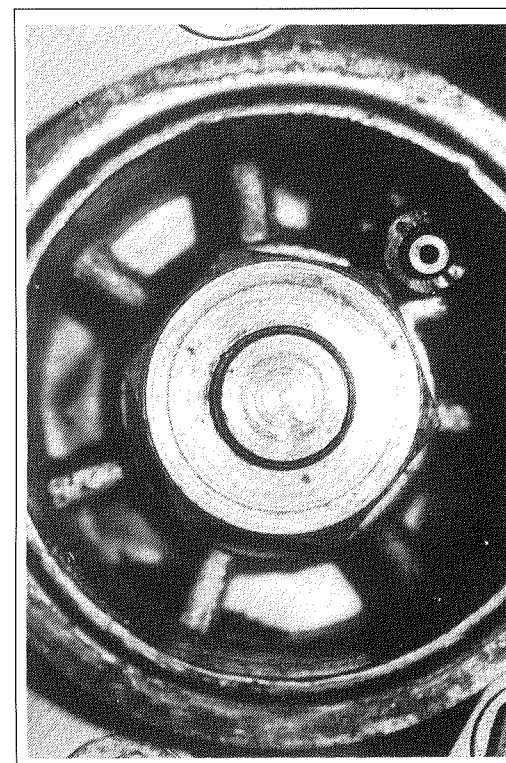


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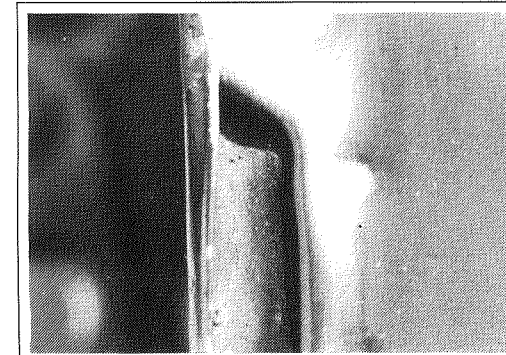
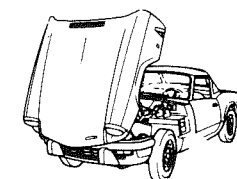


PHOTO 13



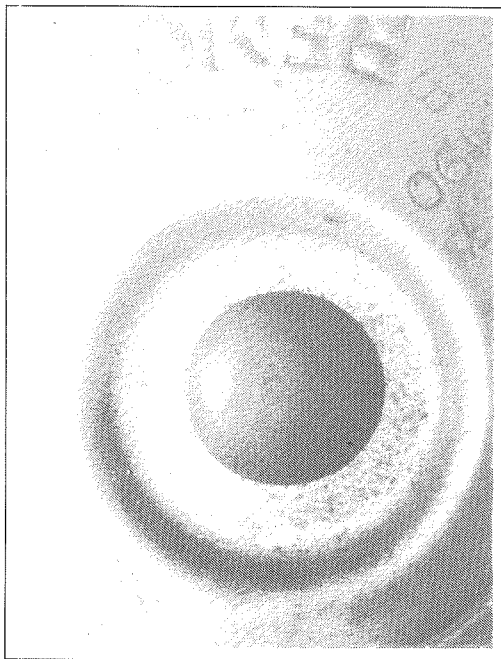


PHOTO 14

Below, PHOTO 15

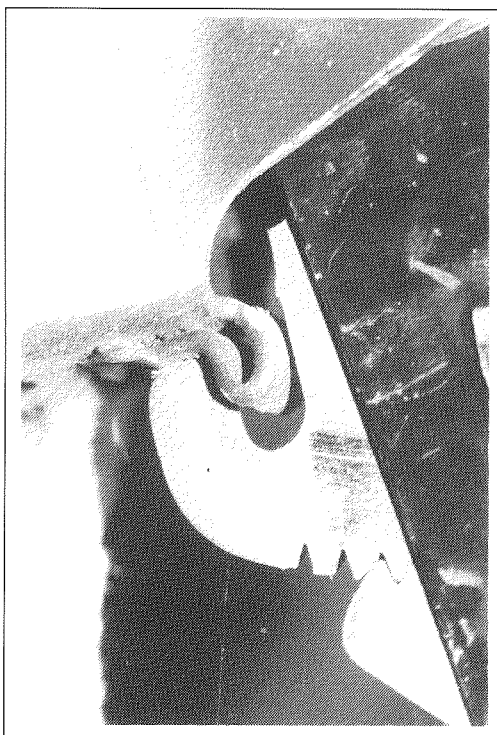


PHOTO 16

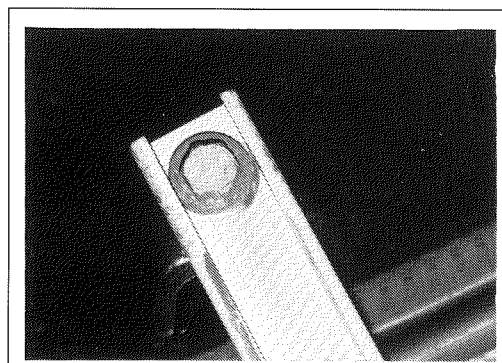
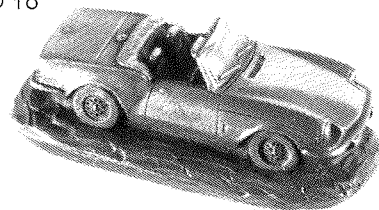


PHOTO 17

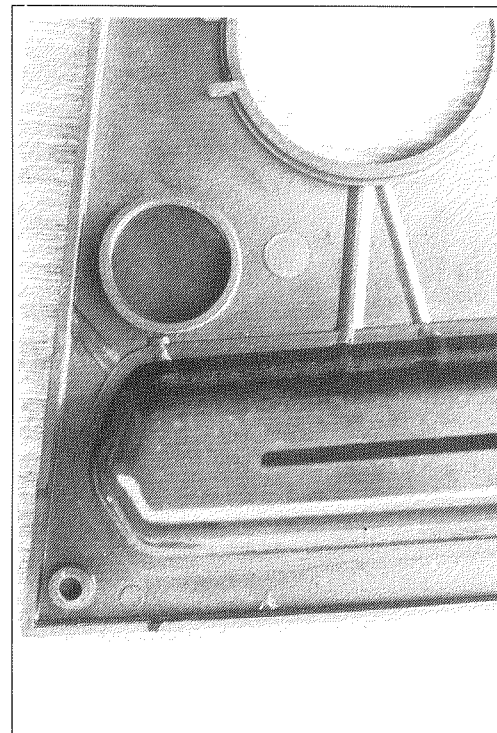


PHOTO 18

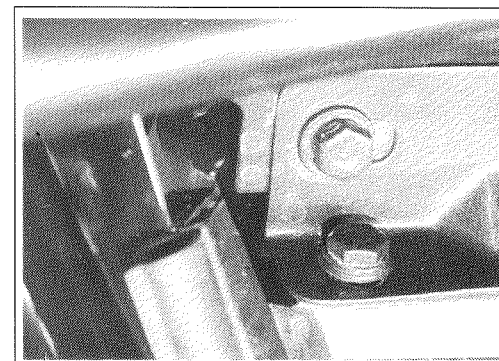


PHOTO 19

Don't forget, send your answers to the CLUB HEADQUARTERS, no later than 25th January 1993. First correct entry picked on that day will be the winner of the Special Offers Voucher.

**HAPPY NEW  
YEAR.**

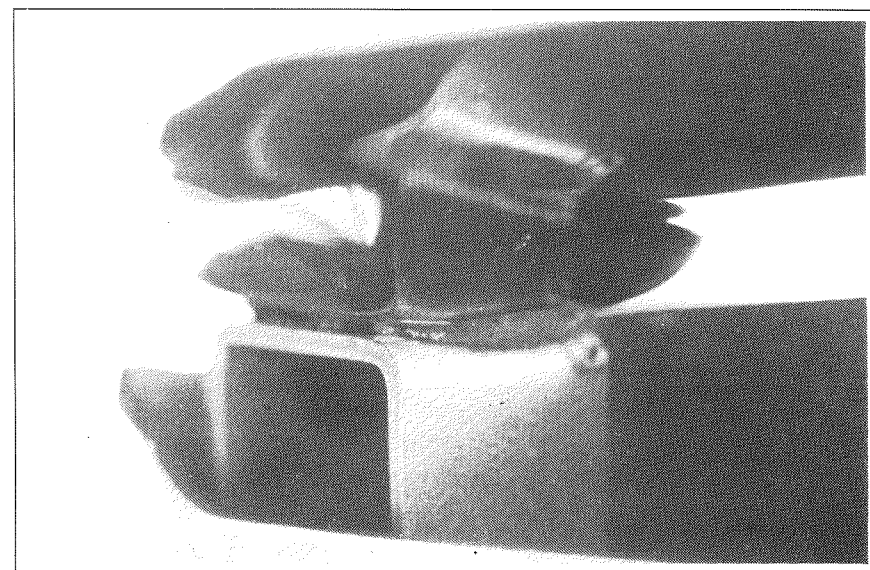


PHOTO 20





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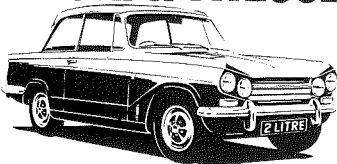
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# TRIUMPH VITESSE



## REGISTER MAC REYNOLDS



I... and a very Happy New Year to one and all... safe motoring.

Get those Vitesse out... The first feature this month is one of the first named Vitesse (although I've had these details since April) re-info request in the November Courier...

So let me introduce you to 'Victor' the Vitesse, a 1967 Mkl 2-litre... finished in Damson, registration number DHC 978C (pity it's not a convertible) belonging to Andrew Clarke of Fordingbridge. Andrew has owned Victor since December 1991. Since then he has carried out some cosmetics including the re-skinning of the drivers door. DHC is very original apart from the recent fitment of a stainless steel exhaust system.



Andrew comments that it's remembered reading about the

fitted with a cable accelerator linkage at a period when both cable or lever were being used - an interesting point, thanks. The next featured Vitesse is one of the last, so one of the youngest MkII saloons to be on the Register (another steering lock Vitesse) belonging to Mrs Sarah Housden or Norwich finished in Wedgewood (black interior), chassis number HC 57919 DLO, first registered 16.4.71.

The car has never been restored or rebuilt, the bodywork being in pretty good order but after 84,000 (genuine?) miles, some of the mechanics are beginning to sound a little tired. Sarah enjoys driving and working on PWM in her spare time with

... ensuring the luxury of instant warmth from the heater and effective hot air demisting...

her husband (sorry no name) getting involved in the 'dirty hands' jobs. The long-term aim is to have the car fully restored and contact any previous owners for information (PWM has had four). So, can you help? Let me know and I'll pass it on... thanks.

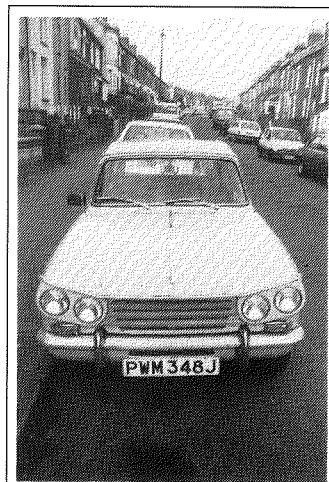
Having driven Triumphs for

many years and these being good, basic, functional vehicles, I've never been one to be impressed by gimmicks and gadgets - that sort of thing only strikes me as something extra to go wrong).

But some months back I

'Kenlowe Hotstart' which caught my eye and interest. I recently sent off for the brochure - I'll let the sales blurb explain: 'Hotstart' pre-heats your engine and interior heating system to 85°C before you start, ensuring the luxury of instant warmth from the heater and effective hot air demisting, comfort and safety paid for by up to 46% fuel saving on short journeys.

Driving in a freezing cold interior with limited vision owing to ice or mist on the windows and the engine racing on a rich mixture, whilst negotiating busy junctions and the heater filtering through only as you arrive at work, the shops or complete the



school run, can now be consigned to the past.

These and other advantages, such as a dramatic reduction in pollution and engine wear, are outlined in greater depth within the enclosed data.

Hotstart incorporates its own specially designed circulation pump to distribute 3000 watts of heat to the engine/interior heating system in an average of 20 minutes even on a very cold morning. 'Hotstart' easily fits underbonnet and connects into

connects into your heater hose using the connectors, clips and hose provided - diagrammatic instructions ensure simple DIY installation; 'Hotstart' is universal for almost all engines and so can be transferred and fitted to your next vehicle just as easily.'

This piece of kit is not exactly cheap, coming out at £97.80 complete (including delivery), but being marketed by Kenlowe, I would imagine it is of good quality and as we are still in the middle of winter, I would be interested to know if anyone has bought one or knows someone that has - do they operate efficiently and fulfill all the makers' claims? I would be very interested to know and yes, they are suitable for all 6-cylinder (and 4-cylinder) Triumphs. If you yourself are interested, write to Kenlow Limited, Burchetts Green, Maidenhead, Berks SL6 6QU, tel: 0628-823303.

Leading on from the above article, with reference to heaters, I did put out a plea way back in the May '92 Courier to which I had no replies. Anyway, I have just given my cooling system a service - completely flushed the system with 'Holts Radflush' - new radiator cap and thermostat 82°. I believe the Radflush did the trick; my heater now works beyond my wildest dreams - either like a greenhouse or just 'cool man' - and my heater control cable slides in and out easily. Previously I almost needed two hands to operate it - the valve must have been so silted up it was preventing operation and flow and you should have seen the gunge that came out of the radiator, so if your heater is a little below par, you could try this - no promises but it can only do good.

A recent excellent publication available from Triumph Bookshop (0858-434424), produced and written by our very own Archivist

Mike Costigan, is the 'Complete Guide to Triumph Herald and Vitesse', published by Bay View Books. When I received by copy in the post, that was it, I couldn't put it down: 111 pages crammed full of information covering all the models, detailing all the changes, modifications, differences, paint, trim etc., etc. Everything you could possibly want to know on every aspect of Heralds and Vitesse. A must for anyone restoring a car to concours or indeed for someone as I (just interested/obsessed!!) in the Herald or Vitesse marque. If you all bought one of these books, my job would become 50% easier overnight - it contains so many answers. A very recommended buy. Well done Mike, an excellent book.

... and they managed to steal the heart of that great enchanter, 'Merlin'...

It was nice to be able to find time recently to catch up with a couple of local members whom I had not had the chance to meet... so hi to Dave Wilson... (Tintagel) who has a nice solid example of a GT6... (Vitesse owners aren't proud... we'll mix with anyone...) and hi to Jo Old (also Tintagel) whose red Vitesse MkII convertible (WRL 600J) can be entered into our 'named Vitesse' list... answering to 'Goliath'... Jo's explanation of that is... a Vitesse is 'strong... meaty... powerful'... How can I disagree... good choice of name Jo (Jo by the way uses 'Goliath' as her only means of transport... every day...) I can see Goliath going from strength to strength.

Good news for anyone looking for spares (Herald/Vitesse) down here in the West Country... I was recently speaking to Barry Vanloo

(St Austel, Cornwall). He has quite a collection of bits and pieces after breaking several cars... also a complete Herald 1200... worth investigating?... Contact Barry on 0726-63475... To end this month, I will tell you the story sent to me by Adrian Adewyn (Cardiff), whose red MkII convertible, HRN 30G (complete with wire wheels) go's by the name of Merlin IV... The first (postal) name and explanation I have recieved... since the plea in the November Courier)...

'My first car was a '62 Vitesse convertible named 'Vivian' and my second was a '66 convertible called 'Nivione' as you live on the Celtic fringe of the British Isles (three miles from 'King Arthur's Castle', Mac). You may know that these two names belong to enchantresses from Celtic legend, and they both managed to steal the heart of that great enchanter 'Merlin'. Well it so happened that after 'Nivione' was involved in an accident, I put her engine, 'her heart' into a MkII convertible, and the name 'Merlin' was given, that was some 15 years ago, and over those years the car I have owned that I considered suitable, I have named 'Merlin'. But I am pleased to endorse that 'Merlin' is at present back in his old guise as a Vitesse... I am enchanted by this magical tale, it inspires me to do research into 'Merlin' and his ladies... wonderful stuff... long live 'Merlin IV', a real legend amongst cars... A quick point I would like to mention... If you have sent me details of your car for inclusion in the Register (sorry for the delay... I have quite a few on file) and you have since sold your car on... please drop me a line... so that I don't feature your old car... which now belongs to someone else... if you get my meaning... (it has happened a few times)... thanks... take care... cheers... O





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Hood fronter outer finisher/seal (white only) original	£9.40
Front quarter light rubbers per pair	£26.75
Door skin to door glass outer weatherstrip	£5.82
Door skin to door glass inner weatherstrip	£3.23
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.16
Door aperture seal, saloon	£14.04
Front valance seal	£1.18
Door check link seal	£2.29
Gear lever gaitor	£4.64
Handbrake gaitor	£9.34
Triumph pedal rubber	£2.35
Bonnet stop cone	£1.53
Master cylinder dust cover	£3.82
Boot seal — as original	£17.63
Boot seal (non original)	£9.99
Estate rear tailgate glass seal — original	£23.50
Rear quarter window seal, saloon	£17.63
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.05
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.11
Tank sender unit cover	£5.29

## Petrol tank drain neck seal, sponge

## SEALS — SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£19.92
Hood header rail/hard top seal, front	£6.46
Door skin to door glass outer weatherstrip	£5.82
Door skin to door glass, inner weatherstrip	£3.23
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
Door aperture seal (Furflex) SPITFIRE	£12.93
Door aperture seal (Furflex) GT6	£17.04
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Handbrake gaitor, SPITFIRE I, II, III, IV	£9.34
Triumph pedal rubber	£2.35
Bonnet stop cone	£1.53
Master cylinder dust cover	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£3.53

**ALL OTHER SEALS AVAILABLE - PLEASE RING.**

## CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HERALD, VITESSE, SPITFIRE I, II, III, GT6 I, II	£5.58
Tailgate rubber insert GT6 III/III	£5.58
Cover clip for inserts	£1.00
Door handle 1/h HERALD, VITESSE	£11.69
Barrel and keys, right hand, HERALD, VITESSE	£5.82
Outer door handle ass. SPITFIRE IV/1500, GT6 III	£14.04
Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE III/III, GT6 III	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.29
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE III/III	£19.98
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Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£20.56
Lock barrel and keys for GT6 petrol cap	£8.17
Locking petrol cap, SPITFIRE, chrome	£14.04
Locking petrol cap, HERALD, VITESSE	£7.64
Chrome wiper arm assembly all models	£6.17
Stainless wiper blades all models	£5.82
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£16.74
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models	£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE III/III, HERALD, VITESSE, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY	£8.52
Matched lock set GT6 III, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPITFIRE I, door boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE III/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HERVIT, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy, HERALD, VITESSE	£7.64
<b>Rear override HERALD, VITESSE, fully pressed (each)</b>	<b>£32.00</b>
Front override, HERALD 948/1200, original (each)	£34.66
B top capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., orig., HERVIT	£4.64
Rear number plate light aluminium cowl, orig. HER 13/60	£5.58
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<b>Windscreen frame ally capping</b>	<b>£34.08</b>

**ALL CHROME, LOCKS, BRIGHTWORK AND BADGES STOCKED — PLEASE RING**

## PANELS — HERALD/VITESSE

Front valance quality fibreglass	£29.96
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing HERALD 13/60 ORIGINAL PRESSING	£57.58
Front wing VITESSE	£82.25
Front wing HERALD 1200	£84.60
Front wing arch repair	£12.87
Sill, HERALD, VITESSE	£14.10
Door skin, ORIGINAL PRESSING	£37.01
Door under section repair panel, HERALD, VITESSE	£14.69
Door step/read panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£61.10
Rear wing arch repair	£12.87
Rear quarter valance, steel (with or without bumper strip)	£14.98
Rear centre valance, VITESSE, original	£40.83
Rear centre valance, HERALD, original	£44.36

## PANELS — SPITFIRE/GT6

New bonnet assembly, SPITFIRE IV/1500	£464.13
Battery box	£12.93
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£76.38
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
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Full floor	£34.66
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£74.03
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Rear valance, SPITFIRE I, II, III, GT6 I, II	£35.25
Rear valance, SPITFIRE IV/1500, GT6 III	£30.55
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## ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

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Adjustment shims for above	£1.18
<b>Front wishbone bushes</b>	<b>£1.00</b>
Steering rack exchange	£34.08
Driveshaft all models non rotoflex	£58.75
<b>UJ flange to diff, small or large</b>	<b>£15.28</b>
NEW propshafts from	£88.13
Front vertical link VITESSE, GT6, original	£41.13
Front vertical link HERALD, SPITFIRE, original	£44.65
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Top ball joint all models	£10.58
Track rod end all models	£7.05
Universal joint with grease nipple, all models	£5.82
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, state model	£14.10
Front coil spring HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes), all models	£21.44
Rear shock absorbers (inc. bushes), all models	£19.68
Rear full wheel bearing kit rotoflex models	£15.22
Rear full wheel bearing kit non rotoflex models	£14.04
Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£62.28
Rear leaf spring SPITFIRE III/III NEW	£56.99
Rear leaf spring GT6 III/III, rotoflex NEW	£58.16
Rear leaf spring HERALD, NEW	£68.15
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Carb repair kit (Stromberg) inc. needle valve	£12.93
Carb repair kit (S.U.'s) inc. jet	£15.28

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Rubber bumper set HERALD	£108.10
Bumper end cap aluminium HERALD	£8.17

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Pair of front seat recovering kits	£117.50
Rear seat covering kit	£111.63
Pair of door trim panels, HERALD	£42.30
Pair of door trim panels, VITESSE	£47.00
Pair of rear quarter trim panels, convertible	£51.70
Front scuttle side panel, HERALD	£9.40
As above, left hand for VITESSE, with pocket	£17.04
Under dash mill board panel	£15.28
Tool pouch as original (red)	£7.05
Seat base diaphragm	£14.69

**Please state model & colour requirements with order.**

## HOODS, CARPET SETS AND INTERIOR TRIM

Hoods HERALD, VITESSE — original quality	£88.13
Hoods SPITFIRE zip rear window — original quality	£88.13
<b>Front footwell mats with Triumph logo, state model</b>	<b>£21.15</b>
Carpet set, SPITFIRE, tufted and bound	£70.50
Carpet set, GT6 tufted and bound	£88.13
Moulded carpet set, SPITFIRE	£135.13
Moulded carpet set, GT6 (state model)	£196.23
Moulded carpet set, HERALD/VITESSE	£99.88
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£88.13
Door trim panel SPITFIRE IV/1500 black	£21.15
Door trim panel GT6 — state model	£23.50
Glove box SPITFIRE, GT6 each	£14.10
Pair of sun visors SPITFIRE IV/1500, GT6 III	£29.38
Engine bay valance GT6	£19.68
Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

## HERALD/VITESSE MOULDED CARPET SETS. These are as close to the original as you can get, black only £99.88

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Overdrive column switch cowl	£17.63
Horn push ass. TRIUMPH (Shield logo)	£14.10
Horn push ass. TRIUMPH logo	£14.10

**SIX SPARES WOULD LIKE TO THANK ALL MEMBERS FOR THERE SUPPORT IN 92 AND WISH EVERYONE A HAPPY NEW YEAR**

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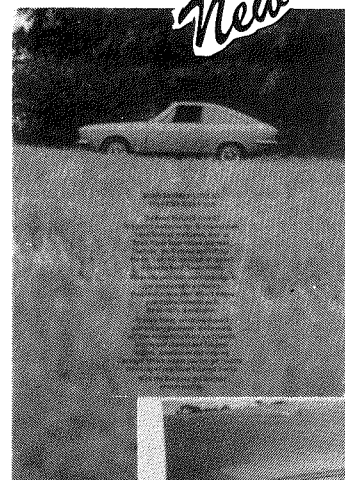
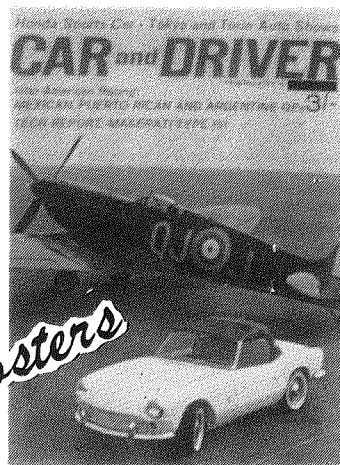
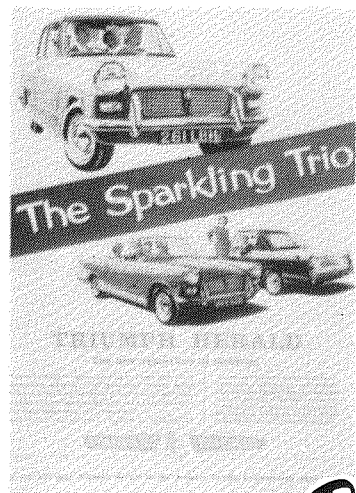




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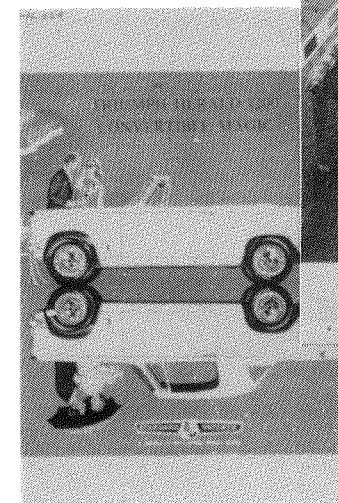
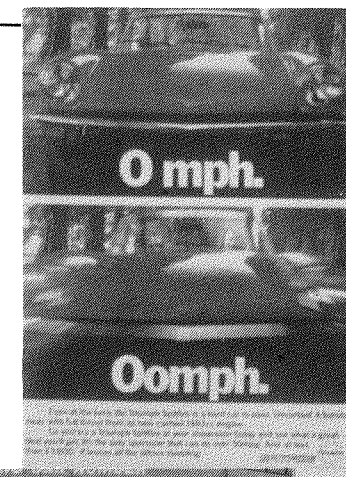
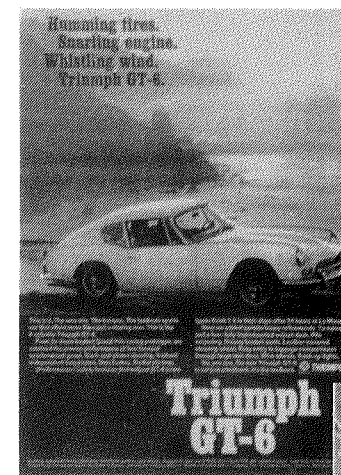
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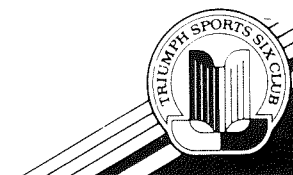
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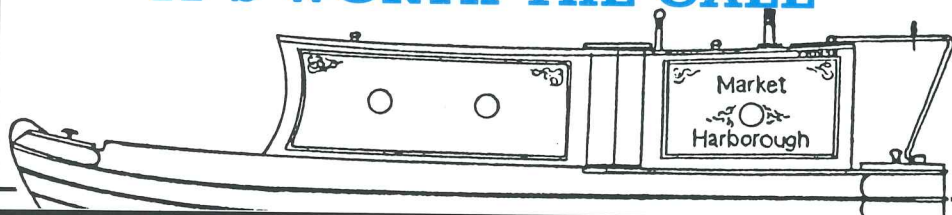
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GT6 MkIII, NON ROTOFLEX	£34.08
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# Pen To Paper



confirm the date; ask at the bar if there are several groups of people; both places we attend know us, take a friend who isn't really interested, I took a friend to my first meetings who didn't even like cars, and she now has a Spitfire, we don't all talk about nothing but cars! One more point Glenda, the reason we appear so chummy is because we are all good friends!! I hope you get along to your local meeting soon.

Jennie Gillam, Sussex AO.

## Potatos in the boot or . . . two hefty mechanics? . . .

**M**Y pride and joy is a Mark 4 Spitfire which I have owned for 4 years. Each year, about this time, I have taken it to be MoT'd and each time it has failed.

A few silly things have been wrong which I admit is my fault, but every year it has been failed on it's handbrake.

The first year I fitted a new cable and this year I thought it was perfect. One year I adjusted it so tightly that the drums were binding and I'm sure that was the only thing that got it through.

After failing again this year, I thought I would take some advice. I asked a couple of other T.S.S.C. members who have owned Spitfires longer than me. They said they have experienced the same problem. Most garages don't understand Spitfires and their handbrakes. One member said he *argued his way through the test after adjusting the cable as tight as possible and then having two mechanics sitting in the boot to give some weight over the rollers on the testing rig.*

The tester was still going to fail it even though it was thrown off the rollers but didn't register on the dials!

I've now got it through it's test but will try and think of a better way for next year. However, it does seem that the MoT isn't as consistant as it could be and certainly they don't understand our cars. I'm sure we were never meant to travel around with the brakes jammed on and with a couple of hundredweight bags of potatos in the boot!

Matthew Arnold

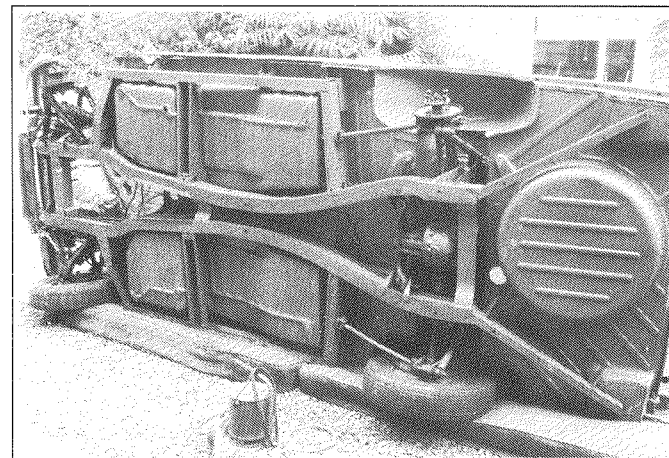
## Only doing the job once . . .

**W**ITH the intention of doing the job only once, we fitted a stainless steel exhaust system, purchased from Chic Doig during the rebuild.

Earlier this year I had the misfortune to be on the M1 when the exhaust downpipe snapped, just below the mounting flange (it was actually the weld which had fractured). I wrote to Chic Doig and told them the problem (the system was guaranteed for life) and received a very pleasant reply saying that a replacement downpipe was being despatched. It duly arrived. Many thanks, Chick Doig.

Whilst on the subject of restorations, rather than lift the body off our Herald estate, or crawl underneath to do any necessary welding, we decided to try a technique that a friend of mine told me used

to be practiced commercially in some garages some years ago, that is to drain all fluids out of the car (in our case we had already removed the engine and gearbox) and roll the car onto it's side.



For this we went to our local auction rooms and scrounged a couple of double bed mattresses to roll the car on to.

Restoring the car this way means that the car body acts as a jig for the chassis alignment, and visa versa for body alignment for any welding repairs. It even gives you the chance to do an oil change on the diff if like mine, there is no drain plug.

If anyone is interested, I have a brand new MkIV Spitfire cylinder head going cheap that was left over from the re-build. I'm sure the Club Office will give interested parties my address.

Stephen J Hoyle (82/4405)

## . . . . Poppy What? . . .

I must apologise to anyone who took offence at my last letter (Maximum Feedback, Courier 150). It was not my intention to insult anyone and I am somewhat surprised by the arguments I seem to create with brief asides.

First to carburettors. The fuel is ATOMISED, ie forms tiny droplets, not vaporised to a gas which would involve heating. Certainly some cars do heat the manifold, usually to reduce a phenomenon known as 'wall wetting' whereby the fuel droplets fail to reach the cylinders because they stick to the manifold walls. As John Thomason pointed out some time back in one of his excellent articles, it is desirable to feed cold air back into the engine since the density is higher so a greater mass of fuel/mix can be burned. Similarly atomised petrol occupies less volume than vapour, though only marginally. It also burns better. Multi-point fuel injection systems achieve a finer mist than carburettors and generally spray almost directly onto the valves, thus overcoming the 'wall wetting' problem.

As for 'air bubbles' in the petrol pump, when the engine cools down, the gas disappears entirely. That's not air, that's a gas which is liquid at room temperature. That's petrol. Certainly the hottest part of the fuel system will vary between models. A car with an

electric fuel pump in the boot and a pair of SU carbs an inch from the exhaust manifold (for example, an MG) will most likely have the hot spot at the float chamber. However, I still stand by my comment in THE CASE OF CLUB CARS . . . . Perhaps I should not get so annoyed, but I do like to be technically accurate. This may be something to do with being an Oxford Physics graduate. . . . And before you start thinking I'm just an intellectual boffin, I currently own five Triumphs, three of them club cars, which I maintain and restore entirely by myself (except for welding which my brother, who owns a Spitfire as well as his 2000, does).

I also work for Rover Group, Powertrain on the technical side of fuel injection systems.

I don't usually like to mention this because it seems irrelevant, but it seems to me that it has been implied that I know less than the average garage grease monkey (apologies to all highly skilled mechanics out there).

Now, at the risk of upsetting someone else, two minor points regarding Pierre Chomette's suggestions on diffs.

The 3.63 diff internals can also be found in a Dolomite 1850 which uses the same axle as the 1800 Marina. Unfortunately, however, the speedo is a problem. 1500 Spitfires, Marinas and post 1976 Dolomites all use the same gearbox which has a different speedo drive ratio from the three rail unit on the 2 litre club cars.

Hence it is not sufficient simply to fit the speedo from one of these. I used to have a Herald with a 1500 engine and 3.63 diff and we never did find the right speedo.

Robert Pearce

(You pays yer money and takes yer choice — Ed).



## Bumped up prices? . . .

Having had some experience with buying parts for my Spitfire 1500, I was rather disappointed to find one supplier giving me a quote as follows for a rear bumper: £267 (one taken in part exchange), this is a ridiculous figure.

In fact I am finding that supplies of Triumph parts are too high. They would do a lot of business if they came down on certain parts. Why on earth should bumpers for a 1500 Spitfire be so expensive when I know for a fact that they 'buy in bulk'. When you have paid 'Carrier charge as well' it works out very expensive! At this rate if you have a nice car but the 'parts are too expensive' you end up selling the car, and let's face it we are trying to keep our 'lovable' Triumphs and the only way to keep the Triumph name is on the roads!!

Carl Gunns

P.S. I have a few magazines, 'Classic Cars', Couriers etc, free to a collector, all in NEW condition. Make a donation to a charity of your choice (contact HQ for details).

## Congratulate your printer . . .

May I first congratulate your printer on the superb legibility of the table of registration letters published in Chris Longhurst's article. Secondly may I add some brief comments:-

1. Some combinations were re-allocated with the amalgamation of Cambridgeshire and Huntingdonshire (including the Soke of Peterborough) in 1965, and the formation of the Greater London Council in the same year. The GLC took over the Middlesex, Croydon and East and West Ham combinations, but ceased to use the X combinations. Some of these were allocated to newly formed County Boroughs (or the Scots equivalent), and the remainder remain unused ever since 1965 (except for XI and XZ?). Thus, while 40 EXC was issued in London in 1964, my Vitesse convertible EXC40G was first registered in Solihull.

2. The local government reforms taking effect on 1st April 1974, and the setting up of DVLC (now DVLA) effective from 1st October 1974 meant that vehicle index numbers were now issued on an area basis by Local Vehicle Licensing Offices (LVLO's) and each LVLO took over the combinations issued by the former local authorities in its area. However certain combinations were re-allotted, some from rural areas to the busier LVLO's (e.g. CF from West Suffolk to Reading) and others on a totally unfathomable plan (e.g. WS from Edinburgh, but originally issued to Leith) to Bristol.

3. The majority of Triumphs with a works history will have been registered with DU, HP, KV, RW & VC numbers, and in those happier days new owners could frequently collect their new car from Canley, to that a Coventry number is no guarantee of an interesting history.

4. For Bonds, a CK or RN plate may point to a works connection, and likewise a Staffordshire number after the Reliant takeover. ○

Peter J Barlow

## Tess, a tragic character . . .

Having been a member for 2 years I thought it time to put pen to paper, if only to encourage other owners to PERSEVERE with their Triumphs.

Reading the Courier every month I admire the photographs of gleaming Club cars with their proud owners and more recently brides! I have owned my Spitfire 1500 (named Tess after Thomas Hardy's Tess of the Durbervilles — a tragic character!) for just over two years. My story starts back in 1990 when I was a young graduate, with no grey hair, few nervous twitches and a fairly healthy bank balance. I met Tess in May of that year and fell in love. They say love is blind and I certainly failed to spot the poor respray or notice the engine misfire.

Anyway Tess had done 'below average mileage for year' and I was already hooked. On the way home to meet my parents her misfire become more pronounced and she literally boiled over with excitement. Within 48 hours she had been diagnosed as suffering from 'knackered carbs' and I had been quoted £150 for replacement! I still don't know why she boiled?

Not having a spare £150 I decided to carry out the work myself and purchased 2 carburettor repair kits. I dismantled the units so many times that I could soon carry out the whole process with my eyes shut.

However it was only when I fitted a heat shield (best £10 I ever spent) that the car started to run properly! Soon after this experience I joined TSSC, I realised at this early stage, that I needed help and the thought of meeting people who understood Triumphs was too good an opportunity to miss. Their assistance was required sooner than I thought, ironically as I returned from a TSSC meeting one wet night. Turning a corner there was a crack, the front of the car slumped and Tess slid into a bank at the side of the road. I was standing in a field on the opposite side of the road waiting



The successful Mersey Area Team.

for Tess to explode (too many war films!) when my fellow club members found me.

They kindly arranged for an AA Rescue truck, helped load Tess onto it and explained that the vertical link had snapped. The fitting of a new vertical link was followed by new front shock absorbers, tyres, an exhaust and thankfully, an MoT certificate! A short period of peaceful motoring followed but was soon broken by a rumbling that appeared to come from underneath the car.

The noise got progressively louder and when I could no longer hear the stereo I armed myself with cheque book and again sought expert advice. Tess returned, significantly quieter, with a new propshaft bearing. This time I seriously believed that I could start to enjoy her company. But no, Tess developed gearbox problems

and I was soon unable to persuade her into reverse.

At first I replaced the car's reverse gear with my own muscle power, pushing her out of car parking spaces and making full use of the famous turning circle! Eventually I realised that a technical solution was required and Tess was fitted with a reconditioned box and a new clutch. Unfortunately the story doesn't quite end here. Two years later, having replaced most of the mechanics (or so it seems), Tess's bodywork failed to impress the MoT testers! She is now back on the road and despite all we have been through I still enjoy her company.

I would like to know whether my experiences are unique or are the problems that I have encountered occurrences that we all have to put up with? ○

Andy Royall

## TSSC SUCCESS . . .

I wonder if you would consider the enclosed photo for publication.

It represents something of a TSSC success story as it shows the victorious members of the Mersey Area who have just won the 'Best Club Stand' award at Woodvale '92, one of the north west's premier Classic Car Shows. . . . In the process, we beat off stiff competition from the TSOC (who are they? - Ed), the Stag Owners Club and the Dolomite Sprint Register, not to mention dozens of non-Triumph clubs, at what is a huge event. The award, £100, has been put back into area funds to enable us to mount an even better stand next year! ○

Steve Cropper

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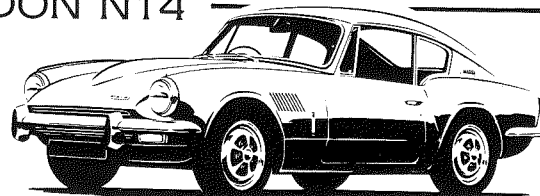
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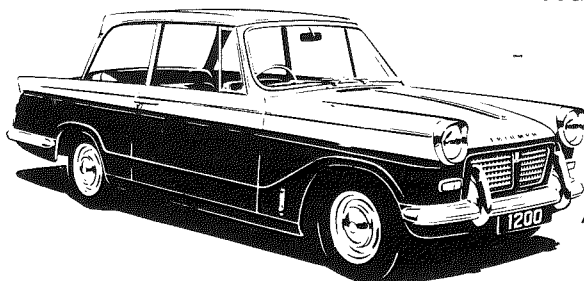
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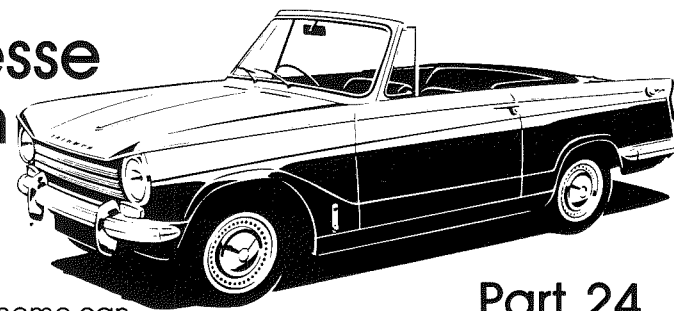


SOUTHGATE  
TUBE

HIGH ST.

WOOL  
PACK PUB

## Herald/Vitesse Restoration



### Paint Tips

**P**AINTING your car DIY at home can be successfully achieved but does require suitable equipment, practice, a lot of patience and hard work, and especially preparation. 95% preparation and 5% spraying is not far wrong.

Getting a good paint finish is essential to set off all your hard work as in the case of depositing the thin film of protective and cosmetic paint the beauty of the final result is unfortunately seen purely as skin deep. Finding a good professional sprayer is hard enough and paying for a good job can easily run over the four figure mark. Even doing it yourself is not cheap as the paint and materials required will be into the hundreds of pounds. So if you're not sure you can do the job it may well be best to farm it out preferably to somewhere recommended by word of mouth as there unfortunately always seems to be a few cowboy firms around, especially where spraying's concerned. It's really impossible to go through all possible tips regarding spraying that I've learnt over the years (and I'm by no means particularly good at it) but the article here represents the main issues.

### Equipment.

Four basic ways of painting your car are available including high and low pressure spraying, aerosols and brush painting. Brush painting was of course the norm for much older cars, but is not really going to be considered here. However, if you need to paint a car on a very low budget this is your best bet but be prepared to put up with inevitable brush marks. If brush painting do buy the highest quality brush you can: not one from the local DIY store. Doing a whole respray with aerosols isn't really a great option either but I and many others remember the glass like finish of Roger Rowley's Spitfire Mk.3 that dominated the TSSC Concours scene not so many years ago. In the right hands, good results can be achieved by

### Part 24

### Peter Williams

low pressure, high volume sprayers such as those made by 'Apollo'. I've used similar equipment made by 'Volumair' and found that it required really accurate control of the paint viscosity (set by the paint to thinners ratio) to give reasonable results. My preferred route and the most common is to use a high pressure compressor system operating at about 50psi. which uses a pretty standard 50:50 paint thinners mix.

### Spraying Facility

Given the average single garage, which is what most of us with a garage have, there is just about enough room to get around the car (back hard against the wall) but of necessity, the doors will either have to be sprayed separately off the car or will have to remain shut. If the latter, prepaint the tread plates, the A and B posts and the inside faces of the doors at least few days before refitting the doors to allow the paint to harden (preferably a couple of weeks before). Alternatively, you could do these areas, perhaps with an aerosol afterwards with the car on the drive.

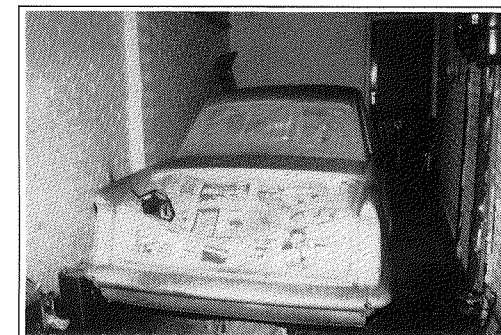


Figure 447. My previous restoration, a two tone 948 Coupe was sprayed in my single garage (with high traditional roof) - doors and bonnet on the car but boot lid, front valance and sills



off. Prior to spraying, the garage walls were rubbed down with a yard brush and painted with white emulsion paint to both add more light and to seal in the brick dust. If you've a low ceiling garage there are bound to be more problems associated with spray-bounce dust. Given a double garage, a full respray at home can be more easily achieved over a long weekend and the doors could be left on the car and be open and shut as required but this time scale makes for very hard work especially if you're doing it on your own. I've also spoken to members who have managed to do the job on the drive but this is full of potential problems, not least the weather or complaints from the neighbours so I wouldn't recommend it. Painting the Vitesse took part over a number of weeks.

## Paint system

Paint technology has moved on since our cars were new and now cars are sprayed with paint that is both easier to apply (on an industrial basis) and which has a longer lasting finish. These paints are generally called 'two pack' but as far as the DIYer is concerned they are absolutely no-go as, as the words 'iso-cyanide containing' implies, they are deadly poisonous and can only be applied by hand if the sprayer is wearing a space suit type uniform with a separate, totally remote air supply. For the DIYer, the only paint type that can be considered is cellulose which after all was the original type applied to our cars. This paint should also be regarded as highly dangerous to health and should only be applied when using a high quality charcoal based filter mask (cost about £15). A cowboy 'outlaw' handkerchief over the face or one of those cotton wool jobs that pinch over the nose are no good at all.

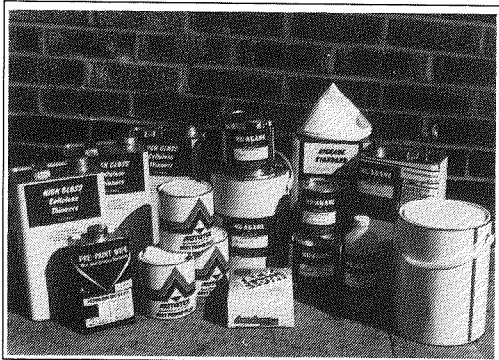


Figure 448. A selection of the items you'll need. Primer, spray putty and top coat paint, top quality, anti bloom thinners and low grade gun

wash thinners. An intermediate quality thinners can be used for the primer coats (labelled 'hi-grade standard' in the photo). Tack cloths and 'pre-paint wipe' for removing dust and degreasing should be religiously used every time prior to spraying each panel. Bare metal self etch primer, isolation primer and paint filter funnels should also be added to the list. Don't forget to add a couple of large tins for paint/thinners mixing.

## How much paint?

I used about 11 litres of (unthinned) top coat on the Vitesse though you could use more. Unless you're trying to achieve a real concours finish, if just spraying the outside of the car allow for less. The Coupe took about 6 litres to go around the outside of the whole car for the base colour plus more for the two tone second colour. Some years ago I sprayed a Spitfire (no hard top) which was more of a 'blow over', taking about 3 litres - not really enough for more than a superficial job.

## Preparation

Here's where the hard work is. If leaving the old paint on, it'll have to be rubbed down smooth. If doing the job by hand, where you can use a block and start off with 240 grit paper and work gradually finer to 320 and 400. Use lots of water and check for flatness with your fingers. If you've the necessary equipment the use of a dual action sander gives the easiest and most professional results.

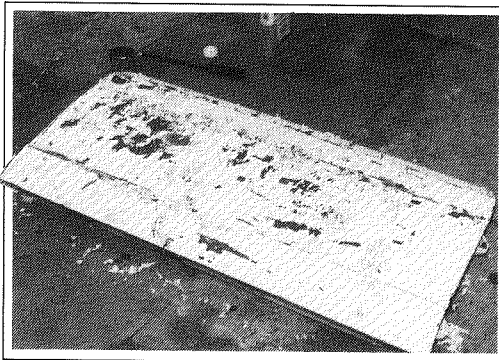


Figure 449. The Vitesse was sprayed as a mostly bare metal, but part over old paint spray job. Paint where removed was done so with Nitromors. As per the instructions, paint the stripper over the old paint but don't rub in, the chemical does the job much better that way. When lifted, scrape the paint off. Repeat as necessary.

**Wear gloves and safety goggles.**

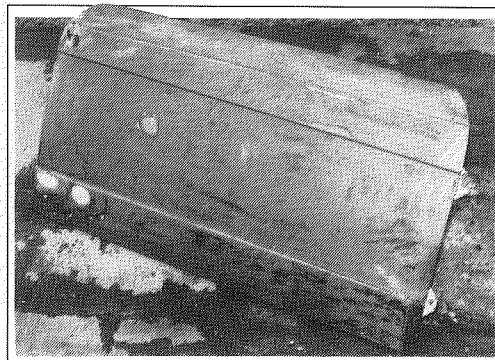


Figure 450. Paint mostly off the door, and waiting for a final rub down.



Figure 451. The paint was also removed from the top deck and rear wings which needed some (as bought) surface rust removing and treating prior to spraying.

## Masking

Masking the car can take a lot of time. Use proper masking tape. Layers of newspaper can generally be used but beware, especially if used to mask already painted areas on two tone cars. Paint can seep through layers of paper and then the paper sticks to the car leaving paper and an image of the paper print in the top coat - very difficult to remove!

## Applying primer

For best results any bare metal should be sprayed with an etch primer before laying on the first standard primer coats. Etch primer is also particularly nasty stuff which must be applied in really well ventilated conditions. With the car on wheels, a quick push outside? Before laying any paint on, dampen the garage floor (to mop up the dust) and make sure the car is absolutely dry. Wipe over the panel to be sprayed with a pre-paint degreasant (not paint thinners!) followed by a light wipe

with a tack rag which is a slightly sticky paper cloth which lifts off dust. For most high pressure compressor units, a 50:50 paint:thinners mix is fine though make adjustments to suit your spraying technique.

*.... Test any areas of old paint to make sure that no reaction occurs when spraying on the new. If a bubbling up reaction does occur you'll need to apply a layer of isolator paint before spraying on any primer. ....*

Spray a panel at a time, starting as appropriate with the roof and then logically work around the car. For large panels such as the roof, start with a single front rear stripe down the centre line and continue with parallel stripes to one gutter, go around to the other side of the car and repeat to the other side. Avoid leaving dry paint lines. The gun should be held about 8 inches or so away from the panel. Spray lines of paint overlapping about 50% with an arm action, keeping your wrist stiff and hence keeping the gun the same distance away from the panel. Don't try and apply too much paint at any time and if any runs do occur go away for at least an hour to allow the paint to harden before gently rubbing flat again. Apply two double coats of primer all around the car then leave to dry for an hour. After this spray on a very light, dry dusting of a contrasting colour paint and rub down. The contrasting paint brings out the highs and lows and shows where extra localised paint is required. Rub down wet with 600 grade paper. When the lows show up, rather than use so called 'stopper' to fill them in, fine, single pack filler which I find cracks - I like to use spray putty applied in a number of thin coats to level the paint. Fine scratches picked out by the guide coat can also be sorted this way. If not they will definitely show up in the final gloss coat.

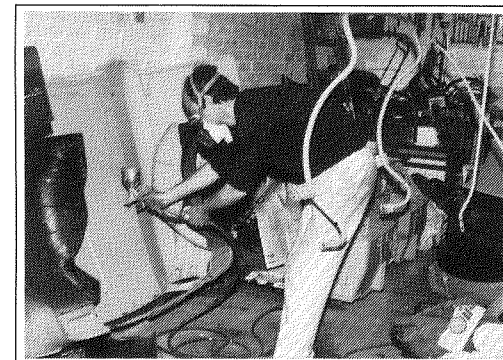


Figure 452. On the Vitesse, the spraying of the car was spread over quite a few weeks and due to

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lack of space, many panels were sprayed off the car. These included the front bulkhead, insides of the doors (removed after body fitting), front valance, boot lid, sills and as shown here the inside of the bonnet.

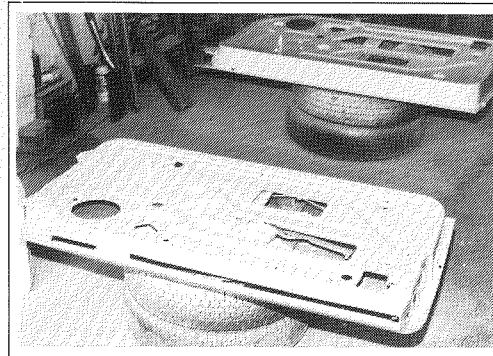


Figure 453. Insides of the doors just sprayed. Old tyres form excellent tables for this.

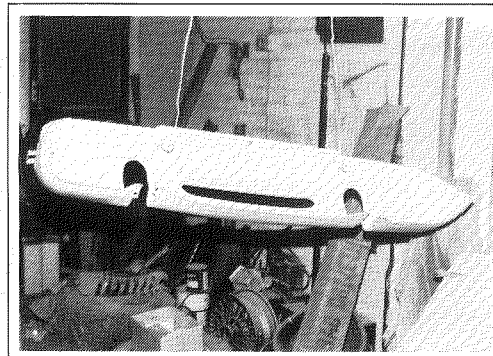


Figure 454. Front valance and sills were hung from the roof during spraying.

### ★ WARNING ★

Please read the instructions on the warning labels before using ANY form of cellulose, thinners, etc. REMEMBER that these ARE highly inflammable and suitable precautions should be taken when using such items.

Figure 456 (right). Mottled effect during Coupe respray showing the application of a light 'guide' coat prior to the first primer rub down.

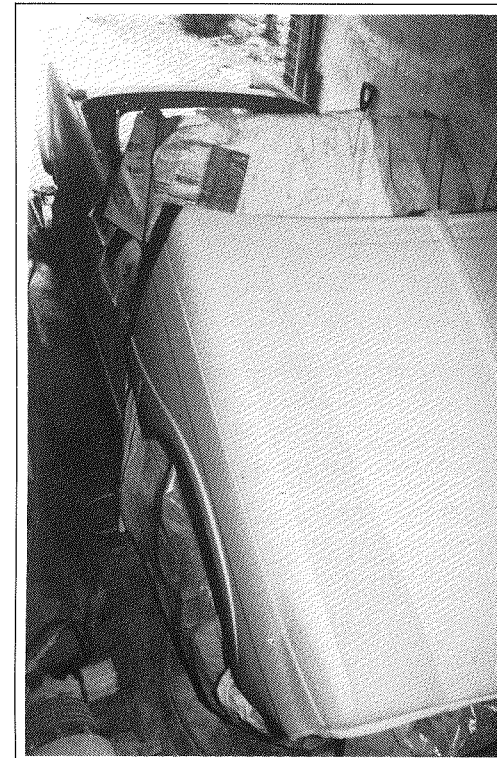


Figure 455. Vitesse in primer.





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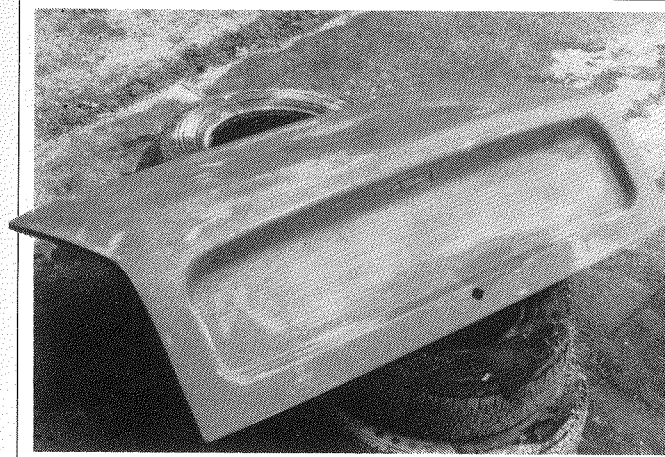


Figure 457. Boot lid, primed and spray puttied. Ready for top coats.

### Applying the top coats

When finally happy that the primer coats have resulted in a flat finish the top coats can be applied. Make sure that the paint is thoroughly mixed before thinning as various pigments tend to deposit out on the walls of the tin. Empty the original tin into another tin and wash out with thinners for best results. Similarly stir the thinned paint before loading into the gun. The same spraying rules apply. Spray one thin top coat all around the car, allow to dry and then rub down and double check for flatness. After that apply at least three double coats, allowing to dry and rubbing down in between each. You'll find rubbing down top coat takes more effort than rubbing down the softer finish primer and the wet and dry paper will need changing more often. Towards the final coat, the thinners:paint mix can be increased to allow finer coats to be applied but be even more careful not to load too thick a paint layer on. As a further warning, high pressure spray units should be used in conjunction with a water trap as the natural moisture in air is separated out during (the hot) compression process. In use, the bottom of the inside of a high pressure reservoir tank is usually awash with water. So to avoid nasty water bubbles in the paint, regularly empty the water trap and, if possible, before first using the spray unit empty any water out of the (depressurised) reservoir tank.

If spraying two tone, the whole car is sprayed in the base colour after which the secondary colour is added. Obviously sectional areas already painted need to be masked. Remember, although dry to the touch new paint is very soft -

certainly for days and actually for weeks afterwards. So, before masking do allow adequate time before masking for the second colour application.

*... I would suggest at least a week. If, you only wait a day, the masking tape when removed later will have left an imprint in the paint. ....*

Also remember the comments made previously regarding the masking paper used. Go for high quality specialist paper here.



Figure 458. Two tone Coupe.

When complete, allow to dry for a week or so after which minor imperfections can be taken out with 1200 grade paper used very wet with soap. T-Cut and polish finish the job. The more paint applied means that more paint can be taken off later towards achieving that mirror finish you're after. ○

**Next Month: Back to nuts and bolts.**



THE Second Rally of Alsace, organised by the 182 Classic Rally Club was a week long regularity event run for pre-1975 cars.

Having competed in several similar events in the UK, we considered that the time was ripe for something more adventurous. I was to be the navigator and my driver was to be Julian Clutterbuck, driving his trusty Triumph Vitesse MkII convertible.

## 'La Deuxieme Rallye D'Alsace 13 - 20 September 1992

The event started from the small town of Soultz, not far from Mulhouse in eastern France. A total of 19 cars were participating, somewhat less than we were expecting but still sufficient for some interesting competition. Following scrutineering, a pleasant and sociable evening was had by all sampling the delights (?) of Alsace cuisine.

We quickly teamed up with 2 other crews; Harry and Stuart in their 1972 Humber Sceptre and Dave and Ian in their 1973 MG Midget. After some deliberation 'Team One Grand Tourers' was chosen as the team name. This was because a running example of each of the team cars could be had for a 'grand'.



Photos: Fast Forward Photography.

Our cars were very much the poor relations compared to the other exotic and expensive machinery participating in the event. They included 2 replica 'Works' Austin Healey 3000s, 2 Ferraris (a 308 GT5 and a Dino and a beautiful Alfa Romeo 2600 Spyder).

The rally proper started first thing on Monday morning and as we headed up in to the Vosges mountains for the first regularity section, the rain started lashing down necessitating the raising of the hood for the first and only time in the event. Not far from the first time

control, we came across a barricade blocking the road bearing the legend 'Route Baree'. Following the deviation signs, we found ourselves being directed well away from the rally route and it was at this

stage that we really appreciated the value of a decent Michelin Road Atlas. We later found that the next time control was not far beyond the barricade which had been erected shortly after the marshals arrived at the control.

They were apparently rather concerned that not a single rally car checked into the control.

Monday afternoon was spent in the small Alsace town of Riquewhir, visiting and sampling the produce of the local wine merchants. Picturesque and interesting as the town was, my abiding memory of the place was wandering around at 10.30pm trying to find a place that would serve us a drink! Most unusual for France.

*... I didn't leave empty handed ...*

We made our only major navigational error on Tuesday, I completely missed a turning and we ended up taking a major detour that resulted in our gaining a maximum penalty and dropped our overall position well down the field. In the process of trying to make up lost time, probably giving the old Vitesse it's most energetic workout ever in the process, third gear synchromesh expired. This was the car's only significant mechanical malady in around 1000 miles of competitive

motoring which confirmed my faith in Triumph engineering!

Monday, Tuesday and Wednesday were mostly spent in the scenic Vosges mountains. Although not Alpine in scale, being softly rounded and mostly covered with dense pine forests, they were sufficiently high and steep to produce some interesting hairpin infested roads and impressive views.

*... I could have bought the stuff cheaper from a supermarket! ...*

On leaving the mountains, the rest of the driving was no less entertaining. We traversed the rural plain of north eastern France, driving along many single track country roads and passing through many small villages where locals stood on their doorsteps, cheering as we passed by. The afternoons and evenings were free except for an organised trip around the Champagne Pommery factory in Rheims on Thursday afternoon. This was most memorable for the confusion caused when an officious employee who I assume was the company photographer decided that taking a shot of the rally cars outside his picturesque factory would be a good idea. After two attempts, he eventually got it right after shunting all the cars around for the third time. I didn't leave empty handed, having bought my mother in law's Christmas Magnum of Champagne from the factory shop. I was rather peeved later in the week, however, to find out that I could have bought the same stuff considerably cheaper from a supermarket!

The following morning, the rally restarted from alongside the pits of the old Rheims - Gueux

Grand Prix circuit. The derelict pit buildings and grandstand were most evocative with their peeling paint and faded advertisements for long defunct brands of oil.



Photo: Fast Forward Photography.

*... it is a high mileage, unrestored, albeit well maintained car, the old beast held together very well ...*

Considering that all the buildings are completely accessible to the public, they are remarkably intact. I am sure they would have either been vandalised out of all recognition or have been converted into a 'twee and expensive' 'Theme Park' had they been in the UK.

Friday morning's competitive motoring started with a blast around the old circuit which opened in 1925.

The pit lane straight quickly became a long sweeping right hander followed by a short straight and another right hander that led downhill into a sharper left hander.

This was followed by a hairpin right onto 'route nationale' 31, a long flat out blast followed by another hairpin right back into the pit lane straight.

In the heyday of the circuit back in the 1950s, the likes of Mike Hawthorn would achieve average speeds of up to nearly 130mph around the circuit, reaching maximum speeds in excess of 165mph. Julian's Vitesse was happy to just exceed half that figure!

Following my navigational 'cock up' on the second day, we improved our overall position to 9th overall, 3rd in class and our team was 2nd overall, a performance that I was more than happy with. Considering that it is a high mileage, albeit well maintained car, the old beast held together very well.

Overall the Rallye d'Alsace was a well organised and entertaining event with a good balance between competition and relaxation. In June of next year the 182 CRC are organising a similar event in the Pyrenes. Finances allowing, we will be there!

P.S. 182 CRC also organise the 'Wellington Sea Life' rally that runs from the Duke of Wellington's estate near Reading to Weymouth Sea Life Park in Dorset over a weekend in late April.

An ideal 'taster' for the type of event and again highly recommended.



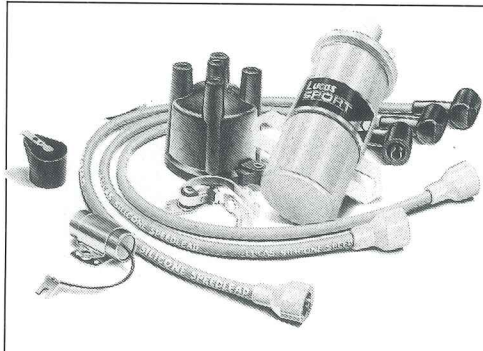
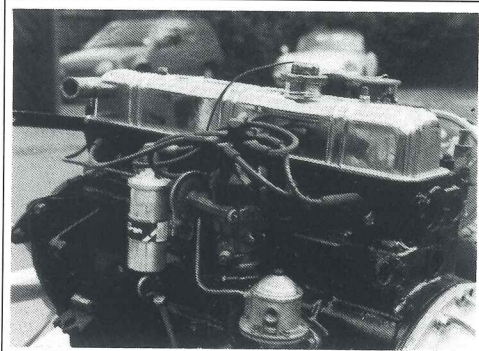


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WHEN we left for the Novotel, with Stephen leading as he knew the way, we realised we had made a big mistake in stopping because Le Mans on a Friday night around 5.00 pm is not the place to be in an open top car!

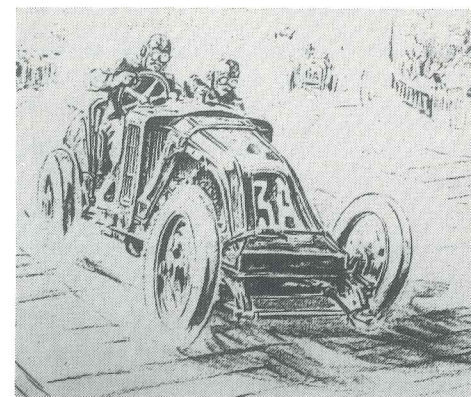
The place became almost gridlocked and sitting at just about exhaust pipe level of buses and trucks is no joke. After many, many more thumbs up, waves and smiles from young and old alike, Stephen led us to the Novotel which was to be our base for the next two days. Having parked Quasi, checked into the hotel and dumped our things in the room, it started to rain. A quick dash outside to put the storm, cover on and Quasi was double wrapped, the tonneau already fitted. In case gentle reader you thought you were now going to rest, wrong!! After showering and changing we assembled in the bar (where else) and it was decided that some of the Brooklands Museum folk would have dinner in Le Mans to discuss further plans, the rest, led by the irrepressible Ray Wiltshire and family would take the tin tops and support vehicles to a restaurant in La Chartres about half way to Tours.

In what seemed to be becoming a 'tour gastronomique' rather than a celebration of cars and museums, we had another fine meal in appropriate surroundings with the walls covered with memorabilia and photos of Le Mans in bygone days.



Barry Sidery-Smith (Le Mans MGB GT) pointed out to us a picture of the ADU Spitfires at Le Mans. After the meal we

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*... Saturday morning - peeped apprehensively around the curtains, and what do you know - blue sky, not a cloud in sight.*



After the Bugatti circuit laps (Swiss Bentley Mulsanne next to starting grid).

returned to the hotel, the rain still pouring down - not exactly the ideal weather for a drive around the route of the first Grand Prix in 1906.

Saturday morning - peeped apprehensively around the curtains and what do you know - blue sky and not a cloud in sight. up showered and breakfasted and attending to the cars - for us this meant

**Dave and Sue Bayliss**





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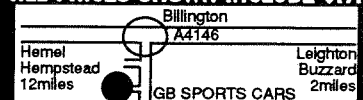
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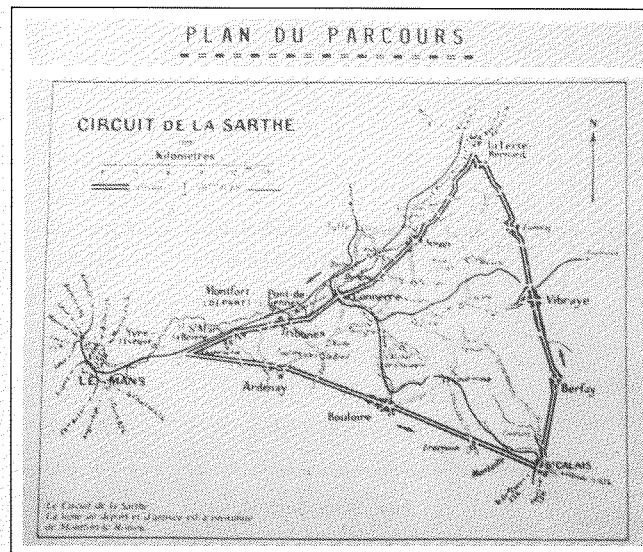
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tipping out the puddle that had collected in the middle of the storm cover, checking oil and water because there would be some hard and fast motoring today. The plan was for the group to follow the course of the original GP circuit, all 112km of it.

grandparents. All the cars had crowds around them, especially the old and new Bentleys and the F40 but Quasi disappeared in a crowd about three deep. Maybe all the other cars being so much bigger, it just seemed there were more people around

family photo albums!). Inside the town hall we were presented with parchment certificates to commemorate our having driven on the Grand Prix Circuit. A rustic reception then followed with rillettes and cider in the large coffee bowls that the French use and as we were leaving we were handed local apples which were delicious. The locals were so friendly and generous it was



1906 GP Circuit map.

It is still possible to do this although the French Forestry Commission is not keen on a small part of it being used, complying with their wishes we left that part out. Just outside Le Mans we got split up from the first part of the convoy at a set of lights and took a while to find them again but when we did so we went off at a fair old pace, arrow straight French roads - up hill and down dale, Quasi with a slight misfire was going very well.

Our first stop was the first stop on the original Circuit de la Sarthe at Bouloire. The welcome here was unbelievable. The cars were parked in the small town square and immediately engulfed. The whole town seemed to turn out from babes in arms to great

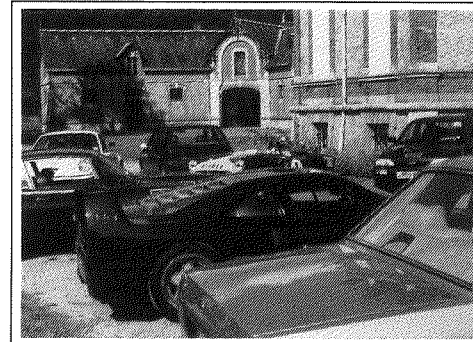
the Spitfire. We made one little boy's day by sitting him behind the wheel while his parents, us and many others took his picture - his head barely came up to the steering wheel boss. (Quasi is going to be in so many French

Quasi at Bouloire.

difficult to leave but leave we must for the next part of this fascinating journey.

Motoring on through St. Calais to Vibraye our cavalcade brought

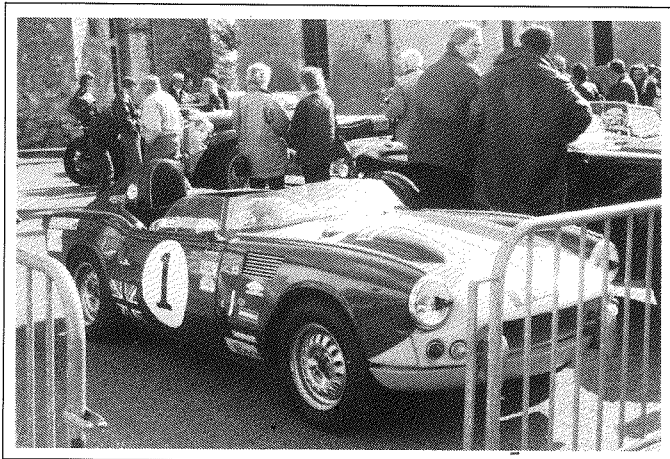
the small town to a standstill. We were supposed to park in the square outside Le Cloche Rouge for lunch but an additional treat had been organised. Having disrupted the traffic in Vibraye, we left for a short drive to a chateau set in the heart of a forest - the rough



Keeping good company at the Chateau near Vibraye.



track from the main road to the house causing the F40 a few problems with the front spoiler. There we supped peach flavoured champagne, well recommended, and after an all too short visit in these beautiful surroundings we drove back to Vibraye and disrupted the traffic all over again. At the local hotel we ate another good meal, which was put on for us by the local council. Following this we were taken to a private museum owned by Jean-Pierre.



Quasi at Bouloire, first stop on 1906 G.P. Circuit.

Hardly anyone has ever visited his collection and it was unusual for him to show it to a group like us. What an Aladdins Cave it was. Cars, bicycles, pedal cars, and some rather dubious items too! From the museum we went briefly to Jean-Pierre's factory for a few publicity shots and then as we were somewhat behind schedule we made a dash for the Bugatti Circuit.

### **... aficionados of Le Mans who had recognised ADU 2B as being a genuine Le Mans Spitfire number ...**

When we say dash we mean just that, the F40 disappeared up the road, followed by the V12 E type Jaguar (owned by Peter and Ruth Horsman) but this time driven by David Gower. We followed at a somewhat more leisurely pace behind the Lagonda. The purpose of this was to allow Classic and Sports Car Magazine to get some shots of Quasi so we followed on at distances varying between 100 feet and 10 feet at speeds varying between legal and illegal! Eventually we arrived at the Le Mans circuit, which has certainly changed in the last four years since we were there. Ushered into a paddock to await our turn for three laps of the Bugatti Circuit - many more questions about Quasi especially from aficionados of Le Mans who had recognised ADU 2B as being a genuine Le Mans Spitfire number. Once again we had to explain that Quasi is not quite what it seems but that the registration number raced at Le Mans in 1964 and 1965. The owners of ADU 3B were at the meeting and we chatted with them. It also seems that ADU 2B is in fact alive and being restored somewhere in the South of France - intriguing to say the least!

Zero hour, out onto the pit lane, onto the track, accelerate up to the Dunlop chicane, under the bridge, down the other side, line up for the Esses. Wait a moment the Bugatti Circuit turns right just here, so no Esses today, around the wiggly bits at the back of the circuit and rejoin the Le Mans Circuit at the start of the pits straight, blast along the straight, noise bouncing back from the grandstands (unfortunately empty) through the chicane under the bridge, and what is going

### **... so we have to take Quasi to the dinner ...**

on here, cars in line astern on the left, led by an F40. Red mist comes down, dive down the inside and pass the lot. Spitfire leads at Le Mans! 50 yards later, Ari Embiricos in the Ferrari blasts past not to be seen again until the paddock. Most of us get spread out but we have a battle with the MGB (David and Helen Brenchley) and the HRG (Paul and Diana Read) — red mist comes down again, pass the B on the pit straight and the HRG in the Dunlop chicane.

Out on the back of the circuit nearly lose the lot with the tail hanging out, gathered it up, completed the lap, yellow and chequered flags — 3 laps

Time? I haven't a clue but far too short! Upstairs as guests of the ACO for tea and cake, all reliving the three laps, we were presented with mementoes of the occasion.

In a quiet moment, and there were very few of those, reflections but those can wait for now.

Mount up again and back to the hotel to get cleaned up for the twinning ceremony between

Brooklands Museum and La Sarthe, which was one of the main purposes of the trip. No room in an enclosed car so we have to take Quasi to the dinner

### **... smiles per mile ...**

— a bit incongruous with Sue in her best frock and me in my suit! We arrived in good time to have a look around the new museum. It has only been open for a year or so and was purpose built. The displays were very clever and innovative with moving exhibits and lots of wonderful examples of many of the cars which have raced at Le Mans, but unfortunately no Spitfire!



Poster advertising the meeting at Le Mans.

The twinning ceremony took place before the dinner whilst we were consuming the now customary champagne. Several presentations were made from one museum to the other with speeches in both languages. Le Musée de la Sarthe announced that they would be presenting a Tiger Moth aircraft to Brooklands

in the near future. The dinner itself was enjoyed by all especially, it seems, our table which was almost certainly the noisiest. Our companions this time were Paul and Diana Read (HRG), Peter Hulme and friend (1992 Aston Martin) and Peter and Ruth Horsman (E type V12). Back at the hotel everyone gathered for a nightcap and to say farewell to the Gowers who were to return to the U.K. early the next morning. By 10.00am people were drifting off to bed and by 6.00am it seemed to the three of us left that it was about time to catch up on a few hours sleep! (I was not one these three, Sue!).

A hearty breakfast and we were ready to face the day. Our plans differed from most of the others who returned to the Circuit, courtesy of Rolls Royce, to watch some racing and to leave about 12.30 for the drive to Dieppe. The previous day we had decided that a blast back to the coast was alright for the beefy Bentleys etc. but with Quasi misfiring we thought a more leisurely return was the better plan. So we took this soft option and travelled back with Mary Pargeter and Kevin Early in Mary's 1967 Jaguar MkII. We travelled at speeds of around 70-75mph where possible and wouldn't you know it — Quasi didn't

miss a beat! We arrived in Dieppe at about 3.00pm and waited for the others, watching the dozens of kites being flown in the brisk wind. Within the next hour or so the rest of our fellow travellers appeared and at 5.00 the boat set off for Newhaven. The journey took four and a half hours, we ate and slept whilst the SKY crews and Radio Surrey completed their

interviews. Most of our farewells were said whilst kitting up to leave the boat and then at 9.30 amidst much waving and hooting we went ashore, were waved through customs and set off home in our various directions with wonderful memories of our Le Mans run — we arrived home at around midnight — tired but very happy!

Reflections on the trip? In three days we drove on the same circuits as the finest drivers in the world (no big deal I suppose, thousands of people have done the same) but to us it was something special).

### **... thank you Bill for lending the car, and especially Bernard (in difficult circumstances) for preparing it ...**

Brooklands, where the ghosts of drivers past slip from the workshops and sheds to race once again round the banked track. Le Mans, where epic 24-hour battles have taken place and where we have spent many hours spectating. The 1906 G.P. Circuit with those huge rudimentary machines hurtling around the countryside, so different from the present day G.P. Circus.

Finally, what a magnificent bunch of people to be thrown together with for a weekend. Thank you one and all!

P.S. On the Monday I had to return Quasi to the Club offices at Lubenham. I must admit I thought about keeping it! Thank you Bill for lending the car to us, thank you John and especially Bernard (in difficult circumstances) for preparing the car. I can't think of a car that attracted so many smiles per mile as Quasi. Going home my Saab seemed so tame, but much warmer! Once again thank you. ○

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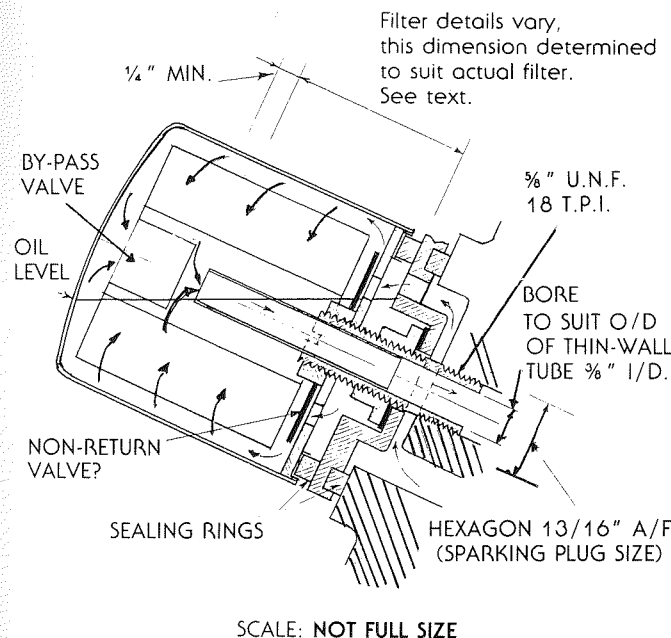
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makes vary in size it is not possible to state the projection of the thin-wall tube (I used brass from the leg of a broken photographic tripod because it was to hand in the scrap box), so it becomes necessary to measure the position of the by-pass valve relative to the face of the filter being used and deduct at least ¼" to enable the oil to get into the tube. If one could be sure of getting the same make of filter each time the tube could be fixed in position but to allow for different filters the tube can be made to slide and SLIGHT distortion of the end will produce enough friction to prevent movement, this tube should be a close fit in the steel tube to prevent oil passing.

I suspect that only a small proportion of the oil that drains back goes via the outlet pipe

**Rex Hayman**

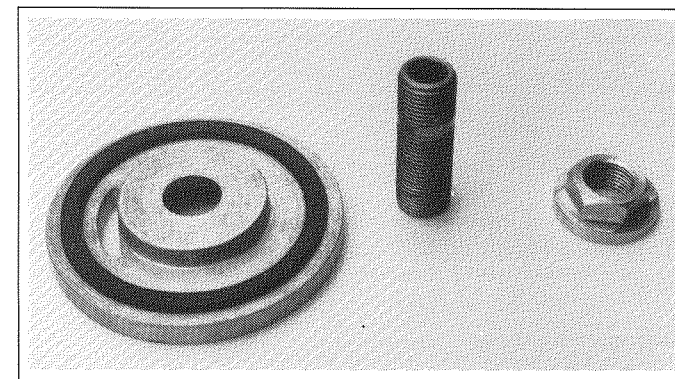


**H**AVING owned a Herald for thirteen years I have come to the conclusion that the so-called non return valve is of doubtful use and I suspect that other members have formed the same opinion.

Whilst we are aware that an adaptor can be used to fix the oil filter in a non-drain position on the six cylinder engines (my son has them on his Triumph 2000 cars), it is not possible to use a similar device on the four cylinder engine because the chassis member supporting the front suspension is in the way.

However, it is possible to partly prevent draining by a device I

have made and fitted to my Herald a few months ago which is shown (above) and shown in the photos.



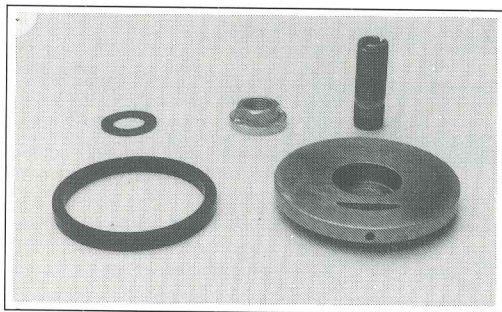
**Oil Filter Anti-Drain  
device for Herald and  
similar engines.**

Unfortunately there seems to be no way of keeping the filter completely full.

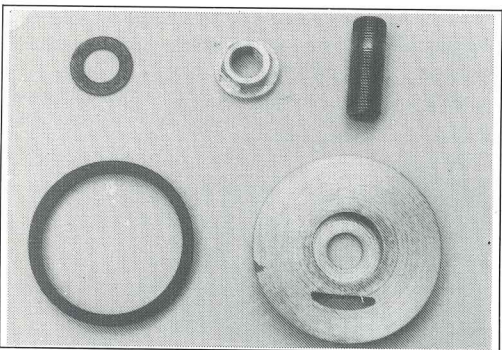
Because filters of different

because I had a suitable piece available but other metals will do. It is necessary to mark the top of this plate in some way to

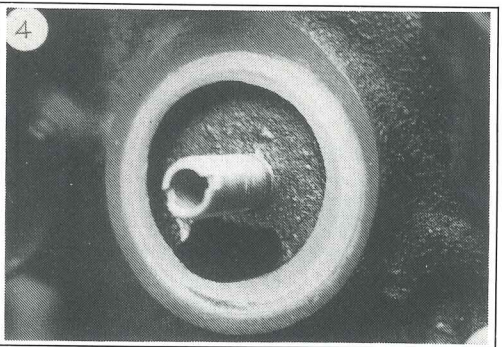




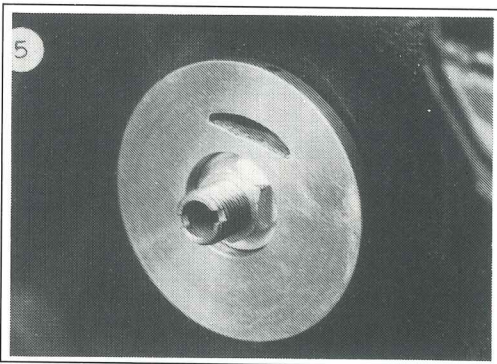
see that no rotation takes place when the filter is screwed on, the slot must remain at the top to ensure retention of the maximum quantity of oil. I ran the point of a drill into the edge and filled the dimple with black paint (see photo 2 above).



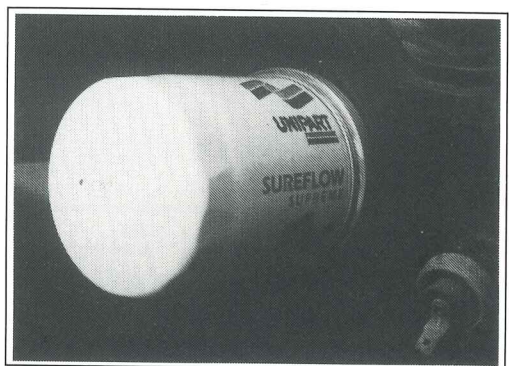
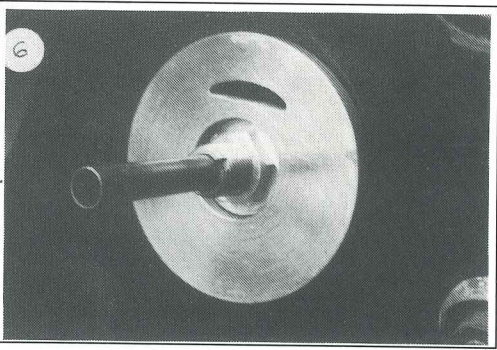
A dowel through the plate and into the engine block would be ideal but difficult to drill with the engine in situ and there is a danger of getting cast iron drillings into the oil ways, nasty thought!



Obviously, the plate is machined to take a standard oil filter sealer ring.



Do not forget that the retained oil will run out as soon as the filter is unscrewed to replace it, so be ready to catch the dirty oil and avoid a mess.



I have no objection to the device being copied by members who have access to machine tools and can obtain suitable materials. I felt it was necessary for me to dimension the drawing because minor variations are permissible to suite materials which are to hand, it is the basic idea that I am offering.



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SPITFIRE

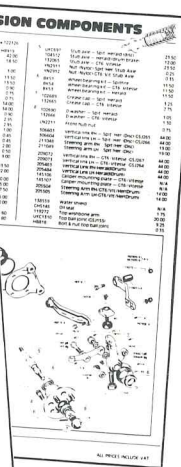
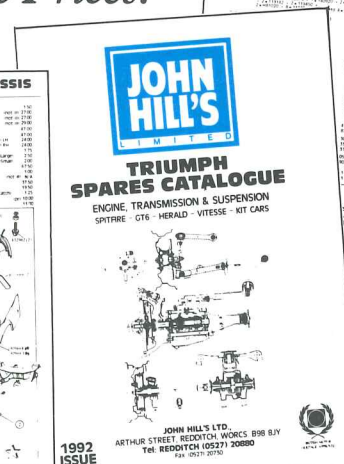
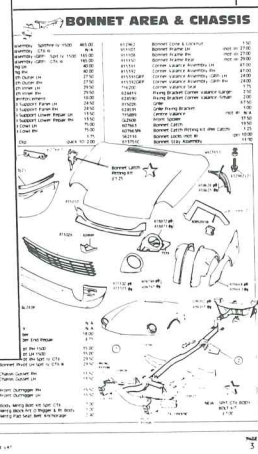
GT6

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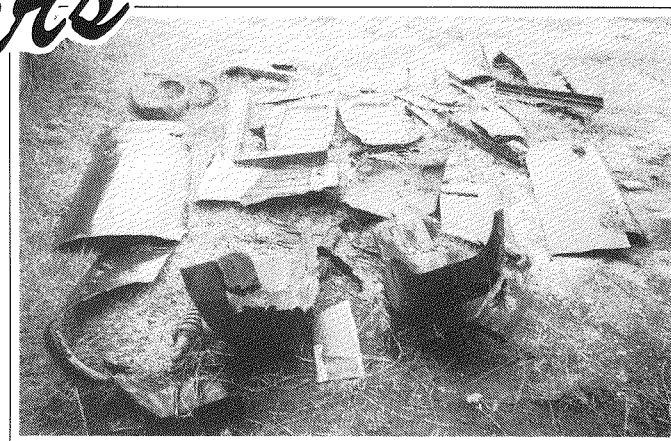
# Readers



**DURING** it's restoration the Mary Rose was kept in a purpose built hangar and and dowsed continually with sea water to help preserve it.

Similarly my GT6 was garaged and subjected to a fine saline spray which slipped under my garage door from the shores of the Cromarty Firth (Scotch Mist). After two years of this treatment, with a light tap, I was able to put a blunt hammer through most of the panels in the car.

The sensible thing to do next would be to scrap the car or perhaps buy a new body tub. Instead, I selected the 'head in the sand' alternative and asked my mechanic if he could repair the rusty bits.



A touch of the Cromarty Firth (Scotch Mist).

**Hedley Philpot**

He started on the nearside panel of the bonnet and worked in a clockwise direction around the car returning to the starting point about ten months later. After this gestation period, I think I nevertheless ended up with a baby rather than a monster, unless you include the bill. In January this year,

while driving a Volvo 360 I had a head-on collision with an oncoming car that was overtaking. I had minor injuries only but this stimulated me to buy an anti-roll bar courtesy of the TSSC which was extremely

easy to fit. Unfortunately, I have been unable to obtain reinforcing door bars although I think some were manufactured for the American market. I bought a new lead-free engine two years ago from John Kipping though I hope the Scotch Mist hasn't reached the pistons. The car was intended as a work horse and not concours. As a GP in the Highlands, the tailgate is useful to gain access to

emergency equipment but like Thunderbird 2, hydraulic jacks should be fitted as standard to make alighting from the car more elegant.

The compactness of the interior appeals so that I can't fit it with junk like I did the Volvo and being so close to the engine while driving preserves body temperature during the cold winters on call.

P.S. I made all the interior trim panels. My advice is to go fruit picking and use the money to buy them from Newton Commercial. It is much quicker than making them.







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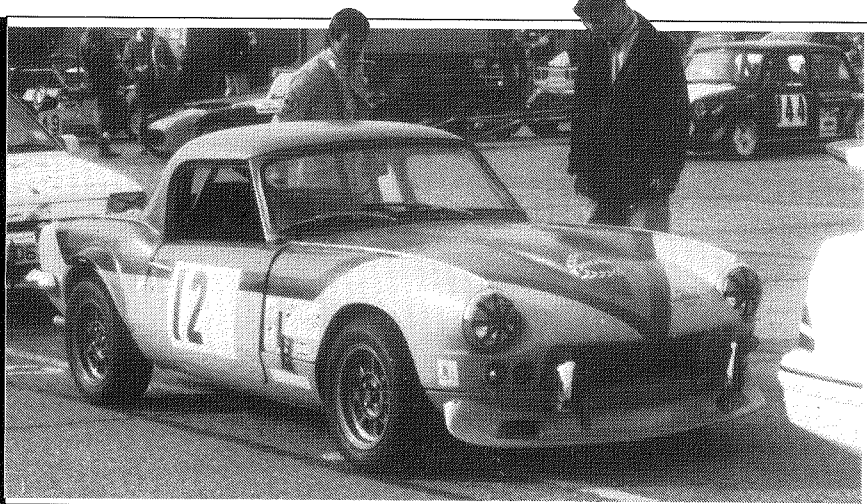
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Jon Low in his Spitfire MkIII. A TSSC winner of the class!



few years ago we used to race a Go Kart with the Rochester Motor Club. My son was the driver and I was the mechanic and main sponsor.

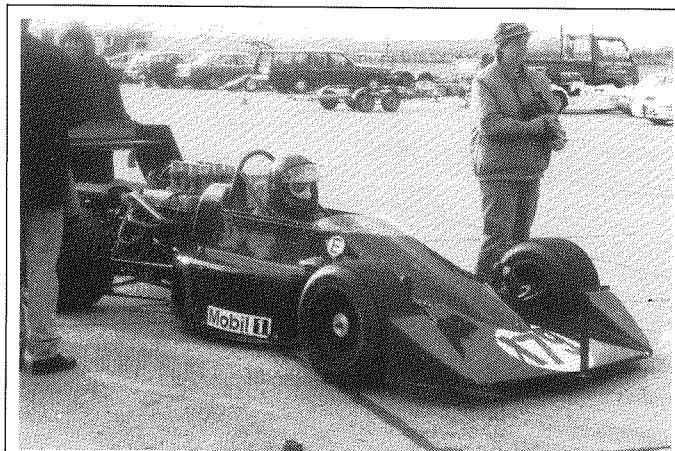
We started when Matthew was 5 and enjoyed ourselves for about 8 years before calling it a day and retiring. Since then we have missed it a bit and Matthew would certainly like to race again. Everything we have looked at is either too expensive, too time consuming or required too much expertise, none of which we have too much of.

Since retiring we have also got more interested in fiddling with Spitfires and have taken more interest in a couple of friends who also belong to the TSSC Club.

They have raced their Spitfires, and have also sprinted or hill-climbed with their machines.

After a lot of promising I finally went along to see a sprint in which both Jon Low and Peter Hatcher were competing in (I don't think any other members were entered).

Jon was using his Mark III Spitfire which is the first car he owned although he has had a lot more since. However Pete had been offered a drive in a 1977 F2 Sana single seater so



Pete Hatcher in the F2 Sana. In some ways a pity he wasn't in his Spitfire as he has done a lot of work on it and of course would have liked to have given Jon a run for his money. Great rivals but good friends.

couldn't resist leaving his Mark 4 Spitfire in the garage. The Sana is owned by Bill Oliver who is a member of the Rochester Motor Club. Bill and Pete have been friends for a number of years but you could tell that Pete was dead 'chuffed' to be given the opportunity of testing his skills in a single seater. The car is powered by a 3.5 Litre Rover engine so with its light body it is a real handful to drive. What made matters worse was that with the cold weather there is hardly any grip.

At the end of the day Pete didn't manage to get amongst the trophies but considering he hasn't driven the car before, he did very well indeed. Jon was competing in the modified section and was up against some modern machinery, namely a 16v Suzuki and a rally

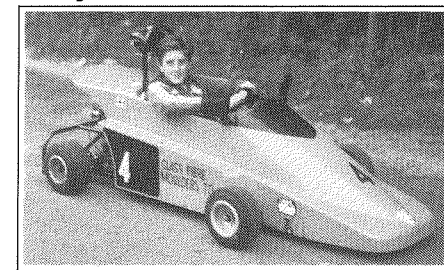
prepared Nova. In the end he got the better of them and won the class. He has been competing in all forms of motor sport for a number of years and has won a lot of trophies but this was the first 'pot' for a sprint, so he was especially pleased.

As a spectator I enjoyed the day and there were a lot of different cars competing. Some were very expensive but a lot weren't. There is always a class for unmodified cars. They aren't allowed to be changed in any way, except, I think, 1" wider tyres can be used.

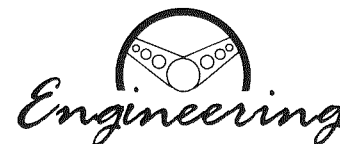
At the end of the day I thought we might have a go for next year. It looked fun. Unlike racing it is rare to sustain damage (although I expect engines can blow), so costs are reduced against that problem. The atmosphere seemed to be good, lots of help from other competitors if someone had a problem and the entry fees are cheaper than racing.

We will have a look at the club's race day at Goodwood at the end of November but sprinting and hill-climbing may be the way to go at present.

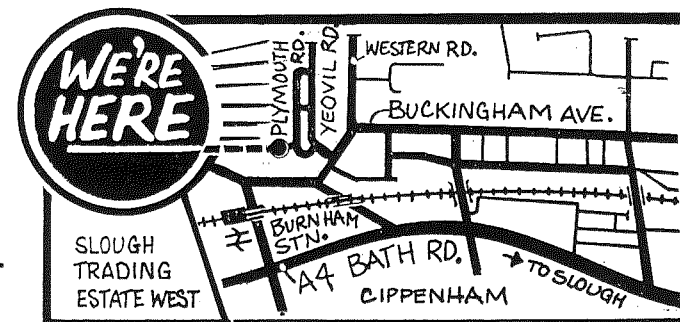
Right: Matthew Arnold in his Formula 6 Kart in about 1988.



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## TEST DAY MALLORY PARK TEST CIRCUIT

We have been invited to the above circuit in February to test our Club cars. The date is yet to be finalised but is likely to be a weekday at the end of February. Location, Mallory Park near Leicester, so it will be convenient for people from all parts of the country.

The day will run from 9 o'clock until 4.30 with everybody expected to have at least four sessions of 20 minutes on the circuit.

Cost per car is £50.00 regardless of how many people drive the vehicle. No passengers are allowed in the vehicle. Numbers are limited, so apply early for application form, enclosing a S.A.E. to:-

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**C**ADWELL Park, in Lincolnshire, was the venue for the penultimate round of the season for the Sports Six racers.

Even at this late stage of the year there were four people making their 1992 debuts. Giles Tinkler entering his Class C Spitfire, John Pinkney in his 2.3 litre GT6, Martyn Adams and his immaculate MkIV Spitfire, and Nick 'Spannerman' Barry in his not so immaculate green Vitesse.

It was overcast but dry when practice got underway, and Kevin Ginger and Andy Schulz were soon setting the pace.



The battle for pole position going Kevin's way, after a spin half way through the session tempered Andy's enthusiasm for the task. Further down the grid in seventh place Russell Munn was having fuel starvation problems in his 16 valve Spitfire, whilst John Pinkney, in fifth, would have an oil leak to sort out before the afternoon race. Taking the final place on the grid was John Wolfe, who was just glad to be there after a somewhat difficult morning when his tow car broke down on the A1.

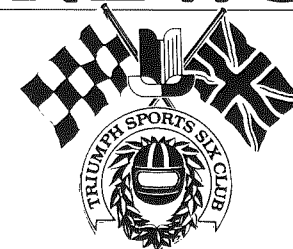
The track remained dry for the race, and when the lights changed to green it was Andy

who shot into the lead closely pursued by Kevin and Nick.

Fourth place was just being held by Peter Whiteman from Giles Tinkler, with John Pinkney and Russell Munn contesting sixth. On lap three Giles passed Peter's Spitfire and then set about catching the Kevin v Nick, Spitfire versus Vitesse, battle for second place.

By the time John retired his GT6 from sixth place, on lap 6, with head gasket failure. Andy had established a commanding lead from the second place duo. At this stage Giles had a secure fourth place, and Peter was

## 1992 RACING NEWS



being pressed hard for fifth by Russell's Spitfire. On the final lap Peter finally succumbed to the pressure, and Russell squeezed by to take fifth. Andy fully took the chequered flag for a third consecutive win, and a new lap record. Kevin's Spitfire was next across the line, taking second place by just one second from Nick's Vitesse. Giles collected fourth followed by Russell, Peter, Jon and Martyn.

The final round of this years championship is again at Cadwell Park, but this time it's the long circuit, which the Triumphs will be tackling for the first time. ○

### T.S.S.C. RACE CHAMPIONSHIP — SPONSORED BY TRIUMPTUNE. ROUND 7, CADWELL PARK, SUNDAY 4 OCTOBER — Adrian Boyle

#### CHAMPIONSHIP POINTS TABLE (After Round 7)

1.	Kevin Ginger	Spitfire A	90
2.	Nick Barry/Adrian Boyle	Vitesse B	83
3.	Andy Schulz	Spitfire A	82
4.	Peter Stock	GT6 A	55
5.	Peter Whiteman	Spitfire A/B	47
6.	Colin Bird	Spitfire B	44
7.	Russell Munn	Spitfire C	28
8.	Dave Barnes	Spitfire B	24
9.	Jon Wolfe	Spitfire A	19
	Marc Amschwand	Spitfire A	19
11.	Tony Lindsey Dean	Vitesse C	17
12.	Giles Tinkler	Spitfire C	16
13.	Martyn Adams	Spitfire B	12
14.	John Sadler	Vitesse A	10

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## London France Andorra Spain Gibraltar Morocco

John Kipping

**Day 1 - Wednesday**  
**4 November 1992**



UE to various technical  
problems, co-driver  
Dave Pearson and I left  
Coventry about an hour late  
at 5.15 pm.

Final jobs on the car were to  
fit our laminated windscreen and  
an extra heavy duty rear swing  
spring, (spares, food and 17  
gallons of petrol weigh a lot!). In  
addition we had both had to get  
Visitors Passports to get us out of  
the country and into France  
where our Full Passports were  
stuck trying to obtain a Visa for  
Mauritania! All in all one hour late  
wasn't that bad.



First step was to meet up  
with 'Team Landcrab' - Peter

Woodward and Ken Orson driv-  
ing an Austin 1800 - in Uxbridge  
and then to get to Portsmouth for  
the 10.30 ferry to Cherbourg.  
Back on schedule!

Day 2 - the ferry docked at  
6.00 am and Team Herald  
detoured off to Paris to collect  
the passports with the Maurita-  
nian Visa. Fortunately, a friend  
and customer of ours runs a  
Triumph spares shop just outside  
Paris, (Alan Mevel of Spit Shop)

Day 3 drive was from Poitiers to An-  
dorra. Weather conditions ranged  
from fog in Poitiers, sunny and warm  
in Toulouse and snow in Andorra.  
The Herald performed very well  
apart from the carb needles being  
a bit on the weak side making hill  
climbing a bit slow. The twin petrol  
tanks with the changeover tap in-  
side the car made things much  
easier and gave us a range of 500  
miles. However, the devalued  
pound makes petrol seem very



and he had collected them from  
the centre of Paris sparing us a  
no-doubt hazardous journey. We  
just had time to squeeze in a

expensive on the continent at  
around 2.75 per gallon. Our night  
in Andorra was very quite as it was  
'out of season'.

French-size  
lunch before  
leaving about  
3.00 pm on  
the 200 mile  
run to rendezvous  
back with Team  
Landcrab. The  
Herald devel-  
oped a 'funny  
noise' during the  
day which  
haunted us for  
about the next  
1000 miles. We

Day 4 - Destination the Spanish  
Mediterranean coast. We were  
amazed by the number of cars  
(Spanish) trying to get into Andorra,  
presumably to shop - the queue on  
the single carriageway road was  
well over 5 miles! As things turned  
out we ended up driving the whole  
day and night ending up in Gibraltar  
at 8.00 on Sunday morning.  
Somehow we just couldn't find  
anywhere appealing to stop in  
Benidorm, Marbella, Alicante and  
other package tour destinations.  
We went through a terrific rain storm  
during the night and had to drive  
along some badly flooded roads.  
At this point Team Herald was

never found out what it was as it  
disappeared and hasn't returned.



leading and over-took a lorry, some mad Spanish driver over-took the Landcrab, leaving a lorry and this mad Spaniard between us. Luckily we had 2-way radios and this meant that the Landcrab could overtake the car and lorry on a blind bend with spray going everywhere without fear of on-coming traffic - leaving some very imaginative comments on English driving from the lorry and car drivers!!

Day 5 Sunday 8 November - Spotted the only club car on the whole trip in Gibraltar: Spitfire 1500 parked in the main square. Definitely THE place to fill up with petrol at 1.60 a gallon. English breakfast then off to Algeciras and on to the ferry for Africa. Arrived at Ceuta, A Spanish enclave on the North African coast - a shorter crossing than Tangiers and no customs to clear. 15 minutes off the ferry and we knew we were in Africa - all forms of transmitting equipment from a car are banned in Morocco. After exhaustive negotiations we had to abandon our radios at the border but we didn't like to just leave them so we walked back over the border into Ceuta (Spain) and posted to the UK.

Day 6 - Left Border at 9.30 am. Everyone looks at the Herald as we drive past - could be the colours but it's more likely that they recognise a quality vehicle when they see one! Days journey was down past Casablanca and finishing up in Marrakech. The roads were in very good condition and a lot less busy than in the UK. Mostly single carriageway - glad we made the car left-hand-drive. Weather conditions were near perfect, however, this leads to a certain number of flies wanting to share lunch with you. Motto of the day: He who eats fast, eats less flies. After driving the 400 miles to Marrakesh we found a very posh hotel room with a bath but the cost of a telephone call was staggering - come back Buzby.

Day 7 - Full of enthusiasm and refreshed by our night in salubrious surroundings, we set off ever Southward. Nearly 400 miles later found us near the old border between Morocco and Spanish Sahara just south of Tan-Tan. Road conditions were generally good with very light traffic but the metalled road was quite narrow with two gravel



Dessert. Drifting sand and the heat made life a bit sweaty and we had the only serious mechanical problem of the trip when the electric fan, mounted through the radiator core, rubbed a hole in a waterway. A small dab of araldite and the problem was cured - the electric fan finished the journey in the boot. Camping under the stars at a place called Dakhlar (not a destination found in any tourist guide) we were well on schedule but that's where the fairy tale ends.

Day 9 - The end of the road - literally - military authority is required to travel the next 300 miles to the Mauritanian border and there is no way round unless you've got your personal mine detector with you. We hung around for 5 days doing everything to speed up Moroccan Red Tape but to no avail. Our final destination of Banjul was just over 1,000 miles away but we couldn't wait any longer and on Wednesday 18 November (Day 15), we made our farewells to the 60 odd (very odd) people, all waiting for the mythical military authority and took our leave of Team Landcrab to head back to UK.

The return journey is worth telling and should appear in future Couriers but has little to do with the Herald which performed beautifully and was back in the UK by Monday 23 November am.

Anyone really interested could come and see the video (Landcrab overtaking us, Landcrab behind us etc.) of the journey down - including shots of the Marakesh Express and The Famous African Flies, on Saturday Mornings in January. Please ring for details.

Thanks to all of you who rang for information on rally progress.  
John Kipping November 1992

hard shoulders which made passing and overtaking a bit of a battle of nerves - who would swerve off the main road to make room? At about 7.00 pm we ended up at a police check point - these are quite a feature of Moroccan roads - in the north they appear to be looking for smuggled goods and hadn't bothered with us at all. However, now they wanted all our details even down to mothers maiden name. We camped out whilst doing the forms and slept in the cars. Dinner was a tin of John West Sardines which proudly announced 'Produce of Morocco' - probably originating from a fish factory we had passed five miles up the road!

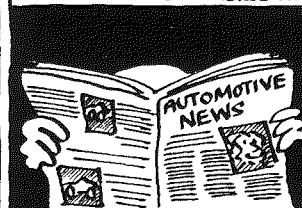
Day 8 Wednesday 11 November. Things were going so well. We had covered 470 miles to give a total of 3230 miles for the week, through virtually empty roads across the edge of the Sahara

# Tommy the Triumph

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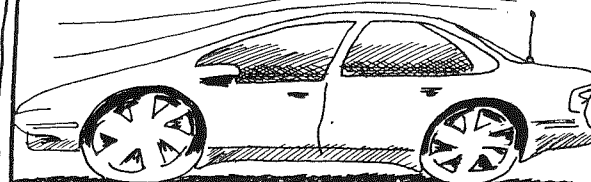
### FEATURES: 3 - GLASS ROOF

Roof comprises two LCD panels, which is a continuation of the windscreen. It allows the passengers to dial in the opacity of the glass, from clear to completely opaque. Neat, huh?

### FEATURES: 4 - VISUAL INFORMATION UNIT

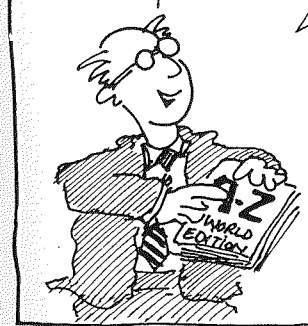
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BUT THIS IS THE BEST BIT - THE NAVIGATION SYSTEM HELPS THE DRIVER TO AVOID TRAFFIC CONGESTION, OR TO NAVIGATE IN UNFAMILIAR AREAS WHEN LOST (!!!?)



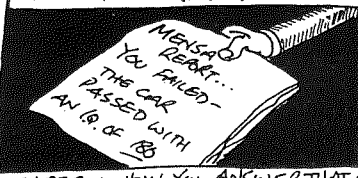
.... IT WILL EVEN POINT OUT TO THE DRIVER PLACES OF INTEREST, LOCAL RESTAURANTS, HOTELS VIA A VOICE SYNTHESIZER. WHAT'S MORE, IT EVEN GIVES YOU MENUS, TARRIERS STAR-RATING AND PRICES !!

ON THE LEFT IS THE SCENE OF THE LOS ANGELES RIOTS, AND THE RAVIOLI HOTEL - NOT BAD, BUT THE CHIPS TEND TO BE A BIT HARD....



BUT I DON'T THINK THAT IT WILL SELL VERY WELL, THOUGH. AFTER ALL,.....

... WHO WANTS A CAR WITH A BIGGER I.Q. THAN THE AVERAGE DRIVER...?



BE CAREFUL HOW YOU ANSWER THAT ONE.

## CLUB SERVICES 1993

### CLUB HEADQUARTERS

The following services are available from the Club Headquarters

#### TSSC MEMBERSHIP

£27.00 UK £28.00 EUROPE £32.00 OVERSEAS

#### RENEWALS

£25.00 UK £28.00 EUROPE £32.00 OVERSEAS

TSSC REGALIA - MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

Main Street, Lubenham,

Market Harborough, Leics LE16 9TF

Telephone (0858) 434424

FAX (0858) 431936

### TSSC SPECIAL OFFERS

Telephone 0858 434424

### TSSC INSURANCE

QUOTATIONS - FOOTMAN JAMES & CO TEL:  
021 561 4196 (TSSC Insurance)

VALUATION SERVICE — TRUDI SQUIBBBS

TSSC - Main Street, Lubenham, Leics LE16 9TF

TEL: (0858) 434424 FAX: (0858) 431936

### TSSC HANDBOOK

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Market Harborough LE16 9TF. 0858 434424

### TSSC VIDEO LIBRARY

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### RAC SCHEME

TRIUMPH SPORTS SIX CLUB - Main Street,  
Lubenham, Market Harborough LE16 9TF

### MAGAZINE COPY DATE

All magazine material must be received by the 15th  
of the month prior to month of publication

DEFINITION OF DEADLINE — Last date by which copy  
can be included in the publication,  
assuming space is still available. Always try and work  
well in advance to the deadline.

TSSC PO BOX 28 Market Harborough LE16 9TF - TEL  
0858 434424 FAX 0858 431936

### TSSC ACCOUNTS

Bill Sunderland (Club Manager)  
Send to Club H/Q Market Harborough

## TSSC OFFICERS 1993

Please only contact the relevant secretary with specific questions on each marque  
and ONLY at reasonable times. Remember, this is a voluntary service  
and each secretary will only deal with problems and enquiries in his own specific area.

### Technical Secretary:

Carl Heinlein St Davids, Chepstow Road, Langstone,  
Gwent, NP6 2JR  
Tel: (0633) 412377 (between 6-7pm).

### Herald 948/1200

Chris Longhurst 30 Shannon Close, Grove, Wantage,  
Oxon OX12 7PT Telephone N/A

### Herald 13/60

Phil Willson 37, The Grove, North Cray, Sidcup, Kent.  
DA14 5NG. Tel: (081) 302 0059  
(7-9pm only).

### Spitfire MkI/II/III

Brett Dennis 11 Ashdown Crescent, Cheshunt, Herts.  
EN8 0RE. Tel: (0992) 34150 (7-9pm)

### Spitfire MkIV/1500

John Thomason TSSC, Main Street, Lubenham, Market  
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### Vitesse 1600/MkI/II

Mac Reynolds Chez Nous, Potters Lane, Boscastle, Cornwall  
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### GT6 I/II/III

Jasper Bacon

Paul Hemming

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### Specials

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Trevor Collett

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### Competition Secretaries

(Race) 46 Torridge Road, Langley, Berks.  
Kevin Williams SL3 8UR. Tel: (0753) 549644.

### Race Liaison Officers

Brenda & David 39 Canterbury Road, Morden, Surrey  
Barnes SM4 6QW. Tel: 081 685 9188.

### International Liaison

Leon Guyot 5 Kenilworth Av, Wimbledon, London SW19 7LN.  
Tel: 081 947 7659 FAX 081 947 7659 (12 mid  
7.30am only).

### Events & Equipment

TSSC OFFICE Main Str., Lubenham, Mkt Harborough  
Leics LE16 9TF Tel: (0858) 434424

### Archivist & Librarian

Mike Costigan 'Dumble Rise' 38 Ridgeway, Southwell,  
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### Show Car Register

Vicki Benson 'Courier Cottage,' 78 Barley Mow Ln,  
Catshill, Worcs B61 0LP Tel: (0527) 77059

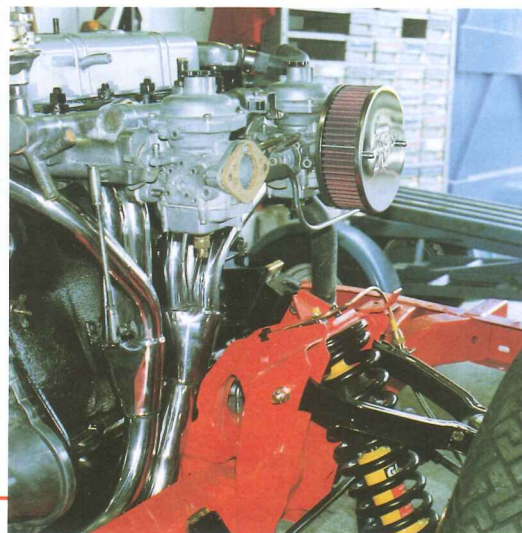
### Area Liaison

Mike Crewes 112 Blackmoor Wood, North Ascot, Berks.  
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of road just before leaving the  
village of Lubenham.

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