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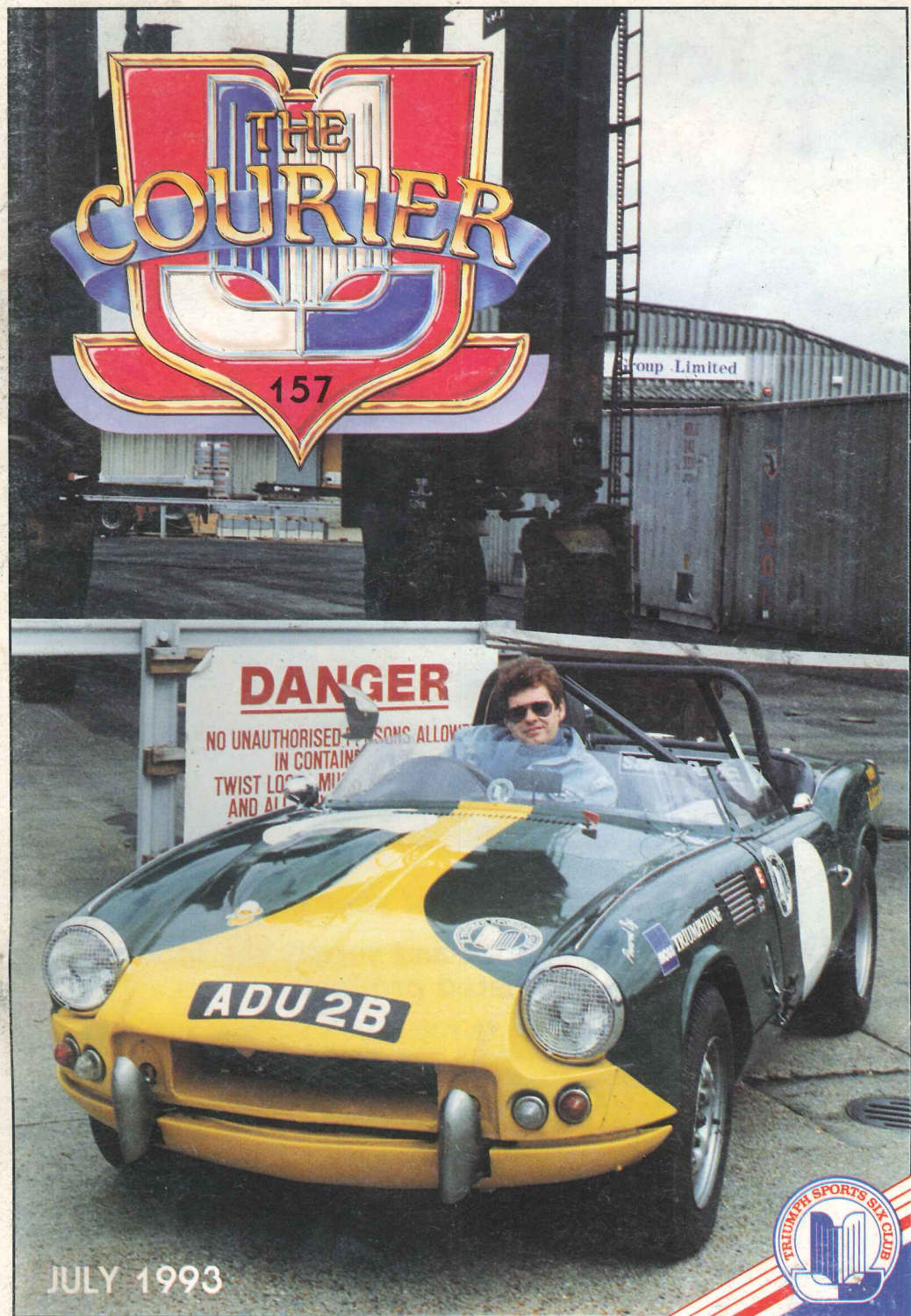
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.14 No. 157 JULY 1993
Price £1.50 Free to Club Members

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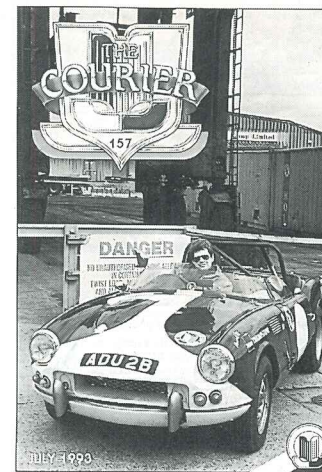
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COUNCIL MEMBERS 1993

Brian Waters, Peter Williams,
Mike Costigan, Leon Guyot, Trudi Squibbs,
Bill Sunderland, Mike Crewes, John Thorpe,
Mark Hugall, Stuart Newbould, Annis Green,
Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

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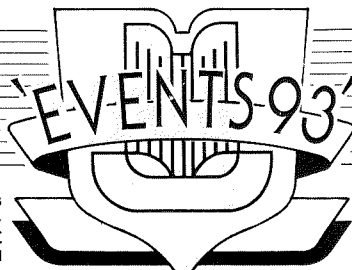
Cover shot
Quasi at the
docks.
Photo,
Pete Williams.

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Whereas every care is taken to publish accurate information, the Editor and the Council 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.

T.S.S.C.



Calendar



THIS is the official TSSC Events Calendar for 1993 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club headquarters. Tel: (0858) 434424. FAX: 0858 431936.

**OFFICIAL NATIONAL AND
LOCAL EVENTS
T.S.S.C. ORGANISED**

JULY



16/17/18 FRI/SAT/SUN.
TSSC INTERNATIONAL WEEKEND.
STAFFORD COUNTY SHOWGROUND.
CONTACT CLUB HEADQUARTERS
FOR DETAILS (0858) 434424

24/25 SAT/SUN — SCOTTISH TRIUMPH WEEKEND, EAST FORTUNE AIRFIELD, NR EDINBURGH. Featuring 'It's A Knockout' games. Contact Charlie Woodward 0563 38215.

25 SUNDAY — WEST MIDLANDS MEGA MEET, MOXHILL HALL HOTEL, SUTTON COLDFIELD. Contact Peter Clarke 021 351 4287.

31-1 AUG. SAT/SUN — CULZEAN CLASSIC CAR SHOW, AYRSHIRE, SCOTLAND. Club Stand. Contact Charlie Woodward 0563 38215.

AUGUST

8 SUNDAY — LEICESTER NATIONAL — STANFORD HALL, LEICS. Camping on Saturday 7th.

13/15 FRI/SUN — NORTH EAST AREA WITTON CASTLE CAMPING WEEKEND/BBQ/CONCOURS, contact Graham Holt (091) 371 1577.

15 SUNDAY — TSSC IT'S A KNOCKOUT, Rushmoor Arena, Aldershot, Hants. Contact Mark Bland (0252) 316207.

15 SUNDAY — WEST MIDLANDS CONCOURS (M.C.C.) SHARDLOW MARINA, CASTLE DONINGTON. Contact Peter Clarke 021 351 4287.

15 SUN — CLASSIC SPORTS CAR SHOW, Whitbread Hop Farm, Paddock Wood, Kent. Club stand by S.E. London Area.

22 SUN — ANGLIA TRIUMPH SHOW, Shelford Rugby Club, Cambridge, contact Josie Ratcliffe (0480) 493414 (camping on Saturday).

22 SUN — 12/50 OWNERS — THE SUNSHINE ROOF RUN, starts Chatsworth House, Derbys, finish at National Tramway Museum at Criche, contact Brian Millington (0226) 242634.

SEPTEMBER

4/5 SAT/SUN — INTERNATIONAL SPITFIRE WEEKEND, Beekesbergen, nr Tilburg, Holland.

5 SUNDAY — 12TH ANNUAL NORTH YORKS MOOR CONCOURS AND CONVOY RUN.

5 SUN — WORCESTER AREA CONCOURS., Avoncraft Museum, Bromsgrove.

5 SUNDAY — 12TH ANNUAL NORTH YORKS MOORS CONCOURS AND CONVOY RUN.

26 SUN — KEMPTON PARK SHOW. Club stand by S.E. London Area.

**NATIONAL & LOCAL
EVENTS
TSSC INVITED**

JULY

2-9 FRI-FRI — RALLYE INTERNATIONAL DES ALPES, Geneva-Geneva, Switzerland, France, Italy, Germany and Austria. Cars pre 1971.

3/4 SAT/SUN — STANDARD MOTOR CLUB 34TH NATIONAL RALLY, Stanford Hall, Lutterworth, Leics.

11 SUNDAY — CLACTON 1993 CLASSIC CAR, MOTOR BIKE AND MILITARY VEHICLE DISPLAY, Car park, West Road (next to Clacton Airfield).

11 SUNDAY — BARNSELEY METROPOLITAN VINTAGE VEHICLE RALLY, Locke Park, Barnsley, South Yorks.

10/11 SAT/SUN — 1993 BEXLEY SHOW MOTOR CAVALCADE, Danson Park, Welling, Kent.

17/18 SAT/SUN — S.A.V.E. RALLY, Dalmeny House, nr Edinburgh.

18 SUNDAY — VINTAGE LONGLEAT WILTSHIRE TOUR, Cars up to 1949-85 mile scenic tour.

24/25 SAT/SUN — LOSELY PARK CLASSIC CAR SHOW AND COUNTRY FAYRE, Guildford, Surrey.

AUGUST

1 SUNDAY — STAG OWNERS CLUB NATIONAL DAY, Suffolk Showground, Ipswich.

1 SUN — COVENTRY ROAD CAVALCADE, 90 GLORIOUS YEARS, Standard Motor Club, thru Coventry City Centre.

4-8 WEDS-SUN — 1993 VTR NATIONAL CONVENTION, hosted by Tyee Triumph Club of Washington, held in Seattle, Washington, U.S.A.

7/8 SAT/SUN — CARCRAFT '93, Sandown Park.

8 SUN — TRIUMPH SPORTING OWNERS CLUB NATIONAL DAY, Shugborough Hall nr Cannock, Staffs.

15 SUNDAY — BOSTON CLASSIC CAR CLUB, Classic Car Show and Autojumble, Wrangle Playing Field, Boston, Lincs.

16 MONDAY — MOTOR MART/AUTOJUMBLE, Avon Park Raceway, Stratford on Avon (provisional).

21/22 SAT/SUN — 2ND BRITISH SPORTSCAR RALLY, Longleat Park, Wilts.

22 SUNDAY — THE CONVERTIBLE CLUB PRESENTS, SOFT TOP SPECTACULAR 93, Badgers Hill Country Estate, Sheriffs Lench, nr Evesham, Warks.

22 SUNDAY — ULTIMATE SPORTS AND KIT CAR (NORTH), York Raceway, Meloune, Yorks. (provisional).

22 SUNDAY — NEWARK INFORMAL CLASSIC CAR AND BIKE SHOW AND GIANT MIDLANDS AUTOJUMBLE AND AUCTION, Newark & Notts Showground, Junction of A1/A46.

22 SUNDAY — BIRMINGHAM TO WESTON SUPER MARE CLASSIC, Cars up to 1973. 155 miles route.

22 SUNDAY — SPORTING BEARS MOTOR CLUB, CLASSIC BEAR RUN '93, Start at Steeple Aston, Oxon and finish at Autoworld, Patrick Collection, Birmingham. £55 per car (2 people).

28-30 SAT/MON — HIGHCLERE CASTLE COUNTRY FAIR, Highclere Castle, Newbury, Berks.

29/30 SUN/MON — CLASSIC CAR SHOW, G-Mex Centre, Manchester.

SEPTEMBER

4/5 SAT/SUN — LEEDS CENTENARY FESTIVAL OF MOTORING, Temple Newam Park, Roundhay Park and Harewood.

5 SUNDAY — MOTORAMA '93, Old Down Estate, Tockington, nr Thornbury, Bristol.

18/19 - SAT/SUN — OFFLEY PORT CLASSIC FESTIVAL — MOTORING THROUGH THE AGES, Longleat House, Warminster, Wilts.

25-27 SAT-MON — MERLIN CLASSIC TOUR OF WALES, 3 day, 320 miles scenic tour. Cars up to 1973.

OCTOBER

8/10 SAT/SUN — CIRCUIT OR IRELAND RETROSPECTIVE RALLY, starts in Country Antrim.

2/3 SAT/SUN — CLASSIC REPLICA AND PERFORMANCE CAR SHOW, Telford Exhibition Centre. Half a mile from M54.

NOVEMBER

20/21 SAT/SUN — CLASSIC CAR SHOW, NEC, Birmingham.

BILL SUNDERLAND

Comment

82° AND CLIMBING

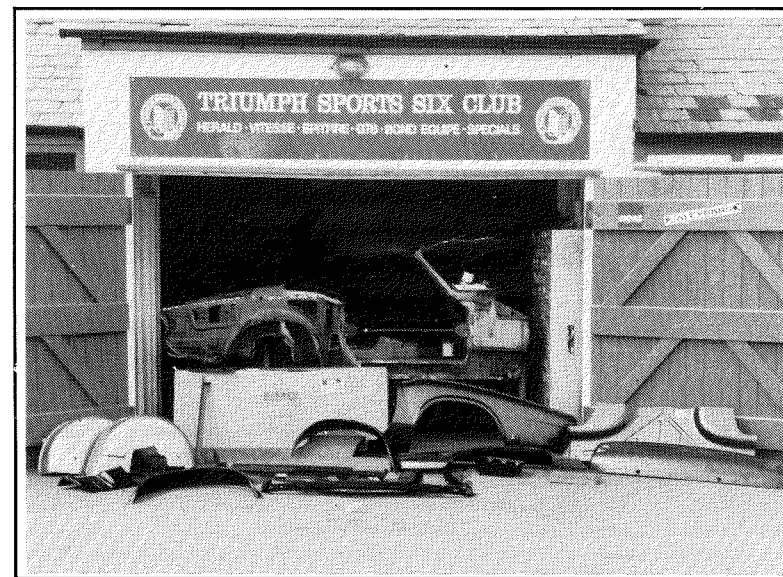
\$UMMERS HERE, just as we ordered. It's June and July which have the long light evenings and it's time to take advantage of those late nights after work, because before you know the evenings start pulling in. Enjoy summer, it's here!!

A lot goes on in July, traditionally, attention focuses on the Club's International Weekend at Stafford on 17th and 18th July.

This is your event, every year we add more to see and do, 1993 will surely surpass all others. The events committee have worked very hard on all aspects of the weekend and I firmly believe we are approaching the pinnacle of what is achievable at a Club event.

We will have a guest on the Saturday afternoon of the International Weekend whose knowledge of Triumphs, particularly in racing, is legendary.

Graham Robson will give us an insight into the racing world of Triumph, which I'm sure will enthral many of us. Afterwards he will be signing copies of his latest and other books written by him.



PROJECT SPITFIRE!

Well under way, see the progress made so far at the Stafford Show.

MAKE SURE YOU ARE ONE OF THEM SEE YOU THERE!

Don't forget to visit the Club stand as you enter the main hall where all Club offers, Regalia and books are displayed, I'm sure you will find something that will tempt you.'

This is also a family show with many more attractions for everyone. The price of £5.00 per person on the gate for Saturday, Sunday or BOTH days is the same for the 3rd year running and we expect over 5,000 people to attend. Make sure that your one of them — SEE YOU THERE!!



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Sirob Systems, 89 Armscott Road, Wyken, Coventry. CV2 3AJ. ○

MODIFIED CARS

WOULD owners of RADICALLY modified Club cars not entered in this years concours at Stafford, but worth showing, please contact Mike Crewes on 0344 885541 as we wish to put on a Special display at this years International Weekend. ○

A reminder to any of our Overseas Members who are going to the International at Stafford this year. Don't forget to enter the Concours for a chance to win the Brian Waters Overseas Award. See Leon Guyot article for further information. ○

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WE are offering a full leather renovating service.

We do not recover or trim, but we do, and are fully geared to, stabilise worn leather seating, recolour to match, redress and undertake small repairs.

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Unit 4, Binders Industrial Estate, Cryers Hill, High Wycombe, Bucks. HP15 6JS. ○



ARMOR ALL

Armor All's free trial offer to Club members

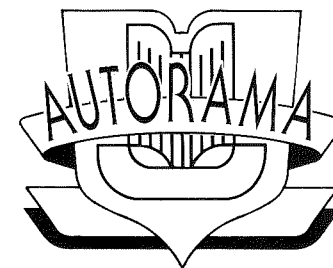
Armor All Protectant is the world's top selling product for cleaning, preserving and beautifying vinyl, plastic and rubber fittings on the car and around the house.

Armor All Protectant was formulated in the mid 1960s by a scientist looking for ways of caring for the plastic fittings, vinyl hood and the black rubber bumpers on his sports cars. The product he developed not only cleaned and beautified these surfaces, but it penetrated beneath them to give lasting protection from cracking and fading induced by sunlight, ozone and general wear and tear. Today's Armor All Protectant is still based on the original formulation but developed and improved to increase its effectiveness still further. The life of car hoods, vinyl roofs and internal trim fittings will be increased with periodic applications of Armor All Protectant. Their appearance will be dramatically improved with restored colour and a lustrous surface. Any Club members who have not used Armor All Protectant now have the opportunity to obtain a free Armor All Sponge Pack by sending a S.A.E. (at least A5) to *Armor All Sponge Pack, Lime Tree Court, Saffron Walden, Essex, CB10 1ES*. The Free Sponge Pack contains sufficient Armor All Protectant to treat a typical vinyl hood or the internal and external trim fitting on most cars. ○

MOSS EUROPE — NEW PRODUCTS

MOSS EUROPE in its continued commitment to the re-introduction and re-manufacture of extinct lines, are very pleased to announce a large range of new parts now available for the Triumph motor cars.

Plastic cooling fan - RKC212C. For the coolest Spitfire (or Dolomite) in town, we have now made available the engine driven white plastic cooling fan, for the reasonable price of £26.43. Providing a replacement for the green and yellow fan (311702 & 309141) this new version has machined steel mounting bushes instead of the sintered steel ones. It is larger in diameter than the green or yellow fans, thus providing better cooling. **Tolerance ring for clutch release pivot arm - 129412.** As used on Spitfires, Heralds, Toledo's and Dolomites. Retail £1.76. This item is easily accessible when replacing the clutch and should be changed in conjunction with the pivot pin and bushes (129410 & 129358 respectively), also recently re-made especially for Moss. Should you choose to ignore this item, your clutch will probably stop working when the pivot pin fall out! **Bonnet stay assembly - SBP15455.** Fashioned in stainless steel for use on Spitfires and GT6's. Retailing at £25.85 this is an assembled item that completely replaces the existing rusty bent bit of rod and tube. It has a rugged stainless steel construction which looks and works just like the original, except that this one won't rust away. **Heater tubes.** The original heater return tubes on Triumph engines were made of mild steel which was prone to rotting away. These replacement tubes are made from stainless steel, which should last an awful lot longer. Again, you may also need to add the following: Sealing Olive (TL11) and tube nut (101302). ○



*In and Around
the Trade Scene*

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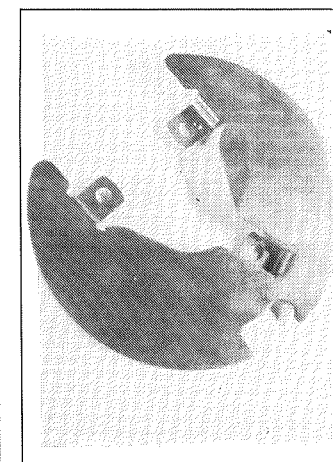
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Tel: 081 892 0141

OPENING HOURS: 10 am - 6 pm Monday to Friday 11 am - 5 pm Saturdays



Illustrated here is a Spitfire dustshield (fits behind brake calipers) copied as original, all that is required is a pattern to copy from. Contact Tom at Jaycee Engineering on 0536 204 897 or FAX your requirements on 0536 403 602 for full details. ○

FOR all you lucky Herald/Vitesse convertible owners.

Do your door seals just finish unadorned? Well cap the problem with these chrome finishers available to TSSC members at the special price of £9.99 inc. VAT. For that finishing touch ring Six Spares on 081 892 0141 to order. ○

TOURER'S TALK

Mike Crewes

THE idea for this column was born out of the popularity of camping amongst members. An essential part of any show now seems to be a camp site.

Becoming even more popular is the towing of Trailer Tents, Caravans and Folding Caravans. Although Caravans and Folding Caravans are not entirely suited to Club Cars, Trailer Tents are. This is probably one of the reasons for their increasing popularity.

For most of my life I have been a camper, the last four or five years using a Trailer Tent, which was specifically chosen so that it could be towed by our Spitfire. We have had some adventures on the way, had experiences both good and not so good (there are no bad ones) and we have been able to give and receive advice from fellow towing members. This type of camping has begun to become a family within a family.

We of course, are not the only ones to have had experiences worth telling about, every camper has them — so let's hear them!

The idea of this column is to run it during the summer months. I am not interested in your holidays, but I am interested in the

equipment you use, its advantages, its problems, its compatibility with Club cars, any gadgets you have made or found, generally things that might be useful to fellow campers. Think of it as a Road Test on you gear.

What I would like is for you to send me an article (or two) with photo's for publication.

It can be written in any style you may choose, but must be factual. As an example I will start the ball rolling next month with an article on my own Trailer Tent.

I know you're out there, I've spoken to some of you already. A good idea? I'll wait for the reply. ○

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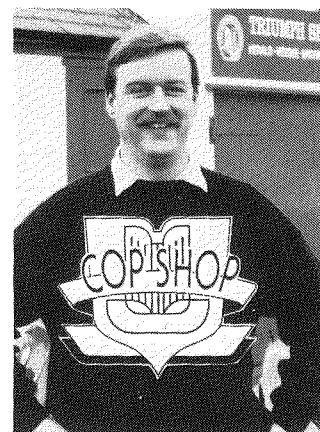
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AT TSSC CONCOURS

RING FOR FULL LIST or
TO DISCUSS YOUR
REQUIREMENTS



Mike Crewes

AFTER recent law changes and the extended issue of Fixed Penalty Notices, some motorists may feel the need to improve their driving. This has a number of advantages.

Firstly, you are less likely to have an accident, therefore injury and damage for which you may have to pay will be minimised. Secondly, you are less likely to commit an offence and receive the dreaded new tickets. Thirdly, you may qualify for up to 20% discount on your insurance. This discount is not yet enjoyed by the Club Insurance users but we are working on it.

HOW DO I RECEIVE ALL OF THESE BENEFITS?

Simple! You become a member of a motoring organisation such as the Institute of Advanced Motorists. Many of you who have met me at the shows will know that I push leaflets on just about everyone, but I think you will agree, it is a worthwhile cause.

Joining is not quite as simple, since you will have to take part in a 1½ hour test with a ½ hour de-briefing afterwards. The test

itself revolves around the Police System of car control which was developed in the 1930s by various experienced drivers including racing drivers. The system has changed little in the last 50 years, which is a testament to the way it was derived.

HOW DO I PREPARE FOR THE TEST?

This is the most important part of the exercise. If you receive the correct training and raise your standard to the required level, then the test is a piece of cake. Firstly, you contact the Institute of Advanced Motorists and obtain a list of the Associated Groups. This is a list of the addresses nationwide. Each address is of an organiser for the local associated group. Most of the groups give talks, film shows and visits to local places of interest.

Many of these are unrelated to driving but of interest to their members. What use is this? I hear you say. What these groups can do, which is of most use, is arrange for you to go out at weekends or evenings in your own car with an Observer sitting next to you. The Observer is a member who is of such a high standard as to be able to give instruction, he is unpaid and does it as a hobby. The Observer will give you all the instruction you will need to become a

SO YOU THINK YOU ARE A GOOD DRIVER?

better driver and capable of passing the Advanced Test. He will be able to tell you when you have reached the required standard. You can also buy one of two books available from good bookshops or the IAM 'Roadcraft' and 'Advanced Driving'.

HOW MUCH DOES IT COST?

The test itself costs £37 and this includes the first years subscription, refundable if you should fail the test. Instruction by an Observer costs between £10 and £15 per year for membership and you also have to pay for your own petrol. As you can see, for around £50 you can save yourself 20% insurance discount for the rest of your life. Not only that, you will become a better driver with less cost on vehicle damage, fines etc. There are four different tests to take:

A car test — in your own car.

A motorcycle test — on a motorcycle over 200cc.

A commercial vehicle test — in any commercial vehicle.

A towing test — in any vehicle with a trailer.

If you want further information or an application form, the Institute of Advanced Motorists may be contacted at:-

I.A.M. House, 356 High Road, Chiswick, London. W4 4HS. Or telephone 081 994 4403.

If you have any query on Road Traffic Legislation, why not contact:- Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. IS15 8EN. Please enclose a S.A.E. ○

TRIUMPH VITESSE



THE REGISTER MAC REYNOLDS



I... WOW!... how the months pass... so many featured Vitesses... but so many still on file... (never enough space... or... time).

The first feature this month (helping to clear the backlog and to remind us that it is summer despite the rain...) is a MkII convertible owned by Tim Mallalieu (Leeds)... TXC was first registered on the 1st May 1971... being a late one...



... yes it is a steering lock example... chassis number HC57988CVO... (120 from the end if you are counting...) originally white, it is now finished in a colour similar to Saffron, Tim purchased the car in February

1992 and apart from some initial problems with the carbs (worn butterfly spindles) the only work that has needed to be carried out has been a rear wheel bearing replacement (thanks to Fylde Triumphs...). Tim has fitted a towbar and alternator... and uses her every day!!...

Mentioning worn butterfly spindles... I had a great amount of problems earlier in the year... poor running... would not idle... very poor starting... after checking through everything... well actually a very nice man did it for about 1 1/2 hours (AA) but to no avail... checking, plugs, points, fuel pump, electrics... by process of illumination... strike a light! a visit to S.W. Classics, spindles replaced... were they worn or what?? (so badly worn... one was almost half missing...), what a difference... NCO now starts first time... and I appear to have greatly improved MPG... (this could also coincide with the overdrive gearbox being fitted) so I'm now

getting a regular 32.5 mpg driven enthusiastically, not bad at all... spindles were supplied by Carburation Services, 13 Church Road, Penryn, Cornwall. Tel: 0326 377902... the cost of the two spindles including Vat and post and packing was £14.40... this company give excellent service, goods arriving by return of post...



Another pot on the back here for Bill at Six Spares... I ordered two rear side window seals at 1600hrs one afternoon... and yes... there they were in the post the next morning... how do you do it Bill?... (I can post a letter locally and it can take up to three or four days!!)... well done... excellent service that we need more of... see you at Stafford... which leads me into the second featured Vitesse... I first met the owner Barry Melton at Stafford last year... when he came up to me and asked 'Mac do you know of any Vitesse's for sale?' by coincidence only 20 minutes earlier I had spoken to another member wanting to sell a Vitesse... an introduction later... and it came to pass... Barry became the owner of BJK 147C (above) a 1965 1600 saloon finished

in Royal Blue... chassis number HB28867DL Barry says that the interior is immaculate and he's working on getting her mechanically sound... a nice small point is that the garage supply plate is still on the nearside sill tread plate finisher...

BJK had had a thorough waxoiling... and Barry's wife Dawn uses her every day... look forward to seeing both of you and BJK at Stafford... Going back to sidescreen seals orders off Six Spares...

these are to stop (I hope!)... water entering my boot... it's finding its way in on the drivers side... not a lot, but enough to irritate... and inspecting the boot/deck internally all looks OK... when I get round to the replacing these (one fine hot sunny summers day!!) I will report back... step by step fitting instructions... and associated problems (if any)...

Cumbria area have been rather industrious... and have followed through research into having the rear Herald/Vitesse mudflaps re-manufactured... their project now cumulates to the point of being able to offer a limited number of sets for sale... watch the Courier for advertisements... or catch up with them at Stafford... very well done to all involved... you put me to shame... I have received a very interesting letter from Peter Boyse (Portsmouth)... who is at present putting his MkII convertible back on the road (after a five year rest...), Peter writes to say that his car of known history has no steering lock... and is only 23 away from the earliest known steering lock Vitesse... respective chassis numbers being... UMW 553J... HC57561CVO... and EYL 324J... HC57584CV. Peter's car was registered on 6th May 1971 but dating the window glass using the method shown on page 60 (April Courier) gives dates for the glass of November/December... this points to the steering column locks being used from Jan 1971... narrows it down nicely... thanks for the information Peter... best of luck with UMW... wishing luck to members... Hi to Charles Henderson (West Yorks) whom I know has a pile of bits and pieces in his garage which was formerly a MkII 2 Litre Saloon who goes by the name of 'AMANDA'... sell the Herald Charles... get 'MANDY' back on the road... Thanks now to Ian Hartley (Stockport) who sent me the following STANPART accessories list... (right).

Ian owns a 1970 MkII saloon... and comments on the front sidelight lens fitment... how at some time during the MkII production run they were

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All accessories recommended by Standard-Triumph Sales are individually tested for their quality and reliability by our Engineering team. This ensures that they are manufactured to the same high quality, compatible with the car of your choice. The following is a brief selection—a more detailed brochure is available and can be obtained through your local Standard-Triumph dealer.

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Cigarette Lighter with Pull-out element as 2000 — All Models ...	* 1 10 0
Continental Touring Kit — All Models (Details of useful loan scheme from local Stanpart stockist)	
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Gauge, Oil Pressure Kit — 1300 ...	* 3 7 0
Gauge, Oil Pressure Kit — Vitesse ...	
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Radiator Blind — All Models except Vitesse & Sports ...	from 4 5 0
Roof Racks — All Models ...	from 7 0 0
Seat Covers — 'Karobe' covers approved. Consult your local Stanpart stockist.	
Soft Top Kit (Black or White) — All Spitfires ...	18 10 0
Soft Top Kit (Black or White) — TR4A ...	15 2 6
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Towing Equipment ...	from 5 10 0
Touch-up Paint — 1/2 Pint Tins — All Colours from	5 6

*Plus Purchase Tax

Please refer to your Distributor or Dealer for Details of fitting charges for these items.

changed from the 'pointed' variety to the more flatter asymmetrical shaped type... the earlier ones had a handed base unit with a metal plate dividing the two bulbs (indicator/sidelight)... the later base units were not handed... so could be fitted 'upside down', back to front as it were... as one of my own are... so I have... as you look from the front

... both indicator lamps on the right hand side ... a job I have been meaning to get round to changing ever since I spotted the mistake (some 28 months ago?? ...). This is one of those difficult areas to date a change ... sidelight lenses are so easily broken and replaced ...

... this one I suspect we will never know ...

Right ... would the present owner of a MkII Vitesse, registration number FMH 371J, stand up please ... well, if you drop me a line ... a previous owner spotted her on page 98 of the Brooklands Herald/Vitesse book (available from the Club 'Triumph Bookshop') and would like to pass on quite a lot of written history/documentation ... On the plea theme ... my young lady 'Angie' has at last found a good solid Herald ... registration XLV 868J ... a white 13/60 saloon ... anyone know the history on her? (*the Herald that is!!*) ... she would be delighted to hear ... thanks ...

Welcome to a new Club member/Vitesse owner ... Michael Homes (of Toronto, Canada) ... he has just purchased a 1962 convertible (in Old English White) off the original owner ... with only 47,000 miles on the clock ... chassis number HB104CV ... this is certainly the earliest I have knowledge of ... I look forward to receiving more information and photos ... for the Register.

I don't think I can write this month's Register without congratulating Peter Williams on the completion of his Vitesse rebuild ... (and the excellent articles). I think his rebuild has indeed put the values of our cars into perspective ... totalling up the final cost ... just goes

to show that if you want a good job done ... (to last) you can't afford to cut corners ... and it's going to cost ... but all well worth it ... when you can drive a virtually new Vitesse ... superb! ... Enjoy your lie-in Peter, but don't forget to send me your IVR!! ...

You have probably noticed that I have mentioned the word 'STAFFORD' several times during this month's register ... do I have to say more? ... It should 'HAPPEN' a couple of weeks after you receive this Courier ... you know what I'm going to say now ... don't miss it ... bring your Vitesse along ... (no matter in what condition she is in ... they are all wonderful) ... and do come up and say HI!! ...

See you there ... thanks ... take care ... Cheers ...

○

of four Heralds in the family, is used daily. ... Ken and Diana Mulhall's Litchfield green and white saloon (below), GA1870DL, is definitely on the road and often seen at shows — I should have known as I have a photograph in my collection!



Ken and Diana Mulhall's 1200 MkI saloon (STIR 90, where it received a runner-up commendation award).

The car was purchased new by Mrs. Lloyd of Ledbury in 1961 and remained in her possession until 1971 when it was purchased by her son-in-law who retained it until 1976. It remained in the Worcestershire area until 1987 when it was purchased by

Ken who used it as daily transport until mid-1989. An accident to the nearside while parked, led to a decision to repair the car to showroom condition over the next twelve months. The car is in regular use and was featured in the January 1991 edition of Practical Classics. The interior of the car was factory fitted with Red Connolly hide on the seats and vinyl door trims. The rear ash trays and door escutcheons are in wisteria, as is the petrol gauge. The speedometer is the usual 1200 black. ○

TRIUMPH TRIUMPH



Herald REGISTER

Chris Longhurst

In the May Courier I featured Andy Jones' 1200 MkI saloon, GA 2182DL, with a challenge to find an older car on the road.

D. C. McEwan from Somerset sent me details of GA2041DC (body numbers GAT 753, engine no. GA2397HE) a duo tone blue and white saloon. This car, one

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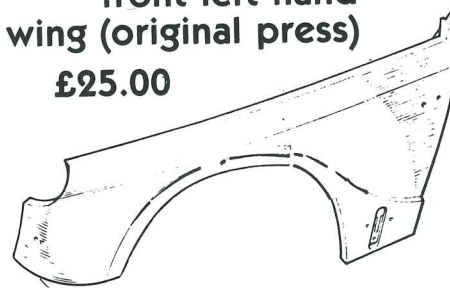
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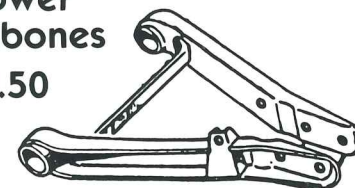


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front left hand
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Herald



13/60
Register

Phil Willson

WOW! I'm at article number 7 already. Doesn't tempus fugit. And here for your delectation is this month's nice clean motor.

One lady owner from new. Never raced or rallied. The car, "Rosie" to her friends, belongs to Mrs Phyllis Allen who bought here way back in May 1971. When Mrs Allen saw the car in the showroom she fell in love with it and decided that she had to have a Herald convertible. She

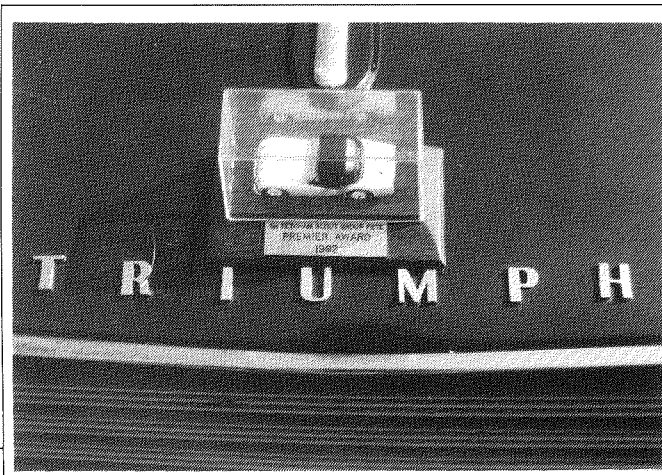
made. Whether he actually believed that or whether it was a bit of sales talk we shall never know, but it is quite possible that it was the last one that he ever sold. It carries commission number GE80942CV which makes it a fairly late car, about 2500 from the end of production.

Mrs Allen can no longer drive Rosie, but she is still looked after with TLC. After 100,000+ trouble-free miles around the UK and Europe the car was put in for a full body-off rebuild, but even

out occasionally when Trevor Collett, joint Specials Register Secretary, takes Mrs Allen for a spin. Last summer Rosie collected a second award at a local scout fete.

At least she is not about to become a museum piece.

Now for the Herald floorpan puddles. I have received two or three useful suggestions — many thanks to those who contacted me — which I have combined with my own experiences into the following list. So, assuming that you haven't left the window,



actually wanted a blue one but the salesman told her that the car on offers was the last one

before this she won the Best Herald award at the 1986 S.E.M. These days, Rosie still ventures

the sunroof or the hood open, try the following for size (the suggestions are not in any particular order).

1. The air intake box behind the heater unit. A good deal of muck and rubbish accumulates in the bottom over the years and this is rarely cleaned out because it is so difficult without taking out the heater unit.

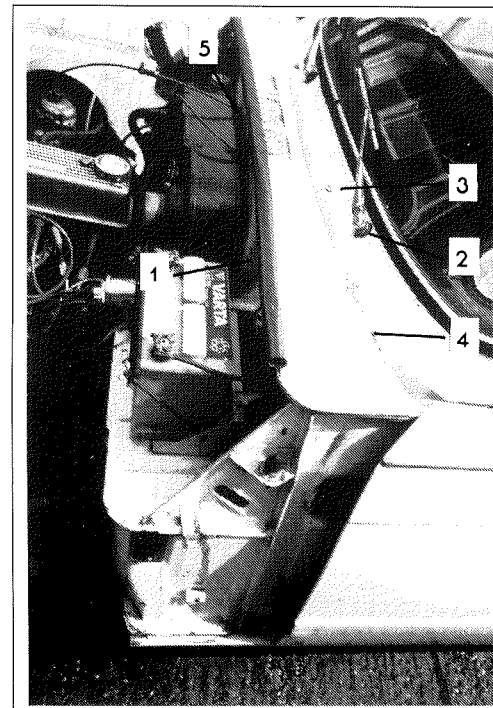
This gives rise to corrosion which can eat through into the passenger compartment. The cure is to seal the corroded metal from the inside of the car. Then paint and seal it and don't let it happen again!

2. Windscreen wiper wheel boxes. The cure is to loosen or remove nuts and washers, apply sealant and refix. These threads are excellent at siezing up, so go mad with a release agent (WD40 or similar) a day or two before the job.

3. Windscreen washer jets. Cure: remove (they are fixed with wing nuts behind the dash) and refix in new sealant.

4. The ledge in front of windscreen (where the air intake grille is) can rot through particularly along the back seam — mine did. The cure is ideally to weld in new metal, but P40 or glass mat + resin + filler is OK if the holes are small and all rust is removed.

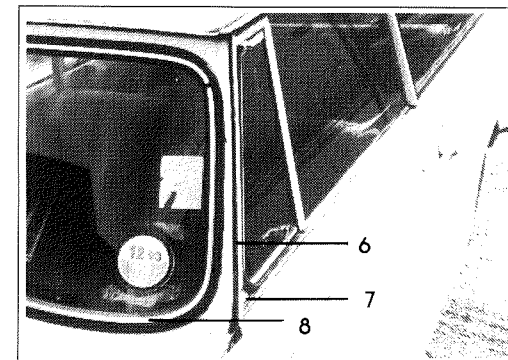
5. Bulkhead rubber grommets — where the wiper motor rack tube, the choke cable, the heater control cable and the wiring harness pass through the engine to the passenger compartment. Check also the accelerator cable. Cure is by replacement or good quality sealant.



6. The rain channels on the windscreen pillars are sealed at birth but the sealant will at the very least have hardened and cracked by now. Dig out any loose material and re-seal. If the channels have rotted out completely then new ones are quite easy to make or, alternatively, are available off the shelf from SW Classics, Totnes, Devon.

7. The door aperture seal also causes problems especially at the windscreen pillar where there should be an extra rubber strip to assist in ensuring that rain water runs down towards the treadplates and hence out onto the road. If either component is in a bad way the water runs across the front surfaces of the door and into the car.

8. Another prime suspect is, of course, the windscreen rubber itself. You may be able to get away with injecting a sealant into the offending areas, but if the rubber has really had it then new replacements are easy to come by from many of our regular traders. I got mine from East Kent Vintage Trim Supplies (0304 611681). Don't forget to order a new finisher strip while your at it since the old one will not come out in one piece.



The mastic sealant used during original manufacture is still available. It is called Expandite Seelastic and comes in a red toothpaste tube. This should be suitable for cases 2, 3, 7 & 8. The rain channels (no. 5) need a material that sets quite hard and can be painted. I suppose that body filler would probably be OK, or even lead loading if you have the skill to do it.

A non setting sealant that has many uses is called Dum Dum paste. It can be used to seal joints such as that between the centre and rear section floors or it can be worked into cracks rather like putty in order to keep water out.

For further reference, a comprehensive leak sorting article by John Thomason appears in Courier 105 (March 1989). This covered problems in several other areas of the car such as the doors and boot.

Willsonian Car sagas: All rebuild projects have temporarily (hopefully) slowed right down due to lack of time and money. The work on the 12/50 stopped altogether when I started tinkering with the 2500S. It's really hard trying to keep all ones balls in the air, if you'll pardon the expression.

JOHN KIPPING

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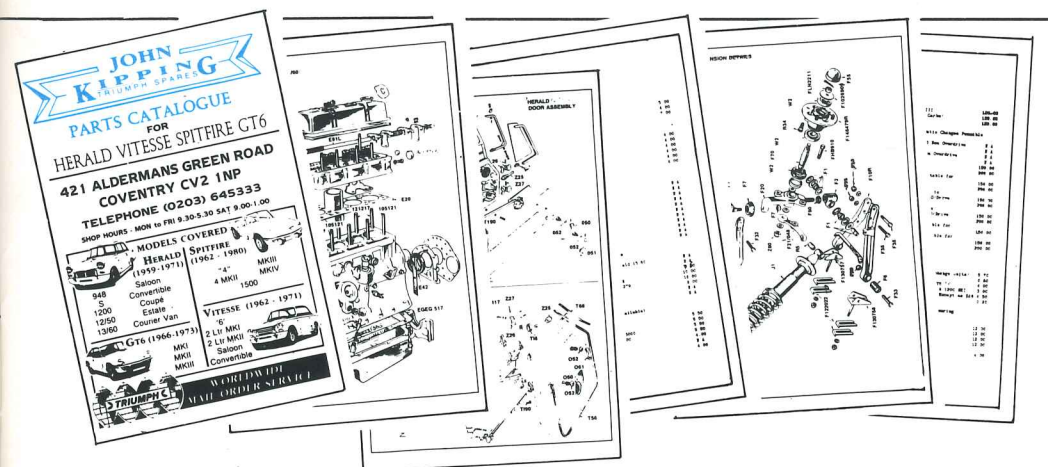
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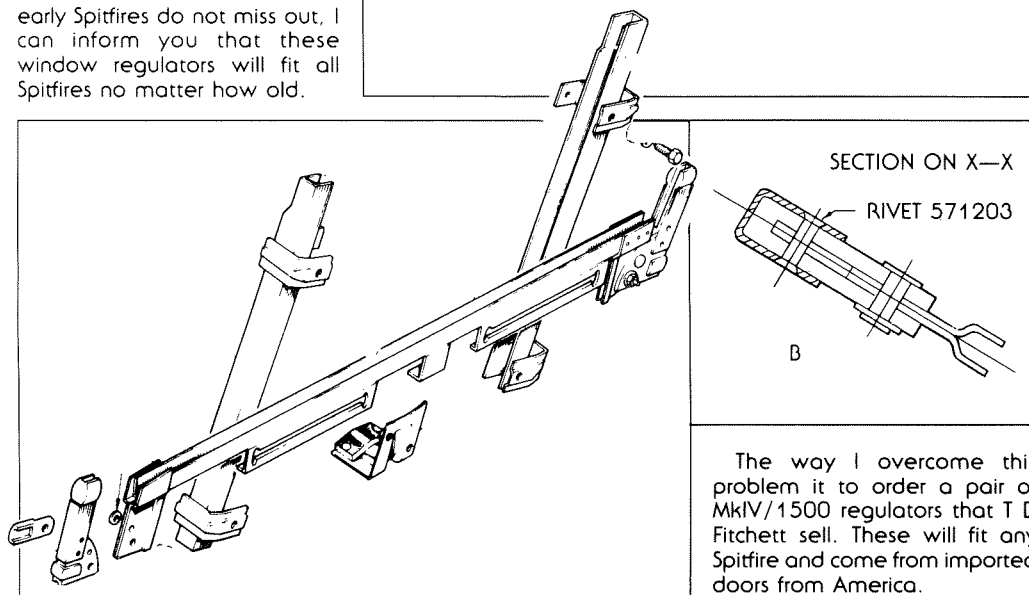
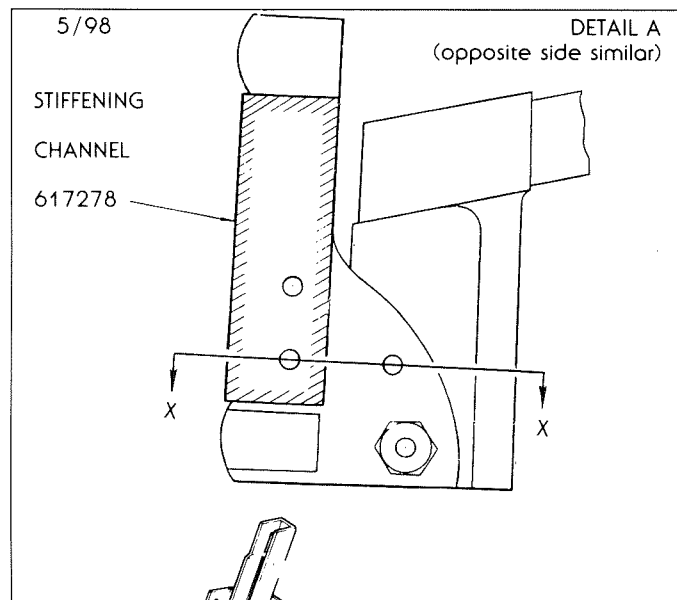
REGISTER

Brett Dennis

THERE has been quite a lot of talk lately about these re-manufactured window regulators for the MkIV/1500 Spitfires.

Well to make sure that the early Spitfires do not miss out, I can inform you that these window regulators will fit all Spitfires no matter how old.

modification made in September 1964 which kept the door glass from 'splaying out'. I have found the reason for this 'splaying out' is more to do with the nylon blocks which bolt to the ends of the regulator wearing out. These blocks do not come with the re-manufactured regulators, so how can you overcome this problem?



The way I overcome this problem is to order a pair of MkIV/1500 regulators that T D Fitchett sell. These will fit any Spitfire and come from imported doors from America.

Spitfire MkIV (1973) and 1500.

These are then stripped and replated. These regulators have no wear in the nylon blocks at all.

The window regulator never changed throughout the Spitfire range, but there was a

This is probably because their windows were permanently down, as was their roof, driving along the California coast.

FRONT DOOR GLASS

Spitfire only

To prevent the possibility of the door glasses on the Spitfire 'splaying out' at high speeds, the window regulators have been modified.

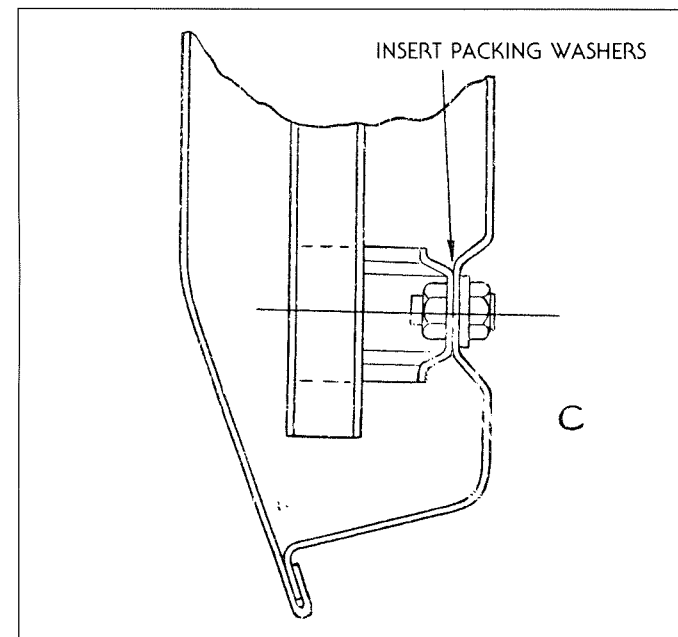
Stiffening channels are now riveted to the glass guide blocks, and the procedure for service requirements is as follows:-

1. Remove window regulator channel assembly (706789 LH 706790 RH) from doors.

2. Remove sharp corners from edges of guide blocks and press stiffening channel 617278 onto each guide block (see illustration 'A'). It is important that the stiffening channels are a tight fit on the guide blocks and if necessary that can be achieved by lightly squeezing them in a vice.

3. Drill two holes 9/64" diam. through each guide block to dimensions in diagram. Counter-sink holes both sides to accept rivet head and to ensure flush fitting after rivetting. Use rivet number 571203 (countersunk head semi tubular 17/32" long, 3/16" head, 1/8" diam or similar (illus. B)).

4. During re-assembly apply packing washers as required between door inner panel and front glass channel at the bottom fixing point to give the top front corner of the glass an inboard position as required.



if you decide to buy a pair of these, make sure you get four separate nylon spacers, part number 613326, as these are part of the regulator assembly.

I am sorry, but this will have to be a short one this month, as I am just about to move house. Yes, I did manage to find a job in the end. I now repair double decker buses, metro buses, MCW MkI and MkII, Dennis Dominators and RMS etc. For all you spinners out there (bus freaks). They come round the yard on Sundays, collecting fleet no's and taking photos!

So, from now on, there is a new telephone number. If I happen to be at work, I now work on a shift pattern, you will be given a work number to ring, so it's pot luck from now on.



The chap sitting in the Spitfire is Chris Smart. He wanted his car in the magazine. The car's name is Kate, which is a 1970 MkIII.

HERALD — VITESSE

CUTTING A DASH

WITH THE NEW RANGE OF

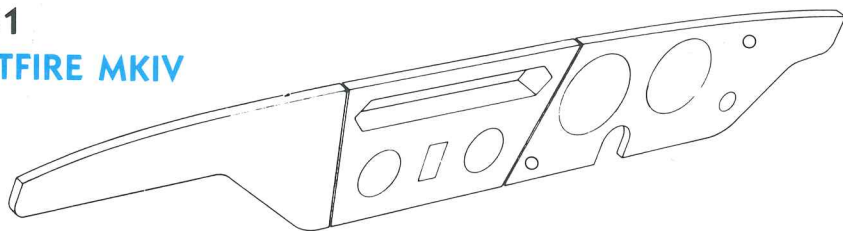
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restoring their Club cars but pay little attention to the piece of trim that is the most outstanding feature in the interior.

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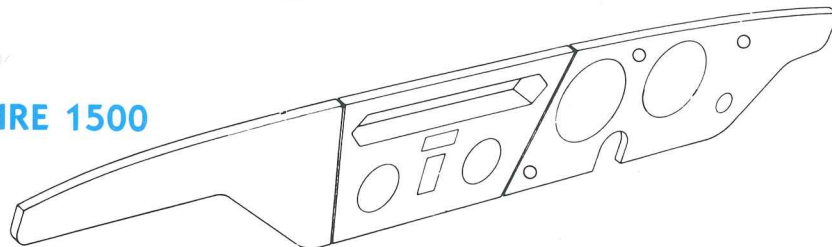
DB001

SPITFIRE MKIV



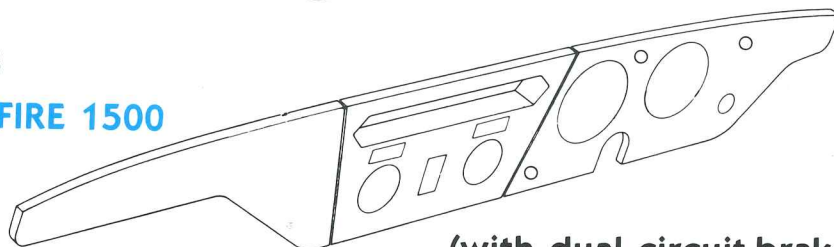
DB002

SPITFIRE 1500



DB003

SPITFIRE 1500



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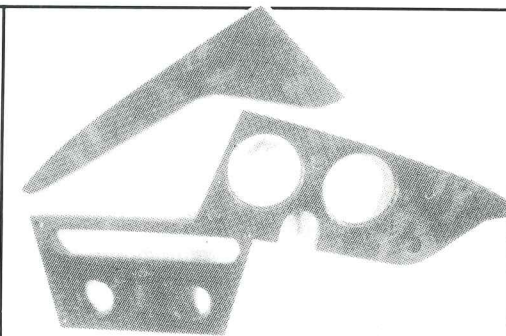
SPITFIRE — GT6 — BOND EQUIPE — SPECIALS

A DASH

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'VE just received news that Gordon Hulmes from Stoke-on-Trent is taking over from me as joint GT6 register secretary — I wish him the 'Best of Luck'.

So, let's start with the most northerly GT6, recently purchased by Rob Jenner, who also owns the most northerly Herald and Vitesse.



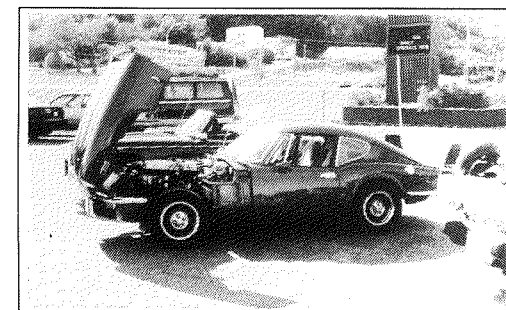
HNG 165L is a 1972 MkIII rotoflex car and looks to be in very fine fettle. Rob lives on the Shetlands, so he'll have to watch out for those sheep! If anyone knows any history on HNG 165L, please let him know.

Now, to a warmer climate, this is Andrew Long's MkI GT6 (EZ 5412), complete with body kit! . . . Oh, yes . . . there's a picture of Andrew in last month's Courier! Apparently he took the car to the Hong Kong Classic Car Show where it received many admiring glances.



Next, we're off to the States with an emerald green MkIII with Wisconsin plate, HYU212, owned by a Mr Kupka, who has been putting GT6s on the map as the car gained second place in the concours at the ELKHART LAKE VINTAGE HISTORIC in July 92 and first place concours and peoples choice at the QUAD FEST IV in Sep. 92.

Stateside again is WAP 567, from Pennsylvania, a very nice looking MkI in tinted silver, owned by Glenn Davis, who took her to the LANCASTER COUNTY (PA) MG Clubs 3rd annual 'Taste of Britain' Day, and was the only GT6 out of 75 other British cars.



he reckons can propel the GT6 up to 240kph (149mph). Inside there is a very smart looking

TRIUMPH TRIUMPH TRIUMPH

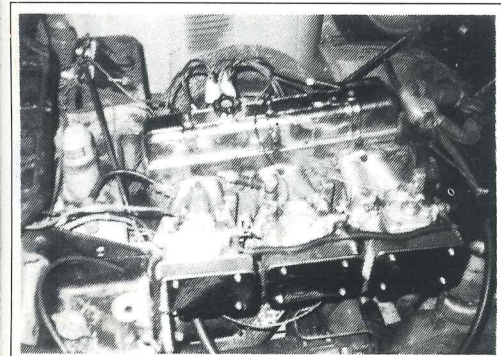
GT6

REGISTER Jasper Bacon

Next, we go to France, with photos of Michel Bothiers MkIII, showing a set of triple Webers.

walnut dash. Michel says he can provide 'fully DIY' wooden dashboard kits available in 3 types, Walnut, Oak or Pine wood.

I got myself into projects'. Well the latter was written in 1992, it's now 1993, so I wonder how he's getting on!



For details, contact him through Ivan Souverain, 13, Rue Trustal, 33000, Bordeaux, France.



It's back to Blighty now, to Burnham in Berkshire with a shot of a MkII belonging to Pete Hurson who describes her as one of those 'what the hell have



WHM 902M is a very low mileage example (27,000 plus) in Mimosa Yellow, belonging to Simon Alanson. I think I saw her 'in the metal' so to speak at the S.E.M. 'Apart from some lower rear wing repairs, the car is almost entirely original, in fact too original' quotes Simon, 'for example, the brake hoses and probably the fluid have never been changed'. Apparently the gearbox also needs bearings, however, a very nice car indeed.

Finally, Peter Gould wants to trace the history of two MkIIIs, KPG 868K and PGC 194K, if anyone knows these cars, please let me know through the Club.

I met up with Leon Guyot at the S.E.M., having returned from his travels 'Round the World', who presented me with a tea towel from Bob Larsen (N.Z.) insinuating that New Zealand farmers are the best dressed farmers in the world! — Thanks Bob!

From Dayle and Rita Montgomery of New Plymouth, N.Z. came a copy of 'Foot Rot Flats', the New Zealand Sheep dog cartoons, to beat all 'Peanuts' and 'Fred Bassett' cartoons, paws down! Dayle and Rita own various classics including an XK140, a Spitfire MkII and others, many thanks!

Thanks must also go to those of you who've supported me by sending in photos and letters about GT6s whilst I've been writing this column. I would also like to thank Bernard and his team for slotting in these articles, usually far too close to the Courier deadline! They really do a good job. Keep those GT6s warm!



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BITS AND PIECES

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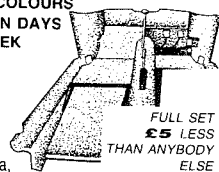
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the Triumph
Mk4 1500
Spitfire
Register
JOHN THOMASON



HIS months heading photo is sent in by Andrew Clark of Dartmouth, Devon and features his 1973 2 litre Spitfire IV, or is it a GT6 convertible?

Although based on a Spitfire IV, the conversion uses an early GT6 MkIII chassis, engine and transmission, including rotoreflex rear suspension. Although handling extremely well, Andrew has encountered some problems with the rear suspension and asks if other members can offer advice. When fitted with the standard GT6 MkIII rear spring, Andrew found that the rear of the car sat far too high, indeed to such an extent that the Spax shock absorbers fitted, were at their maximum extension. Next Andrew tried a de-cambered Spitfire IV rear spring, but found the ride to be very harsh, even with the Spax adjustables at setting 2. With so many 2 litre Spitfire conversions on the roads today, it would be interesting to hear the results of how other owners have set up the rear suspension.

BITS 'N PIECES

To complement last month's article on optional accessories

I thought it would be interesting to look at some of the other items the car may have originally been delivered with. Although few are likely to have survived they can provide a nice touch of interest, particularly to original concours cars.

TOOL KIT. Originally supplied with all Spitfires, the original tools are now fairly rare, with would-be concours entrants scouring the Autojumble for tools to make up a set. The tool kit supplied with the Spitfire IV and 1500 was different to that supplied with the earlier cars. The tools were NOT supplied in the small plastic pouches of the earlier cars, but instead a canvas bag in which they rattled about with the scissors jack (fig. 1). Interestingly the canvas bag, red brown in colour, wasn't made large enough to accommodate the jack handle! It is thought, although not substantiated, that on very late Spitfire 1500's (1979 onwards?) a black plastic tool bag was supplied similar to that used on the Triumph models. Can any late Spitfire 1500, original owners confirm?

The complete tool kit, Fig 2., comprised from left to right:- a set of feeler gauges, a 7/16" x 1/2" AF spanner, a 1/2" x 9/16" AF spanner, a spark plug / wheel brace box spanner, a 'special' spark plug spanner, a 'combination' tool and a wheel nut

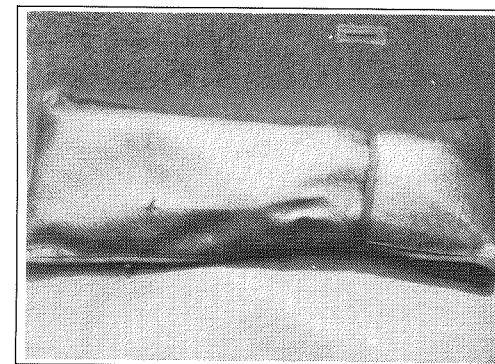


Fig. 1.

spanner. Interestingly the wheel nut spanner was not supplied with the Spitfire IV, only the 1500. Original spanners were made by SUPERSLIM.

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GT6 Mk1 running order.....£495
GT6 Mk3 partly restored.....£850
Spitfire Mk 3 runs Fibre bonnet.....£395
Spitfire Mk 2 runs well.....£495
Spitfire 1500 attractive in black.....£950
Spitfire 1500 X reg drives well.....£750
Herald 1200 convertible with hard top.....£650

BODYTUBS

Spitfire Mk 4/1500 fair condition.....£195
GT 6 Mk 3 fairly solid.....£550

SECONDHAND SPARES

CHASSIS

Several Mk4 Spitfire chassis requiring minor work from £50
GT6 rolling chassis rotoreflex £195

DRIVESHAFTS per side complete with hub assembly £41-12

Complete front suspension unit £23-50 per side

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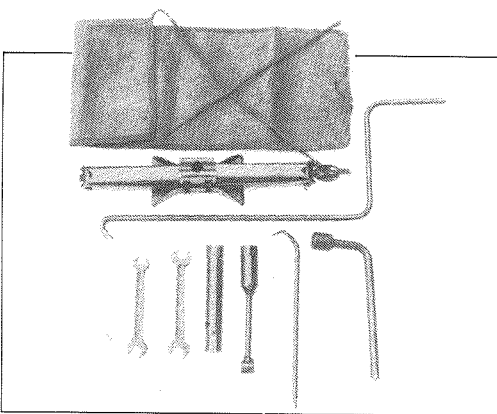


Fig. 2. The complete tool kit.

In addition to the **OWNERS HAND BOOK**, an **ILLUSTRATED PARTS CATALOGUE** and **'REPAIR OPERATION MANUAL'** were available for purchase by the customer. Fig. 3., both extremely useful books.

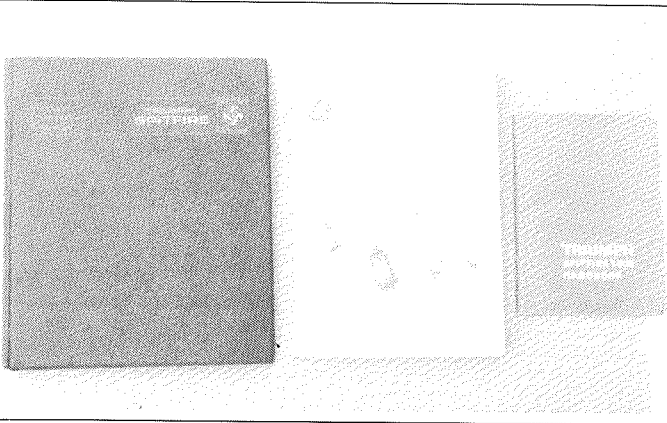


Fig. 3. The original Workshop Manual, Parts Catalogue and Owners Handbook.

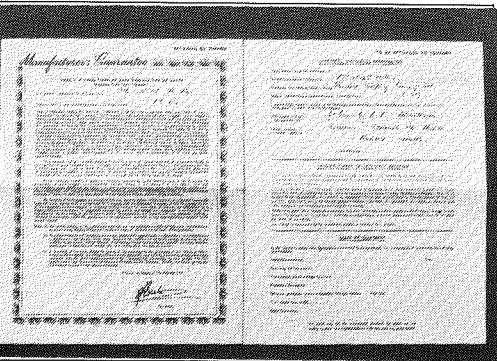


Fig. 4. Manufacturers guarantee. The following lists some of the other documentation that was likely to have been provided with the Spitfire IV when new. A **MANUFACTURERS GUARANTEE** as shown in Fig. 4. should have been provided

with each car, giving a warranty for the first 12 months or 12,000 miles whichever was the sooner. The right hand half of the guarantee should have been returned to the factory.
2. An original **BILL OF SALE** by the garage should also have been provided. Any surviving examples?
3. A **TRIUMPH PASSPORT TO SERVICE** Fig. 5. provided



Fig. 5. The Triumph Sales and Service Directory, Service Statement and Service Book.

a maintenance schedule of all the items to be checked and stamped by the garage right from the pre-delivery check and 1000 miles free service up to the final 45,000 mile service. I wonder how many owners have a complete service history with their car? The 'Passport to Service' replaced the earlier Spitfires **'SERVICE SCHEDULE BOOKLET'** which interestingly listed services up to 72,000 miles. The reduced service mileage I hope was not indicative of Leyland's opinion of the longevity of the car!

4. A **'SERVICE STATEMENT'** which essentially listed the terms and conditions under which the car would be serviced.
5. **'TRIUMPH SALES AND SERVICE'** was a directory of the Triumph Distributors and Dealers in the UK, a very useful book. I wonder how many survive as Rover Agents? This particular example is dated August 1972 and interestingly refers to both **'STANPART'** and **'UNIPART'** parts and service.

6. Fig. 6 shows other interesting period literature. Of particular interest was an application form for the **'THE TRIUMPH AUTOMOBILE ASSOCIATION'** or **T.A.A.** The stated objectives of the T.A.A. were:- *to enable members to obtain the maximum usefulness and enjoyment from their vehicles:-*

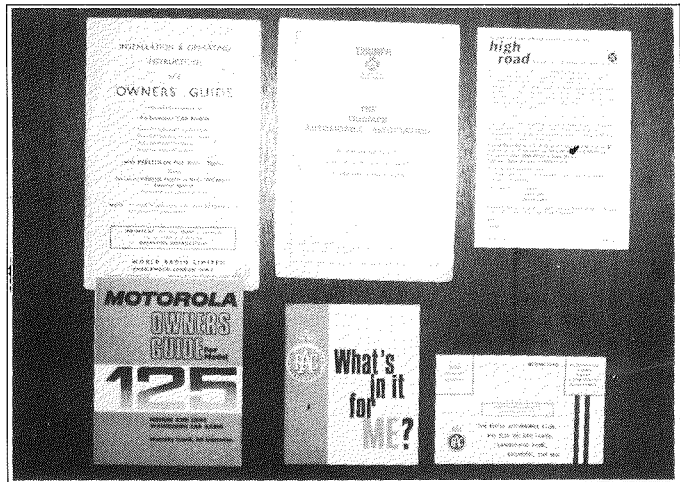


Fig. 6. Period literature likely to be provided with the Spitfire IV.

a) *Through an interchange of information between local branches and the Standard-Triumph organisation.*

b) *Through the organisation by local branches, of visits, lectures, discussion, film shows and of social, sporting and other activities for mutual enjoyment and instruction of the members'. Sounds familiar! was this the origins of the TSSC ??*

Membership of the T.A.A. entitled you to a blue, black and silver car badge as well as a years subscription to the clubs magazine **T.A.A. NEWSREEL'**. Do any of the magazines survive today?

7. Also of interest is a subscription form for **'HIGH ROAD - THE BRITISH LEYLAND CAR MAGAZINE'**, which presumably replaced the 'Standard Triumph Reviews' of the 1960s. The updated example I have quotes an annual subscription of 35/- but also states that the magazine was also available at bookstalls and newsagents priced 2/6d. Again, do any examples survive today?

8. Other items include membership forms for the RAC and **'INSTALLATION AND OPERATING'** instructions for a radio, although as stated last month, Smiths Radiomobile was Triumphs preferred radio supplier at the time.

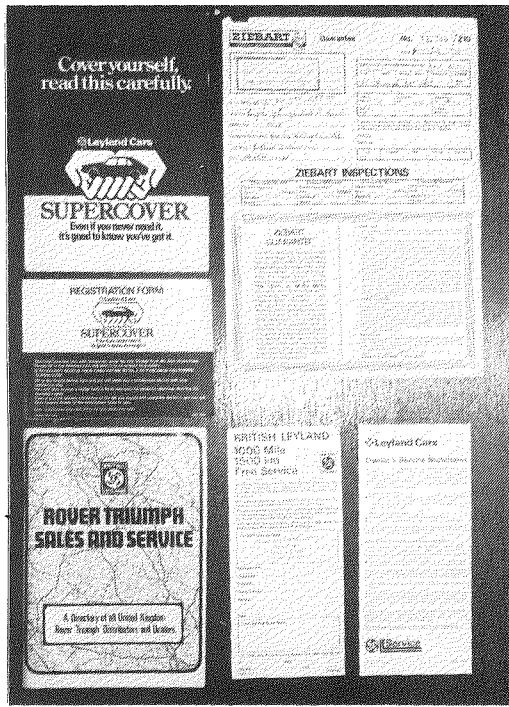
Fig. 7 (below) shows some of the revised documentation that would have been available in the mid 70s, typically for the Spitfire 1500.

1. Triumphs **'PASSPORT TO SERVICE'** continued to provide the maintenance schedules and service history for the car. Note the 1000 mile free service voucher and the revised **'LEYLAND CARS' OWNERS SERVICE STATEMENT**.

2. A new **'SALES AND SERVICE'** directory now listed Rover and Land Rover as well as Triumph Distributors and Dealers.

3. Another service item that would have been available for the later Spitfire 1500s was **'LEYLANDS CARS SUPERCOVER'**. Supercover offered:-

Fig. 7. The revised documentation likely to be found with a new Spitfire 1500.



a) Free 24 hour 'on the spot' roadside assistance, provided by the AA.

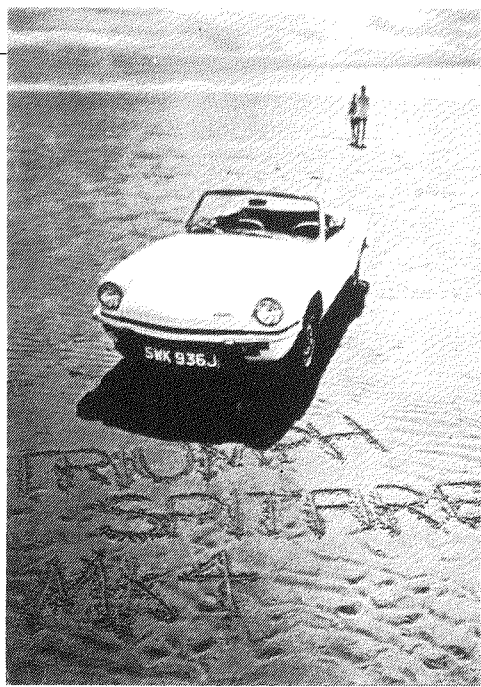
b) Free 'Get You There' relay recovery service — again provided by the AA.

c) extended mileage warranty for the 1st year.

d) A 69 point delivery check.

4. Finally, an example of a 'ZIEBART RUSTPROOFING GUARANTEE' which guaranteed the vehicle against rusting from the inside for 10 years or 100,000 miles, provided the car was treated within 3 months or 3,000 miles from purchase. I wonder how many Spitfire sills survived?? Ziebarting was arranged by dealer and was **NOT** done at the factory.

One last item that a new Spitfire owner may have kept with the car would be a **SALES BROCHURE**, presumably obtained before purchasing the car. Figs. 8 and 9 show Spitfire IV and Spitfire 1500 brochures respectively. If members have further details on any of the items mentioned above, or indeed any other 'Bits 'N Pieces' I would be more than pleased to hear from them.



Triumph Spitfire 1500

Specials SPECIALS Specials SPECIALS Specials REGISTER

Trevor Collett



HIS month I have a car building story penned by Ian Worthington who lives in Thornley near Durham.

HERE'S ONE I MADE EARLIER

This is perhaps an apt description of EWX 85X, a JC Midge built between April 1990 and May 1991. Although the running gear is bog standard rebuilt Herald 13/60, the body is hand built from plywood and aluminium.

The 13/60 chassis was totally refurbished and the outriggers slightly narrowed to fit the Wolsley Hornet inspired body. All bolts, bushes etc, were replaced in the suspension rebuild. The petrol tank is a Toyota unit mounted behind the false slab tank. The seats are Fiat 126 and a 10 inch steering wheel is required for any decent knee room.

A £1.99 shower rail from Dickens is used to mount the Lucas King of the Road headlights which are fitted with Volvo 244 8 inch light units (not a lot of people know that). The paint is two pack synthetic BMC Old English White over aluminium primer and cellulose

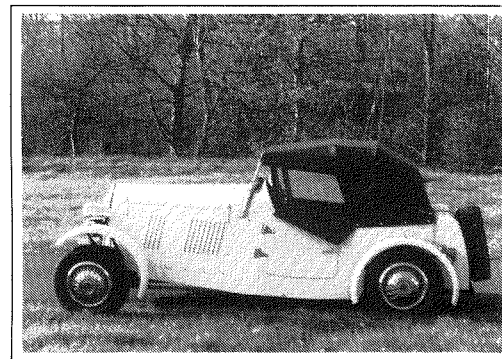
primer. Contrary to popular belief in the north east area it is not white Dulux gloss paint.

The car has receipts for £2500 plus, and anybody contemplating building one of these cars must have a very understanding wife and a healthy bank balance. The whole project was built outside my



father-in-law's back garden with a plastic bag, home made greenhouse cover, which in the winter proved extremely good for raising seeds as well as raising cars. Many thanks must go to Frank and Mary, Paul, Steven, John and my wife Joy for supporting me in this challenge and giving advice and encouragement when I needed it. The car has attended a couple of shows which include The Doune 1991 Classic Car Rally and North East area Witton Castle camping weekend which proved very rewarding with Best Special, 3rd place overall and best driver award.

Thanks Ian, I hope you get plenty of roof-down weather up there in the north east (so speaks a namby pamby southerner).



SIX INTO FOUR WON'T GO

A member phoned me the other day with a car problem the answer to which was fairly obvious, so obvious I didn't think of it until 24 hours

later. What we had was a Spitfire 1500 body, and chassis presumably, that has been fitted with a 2 Litre engine. The problem was that when the revs reached the red line, in top gear, the speedo showed only 70-ish. You don't have to know the exact gear ratios of all the cars in the Triumph range to realise that this wasn't right. I started spouting about the differential ratios available for our cars and the effect of tyre size on overall gearing but I was doing enough mental arithmetic to realise that these variables wouldn't account for this amount of loss of top speed.

I then went on to say that he shouldn't necessarily believe what his instruments were telling him. I suggested he checked his speedo by having a 'normal' car follow him or use a stop watch and the 100 metre markers on the motorway. I recommended a clip-on electronic gauge to check the rev counter.

During the conversation I did ascertain that the rev counter fitted to the car was an electronic one rather than the mechanically driven type. But even then the answer didn't click in my brain. Hands up all those who worked it out. Yes, of course, no one had told the rev counter that the 4 cylinder engine it had worked with all its life had been changed for a 6 cylinder one. Electronic rev counters work by counting the blips (technical term!) from the ignition coil and converting this to revolutions per minute so their little brain has to know how many blips make one revolution of the engine. A 4 cylinder has 2 blips per rev, but a 6 cylinder will have 3 (or something like that).

The chap said his engine reached 6000rpm very quickly, well it

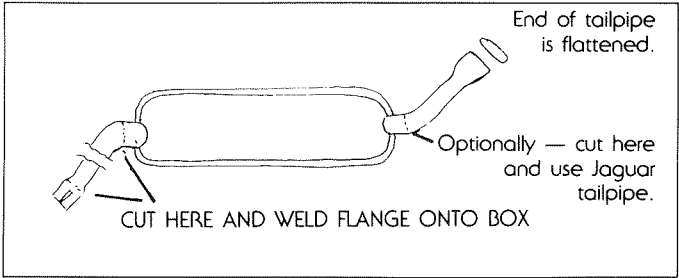
would because although the rev counter read 6000 the engine was probably doing 4000. I hope the caller is reading this as I didn't take his phone number. What can you do?: 1. Replace rev counter with another electronic one from a 6 cylinder car. 2. Buy and after-market electronic rev counter set for 6 cylinders. 3. Convert to a mechanical rev counter (you'll need a suitable distributor to connect the drive cable.

BROOKLANDS 1993

I hope you are all planning to join me at the Brooklands Museum on Sunday 5th September for the Triumph Kit Car and Specials Day. All Triumphs are welcome, you don't have to be modified. Part of the deal with the Museum is a reduced admission price for Club members. Come to the birth-place of British Motor Sport and British Aviation. ○

The weather as I write this (the first weekend in June) and attending to the last details of the aforementioned event have been exhausting. Speaking of exhausts (who said that?), here are some suggestions regarding what you can do with yours . . . steady on, this is a family magazine! Equipe 2 litre owners might like to know about Phil Belt's exhaust pipework. He used the front pipe from a Vitesse MkII (what is so different about that I hear you ask?) nothing, but read on, connected to a FIAT 124 SPORT COUPE 72-75 rear box (TIMAX No. FT126C).

The Fiat rear box doesn't have end plates like an original rear box, it has seams round the edges, rather like a Cornish pasty. The pipe into the box needs to be modified as per diagram. Phil finds that this box is less likely to ground than many others when the car is carrying a full load of family. An even better looking result is provided by using the chrome tailpipe from a Jaguar. John Miller's 2 litre has a 2 box system which uses a Bristol silencer, a Vitesse rear box and a Jaguar XJ6 III tailpipe (2 people suggesting the same tailpipe, must be something in that!). John had



a new Equipe in 1969 and feels that this is something like the original system in looks, especially the tailpipe. . . . I've had a letter from someone suggesting a lengthened Spitfire MkIII front pipe and the rear box from an Austin Allegro. This source of rear box is of course quite acceptable since there was one model of the Allegro range called . . . EQUIPE. . . . This may work quite well on a GT45 1300, but why go to the trouble of extending the front pipe? You could use a Herald 13/60 front pipe, it is the right length and since the 13/60 and Spitfire MkIII AND early MkIV all use the same exhaust manifold, it should be correct diameter. I think some more information on this combination would be useful, it should be inexpensive.

Stephen Bell from Humberside tells me that he has modified a 1300 exhaust manifold to fit a 1200, now that sounds interesting (well it does if you have tried to get an exhaust to fit a MkI Spitfire engined car), let's have some more information about that Stephen.



Bob Reed and his tidy Equipe 2 Litre MkII, one of only 68 left!

Another photo of a very presentable 2 Litre Equipe, this one belongs to Bob Reed of Poulton-le-Fylde. Bob has spent some time on this car, and it shows in the quality of his repairs/renovation.

The bottom of the A posts (where the door hinges fasten to the car — for the non-technically minded) were virtually non-existent. Paper and card templates were made, and sheet metal cut to match, then welded together to make new lower A posts. Want to do some work on my car Bob? Now some information from the Register, people are often interested in knowing how many cars have survived, and I think it is an important aspect of the Register Secretary's responsibilities to keep good accurate (as far as possible) information about the remaining cars.

TYPE	Number
2 + 2	33
GT45 1200	111
GT45 1300	60
2L MkI	68
2L MkII COUPE	29
2L CONVERTIBLE	57
TOTAL	358

BOND EQUIPES ON THE REGISTER

There may be some cars duplicated as some entries on the Register have very little information, but I suspect that it is only a small number. This is why it is

important to keep your Register Secretary informed of cars you have bought/sold/scrapped

This is especially important with GT45 cars later than 1967 and all 2 Litre cars since no factory records are known to have survived for these cars, and this is the only way or collecting information about these post 1967 cars.

Of course, there may well be many other cars which have survived which are not on the Register.

Are you sure that yours is? Are you sure that the one you used to own is? Have you ever scrapped an Equipe? If you have and you still have any information about it, even just the colour and reg. no. (although the serial no. is better), whatever you can remember or still have details of, send it to me.

These comments are equally relevant to the other marque registers, so keep the respective Register Secretary informed when you buy/sell/scrap any Club car, it might turn out to be on the Register already.

Finally, I recently heard from Mike Quilter in Ontario, Canada, who has a left hand drive Equipe 2 Litre convertible.

You are completely isolated in Canada. There is at least one other Equipe enthusiast in Ontario with no fewer than 3 convertibles. ○

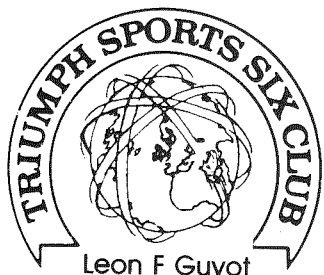


EQUIPE

Register

Bruce Pilbrough

BY the time you read this, the BOND EQUIPE WEEK-END will have taken place. Unfortunately the submission deadline for this article is such that you will have to wait until next month for a written account of the event.



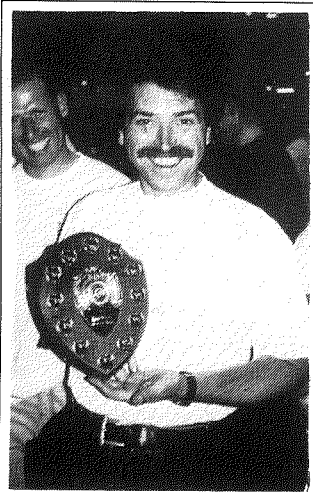
Leon F Guyot

INTERNATIONAL LIAISON SECRETARY



I gang! My Herald is up and running well (touch dashboard), participating in the very sunny and warm TSSC-Wessex Area New Forest Run and Bournemouth sea front rally - running faultlessly at long last.

Now, having past the 500 mile mark, the cylinder head torqued down and ready for the English Car Rally at Valkenswaard, Holland on Sunday 13th June 1993, an event that I have been trying to attend for some years now, without success.



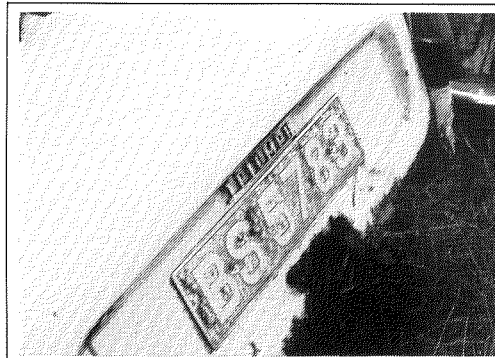
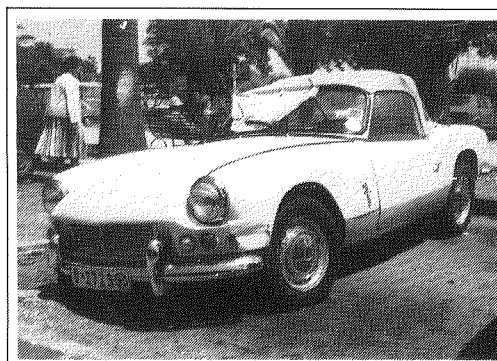
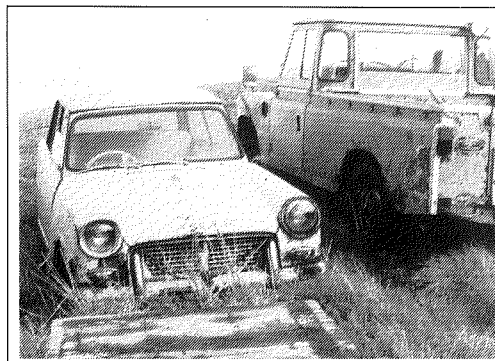
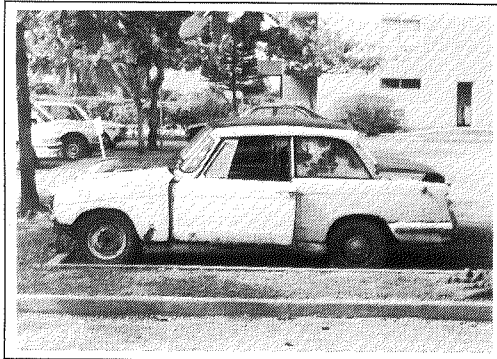
My car and I are both looking forward to the BIG TSSC weekend at Stafford, which promises to be better than ever this year with the biggest ever turnout of our International TSSC members from all over Europe attending!

Here we see (previous column) Hans-Georg Stumpf from Berlin, Germany, ecstatic at receiving the Brian Waters Overseas Trophy at Stafford in 1992 (photo by Thomas Schmid, Munich). Remember, I want to see ALL of my visiting International members entering for the distance competition this year, you'll find the entry box located at the information desk all weekend.

All you must do is collect a petrol station invoice from near your starting point, and PRINT CLEARLY on the back of it, your starting mileage, your arrival mileage and your name and address, so I can read it. This years prize will be better than ever, whatever they are! So secret that no one knows what they are yet — not even me!

Over now, to correspondence from some of our international friends and travellers: First up, I've had a letter from Rob Jenner (81/2929) all the way up in Shetland, who not only lives on a small island, but obviously prefers to holiday on them as well, for he tells me that when he was in Barbados back in 1988, he saw the Vitesse Convertible featured in my report, Courier 155, page 28. He says that he spoke to the owner, who had half of the rear suspension in bits, and apparently although advice was proffered it was 'cutly turned down' (perhaps Rob, it was a bad moment?, I'm sure we've all been there). All the info Rob could ascertain was that it was Wedgewood Blue with a white flash, and in reasonable condition. Rob goes on to say that I asked if it was the 'only Vitesse' in Barbados? Whereas I actually asked if it was the only 'MkII convertible' in Barbados? Please pay attention! However Rob says he spotted the remains of a Vitesse saloon abandoned way out in the countryside, unfortunately the photos of the wreck are too dark to print here, but it looks well past its' sell by date, with rusty body, no glass and various plant life within! Rob sent me photos of a sad Herald 948 saloon seen in Ocmos Rhios, Jamaica in 1991.

Rob appears to be a very brave man who has recently 'saved from the grave' a very early, and significant Herald 948 saloon, registered BS5783, built 1st Sep. 59 and despatched to James Ferries & Co in Inverness, but registered in Orkney where he found it, originally painted Alpine Mauve with Phantom Grey trim, chassis G6994, original engine G6554HE, body 3424C, last used in 1971 and showing 51,000 miles, perhaps all on Orkney? How many times around the island is that? No prizes for guessing.



Alan says that it is sad that the vast majority of our cars seen were in a deplorable condition generally!

Time, perhaps, for a mass club membership recruitment drive centered on sunny Malta? If anyone is going out there on holiday, just ask the Club office for extra leaflets etc and continue to send me these interesting photos and stories. . . . Last member along the International trail this month is Pierre Didelot of Chantilly, France, where the lace comes from. Pierre kindly sent me three good quality photos of most interesting cars including a red Standard Herald,



A hell of a project, but just think of the end result, brilliant stuff Rob! NB. If anyone out there has ANY information on that car, please let me know.

Alan Ball (81/2276) from Allerton, Bradford tells me that he has just returned from a holiday in Malta (another island), where cars of the fifties and sixties abound, and Triumphs in particular. He encloses shots of a reasonable early Spitfire and an immaculately restored Herald 12/50, locally assembled skylight saloon.





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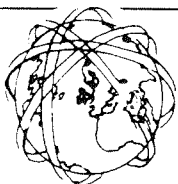
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Herald 13/60 'Britt' CV with GRP Coupe style hard top belonging to Pierre Didelot of Chantilly, France.

seen in Benares (Varanasi, India), back in 1987. I'm not sure if this is exactly how it left the factory, as Ashok Leyland in Madras made several variants, but it has the Vitesse type bonnet with a 948/1200 wide mesh grille and no stainless steel body side trim strips fitted.

The second is a red 948 smooth roof coupe, near Newara Eliya, Sri Lanka, taken as recently as February 1992, and finally (above), Pierres own LHD Herald 13/60 'Britt' convertible with GRP coupe style hard top in Chantilly France (perhaps we'll see it at Stafford one day, Pierre?



AROUND THE TSSC WORLD IN '40' DAYS

Leon F Guyot

8 PM and I walked into the bar partially recovered, and spent a pleasant hour with TSSC members, Andrew Long and friends, also Andrew Brown and his fiancée Lorraine (TSSC members from Croydon Surrey) who had flown out to get married in Hong Kong in just a couple of days time, also our very own John Thomason, working in Hong Kong for a couple of years, designing tube trains due to run out to the new airport on Chek Lap Island. John produced a GT6 interior door handle for Andrew Long — John, you're full of surprises!

After talking with John about his plans for the Quasimodo Spitfire racing in the Macau Historic Grand Prix (he certainly doesn't mess around does he?) we decided to take our leave of the rather over-priced Hotel bar with a glass of coke at £2.75 and repair to the much more homely English Pub, which turned out to be a peculiar mix of English Pub/German Beer

Pierre says that perhaps these photos serve to show us that real Heralds are red? How can I disagree? (please dear reader, don't write to me disagreeing on that point!).

I've certainly got an interesting, if very busy time coming up, as on my return from Holland, I'm convoying with Thomas Schmid and family of Munich, who will be driving his very fine BRG Herald 1200 Convertible from my home up to Stafford via some of the best English touring countryside (more in a future report). At the end of July, I find myself flying out to California with Bob Rowlands, to drive a beautiful Sports Six Convertible from LA up to the Vintage Triumph Register rally near Seattle and back via various places of interest.

*So who needs Coltrane in a Cadillac,
when you can have
Guyot in a Sports Six?*

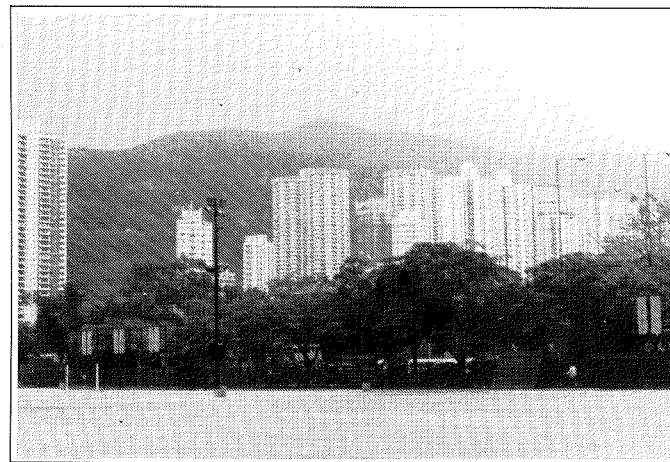
But seriously, my very special thanks to the club members and members of the Triumph Register of Southern California and everyone else who are making this all possible! See you very soon guys . . . (major report to follow at some future time, so watch this space). Kind regards and enjoy your summer time hood down motoring . . .

of freshly cooked meat shops with hundreds of cooked chickens hanging up in the windows and outside, also men cutting up whole cooked and smoked pigs out in the street, carried on and turned right at bustling Yee Woo Street, people everywhere hurrying to work in all directions, on foot, bicycle and in taxi's. Six wheeled omnibuses and multi-coloured trams, also hundreds of small minibuses flying in all directions. Crossing the road by footbridge, I marvelled at the thin but very strong bamboo scaffolding clinging precariously to even the very tallest of skyscrapers and the men swinging nonchalantly around on it. What a weird place!

Turning left down Sugar Street, I reached the famous China Products Co Ltd, a department store selling only products made behind The Bamboo Curtain, mostly in and around Canton in Kwangtung Province. I got there around 9am and that's when I discovered that in common with most large shops in Hong Kong, opening hours are from around 10.30am to 9.30pm, a slight problem as I was being collected from my Hotel by Andrew Brown at 11am.

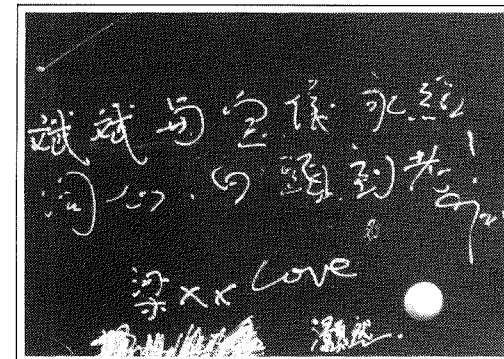
*. So, one and a half hours
to kill, where should I go?*

Walking around the Causeway Bay area of Hong Kong Island, I soon decided that Hong Kong must be the ultimate rat race, with building, leasing, leases expiring, demolishing, rebuilding all around, a true 24 hour a day City, all rush, hustle and bustle, Metropolis personified, everyone is an entrepreneur, an Arthur Daley, there is nothing that you cannot buy in Hong Kong, people swarm everywhere like ants on a nest, and they've perfected the art of haste without speed, urgency without panic. I soon found possibly the largest piece of relatively open space at Victoria Park, which I spent some time exploring.



I saw the Causeway Bay Typhoon shelter packed with small boats and water craft of every kind, marvelled at the tropical plants and huge palms, thrusting skywards from the park, discovered strange flowers that I could not identify, and was fascinated by all the locals practising their early morning Tai Che, slow motion exercises favoured by the almost exclusively elderly Hong Kong Chinese, especially amazing were the men 'fighting' in very slow motion with fearsome looking ceremonial swords!

I decided that Victoria Park was a most pleasant deviation in such a synthetic environment like Hong Kong, but couldn't help but notice that I was the only English/Western person in the Park.



On leaving the Park, I had a look in a few interesting shop windows and street markets, and could not help but notice such delicacies as 'Goldhill Brand selected feather-free 100% pure Birds nests', for soup perhaps? and even chopped Deer Antlers, apparently as an Aphrodisiac?

By now I was back at The China Products Co Ltd., which finally opened up at 10.30am, this store packed full of interesting items, but also similar in many ways to Woolworths. I soon discovered what I was after, one China Buddha for my mothers collection of these little fellows

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Window runner channel, front	£6.46
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Wheel arch to dash seal (small mud flap)	£2.70
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Handbrake gaitor, SPITFIRE I, II, III, IV	£9.34
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£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

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Door handle 1/h HERALD, VITESSE	£11.69
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Outer door handle ass. SPITFIRE III/III, GT6 III	£14.04
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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
B post strikers, less silder, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE III/III	£12.34
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	£22.33
Lock barrel and keys for GT6 petrol cap	£8.17
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£7.64
Chrome wiper arm assembly all models	£7.05
Stainless wiper blade all models	£6.40
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, HER/VIT, 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
Rear overrider HERALD, VITESSE, fully pressed (each)	£32.00
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6	£3.53
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.64
Rear number plate light aluminium cowl, orig. HER 13/60	£5.58
Chrome headlight rim, SPITFIRE I, II, III, GT6 I, II	£10.58
Windscreen frame ally capping	£34.08
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Hoods, SPITFIRE — double duck/canvas	£152.75
Pair of front seat recovering kits HERALD/VITESSE	£117.50
Rear seat covering kit HERALD/VITESSE	£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 HERALD	£51.70
Front scuttle side panel, HERALD	£9.40
As above, left hand for VITESSE, with pocket	£17.04
Under dash mill board panel HERALD/VITESSE	£15.28
Tool pouch as original (red) HERALD/VITESSE	£7.05
Seat base diaphragm HERALD/VITESSE	£14.69
Carpet set, SPITFIRE, tufted and bound	£70.50
Carpet set, GT6 tufted and bound	£88.13
Moulded carpet set, SPITFIRE	£141.00
Moulded carpet set, GT6 (state model)	£196.23
Moulded carpet set, HERALD/VITESSE	£105.75
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£18.80
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
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

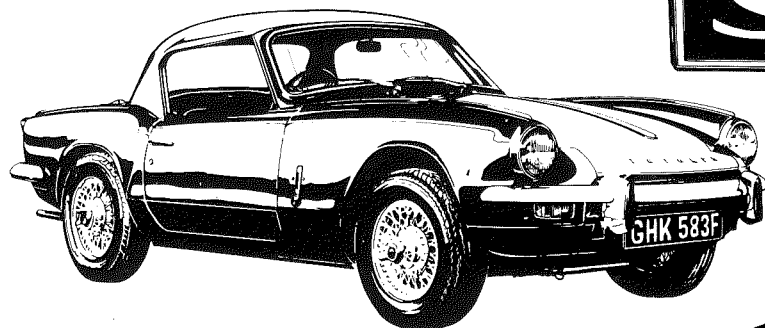
LIGHTS AND MISCELLANEOUS

Halogen headlight conversion set HERALD, SPITFIRE & GT6	£34.08
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Spitfire IV

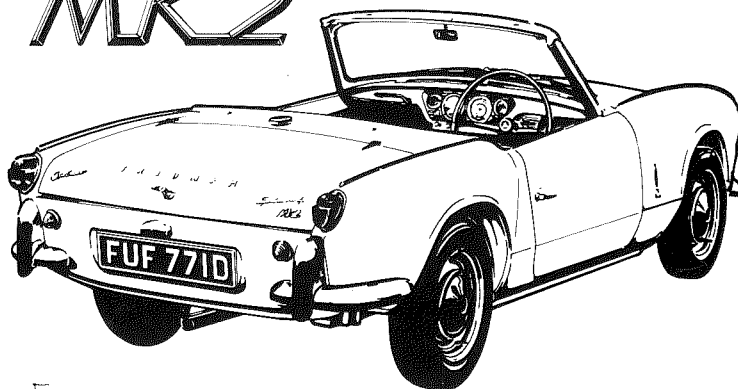


Mk3

STILL USING THE SAME BODY PANELS BUT WITH REVISED AND REPOSITIONED BUMPER BARS, A NEW 1296cc, 75 BHP ENGINE AND A COLLAPSIBLE, FOLD-AWAY HOOD THE MK3 SPITFIRE MADE ITS FIRST APPEARANCE IN JAN 67. THIS CAR HAD A PRODUCTION RUN OF 3 YEARS DURING WHICH TIME 25,320 CARS WERE BUILT.

ON CARS FITTED WITH OVERDRIVE AN ADDITIONAL CHROME SCRIPT BADGE WAS ADDED TO THE BOOT LID.

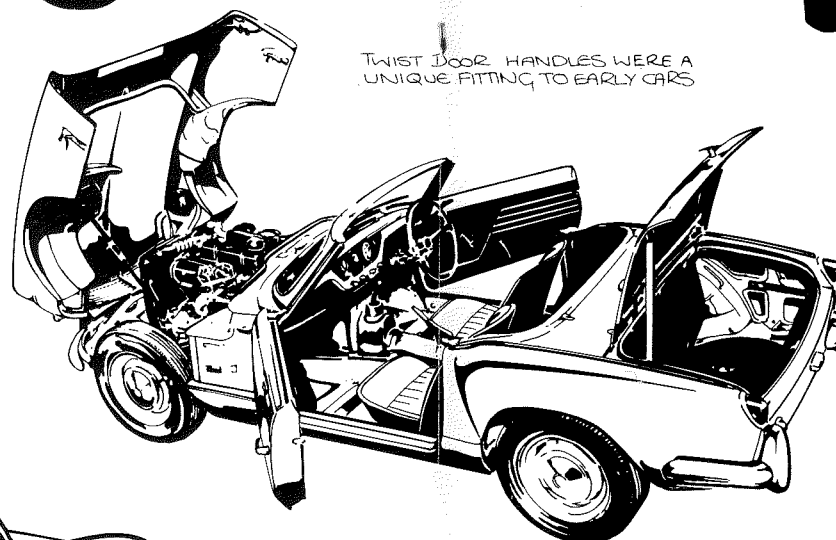
Mk2



FOLLOWING A PRODUCTION RUN OF AROUND 45,700 MK1 CARS, THE MK2 WAS INTRODUCED IN 1965 RETAINING THE 1147cc ENGINE. THE LEVEL OF TRIM WAS IMPROVED WITH CARPETING, WOOD VENEER DASH AND MORE LUXURIOUS SEATS. OPTIONAL EXTRAS AT THE TIME INCLUDED OVERDRIVE ON THIRD AND TOP GEARS, A FACTORY PRODUCED HARD TOP AND WIRE WHEELS. PRODUCTION FIGURES RAN AT 37,409.

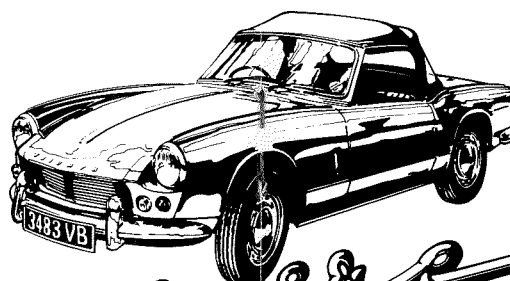
THE TRIUMPH SPORTS CAR ANNOUNCED IN 1962, CODE NAMED "THE BOMB" WAS INTRODUCED TO THE PUBLIC AS THE SPITFIRE 4. LIKE ITS SISTER CAR THE HERALD, THE SPITFIRE IS CHASSIS BASED AND THE COMPACT AND ATTRACTIVE BODY WAS STYLED BY MICHELOTTI OF TURIN.

TWIST DOOR HANDLES WERE A UNIQUE FITTING TO EARLY CARS



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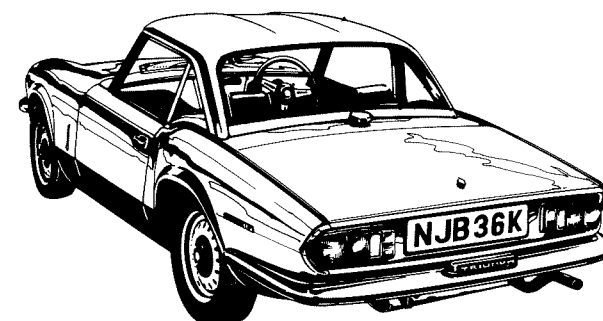
HAND DRAWN BY
STUART M FORDHAM



Spitfire 4



THE 1493 cc ENGINE REPLACED THE 1296cc UNIT IN 1974 AND THE MODEL WAS NOW DESIGNATED THE "SPITFIRE 1500". THESE LATEST CARS HAD A WOODEN DASHBOARD, REDESIGNED HOOD AND FRAME AND A FRONT END AIR DAM SPOILER. IN MARCH '77 THE 1500 RECEIVED HALF CLOTH SEATS AND OTHER MINOR TRIM MODIFICATIONS AND CONTINUED IN THIS VEIN UNTIL PRODUCTION CEASED IN 1980 WITH A RUN OF 95,829 CARS.



WHEN THE MK4 MADE ITS DEBUT IN 1970 IT SA A COMPLETELY RESTYLED BODY BY MICHELOT WOULD REMAIN WITH THE CAR FOR 10 UNTIL THE END OF PRODUCTION IN 1980. THE NEW CAR ALSO FEATURED A BLACK DASHBOARD AND NEW SEATS BUT RETAINED THE MK3 RUNNING GEAR, BUT IT NOW HAD A REAR SWING SPRING TO TAKE THE REAR END. 70,021 MK4s WERE BUILT.

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Front brake hose, Spitfire, Herald	£6.42	non rotoflex	£5.58

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Lower steering coupling	£15.46
Track rod end	£5.41
Steering racks (EXCHANGE)	£30.14
Rack rubber mount	£2.13
Rack gaiter kit	£6.98

SUSPENSION — FRONT

Front shockers, pair	£34.60
Front vertical link	£43.77
Front coil spring	£14.39
Front trunnion (ORIGINAL)	£13.33
Front trunnion bush kit	£2.94
Anti-roll bar link	£9.99
Wishbone bush	85p
Front suspension bolt kit	£12.63
Top ball joint	£8.23

SUSPENSION — REAR

Rear leaf spring, Spitfire I, II, III	£45.53
Rear leaf spring, Spitfire IV/1500,	
GT6, non roto	£53.75
Rear leaf spring, Herald	£59.16
Rear shockers, pair	£33.49
Rear trunnion bush kit, non roto	£3.17
Rotoflex coupling (ORIGINAL)	£29.59
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all GT6	£26.73
Bonnet front reinforcement, Spitfire IV/	
1500, GT6 III	£21.03
Front wing, Spitfire IV/1500, GT6 III	£37.60
Front ¼ valance, Spitfire IV/1500, GT6 III	£49.05
Bonnet assembly, Spitfire IV/1500	£440.63

BODY PANELS — SPITFIRE/GT6

Full floor (per side), Spitfire, GT6	£35.05
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Spitfire IV/1500, GT6 III	£28.96
Rear wing arch repair, Spitfire IV/1500,	
GT6 III	£26.61

Full sill (ORIGINAL), Spitfire, GT6	£31.82
Universal, Spitfire, GT6	£8.93
Sill strengthener, Spitfire, GT6	£5.05
'A' post bottom repair, Spitfire, GT6	£9.22
'A' post filler, Spitfire, GT6	£6.46
Sill end plate, Spitfire, GT6	£2.70
Rear wing lower corner, Spitfire IV,	
1500, GT6 III	£8.54
Sill extension, Spitfire, GT6	£7.36
Rear valance, Spitfire IV/1500	£30.42
Door skin, Spitfire IV/1500	£18.75

BODY PANELS — HERALD/VITESSE

Front wing arch repair	£10.87
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MEMBERS with a broad interest in the classic car movement will be aware of the dramatic increase in interest in historic rallying. We have recently seen a number of articles in the Courier from members campaigning Spitfire and Vitesse, and the national classic press features extensive coverage of major events like the Classic Marathon and the Monte Carlo Challenge.

Eagle eyed readers may have seen the preliminary announcement of a new event, called Le Jog - a frivolous and innocuous name for what should prove to be a tough test of stamina for both entrants and vehicles. It will be based on the RAC Rallies of the Fifties, and will consist of approximately 1500 miles of competitive motoring from Lands End to John O Groats (hence the name!) in early December, for cars made between 1920 and 1959. The route will consist of a day's run through the West Country on Saturday, 4th December, followed by an overnight section through Wales, and continuing on the Sunday through the North West and Borders to an overnight halt in Edinburgh. Monday will see the route continue through the Southern Highlands, with another overnight run in North West Scotland, to the finish on Tuesday morning. Sounds easy, doesn't it?

A major feature of the event will be the Marque Challenge, for one-make club entries of three cars competing for a team trophy — and that is where this article comes in. I am proposing that the TSSC raises a team of three cars to compete for this trophy. Obviously with the cut off date of 1959, we shall be restricted to Herald 948s, although I have established with the organisers that post 59 cars will be acceptable, provided they are prepared to basic 1959 specification — that means no

1200cc engines or disc brakes, although mild tuning of the basic 948cc engine will be OK. So, is there anyone out there with a suitable car, a large pot of gold, and an ambition to emulate the Works drivers of 1959-60? A warped sense of humour is probably desirable, and if you are mad, that will probably help too!

We have a hard act to follow. Herolds achieved the runners up team prize in the 1959 RAC Rally (and many have thought they should have received the main trophy, after disputes over a snow-blocked sections, but Triumph won that award with TR3a's anyway, so they weren't bothered), first in class in 1960, and 28th and 30th overall in 1961, but we shall be amongst the youngest cars in the

LE JOG

Mike Costigan



Tiny Lewis led the Works Team home in the 1959 RAC Rally, finishing 16th overall, driving his Alpine Cup winning coupe. Here is seen on the Rest-and-be-Thankful hill climb, in north West Scotland, a venue which may well be used on Le Jog.

event (which will be a novelty to most 948 owners), and with results dependent on regularity sections and manoeuvrability tests, outright performance will not be the deciding factor . . . but stamina certainly will!

Entries have already opened, so a quick decision will need to be made, but if you want to be considered for membership of the Happy Farm, give me a ring on 0636 814050, if you can get past the Answerphone, then you can expect a call from the men in white coats.

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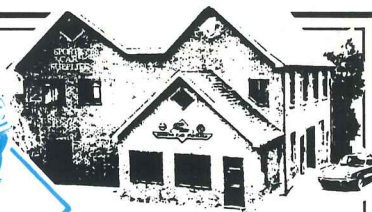
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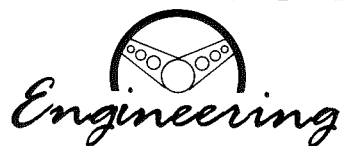
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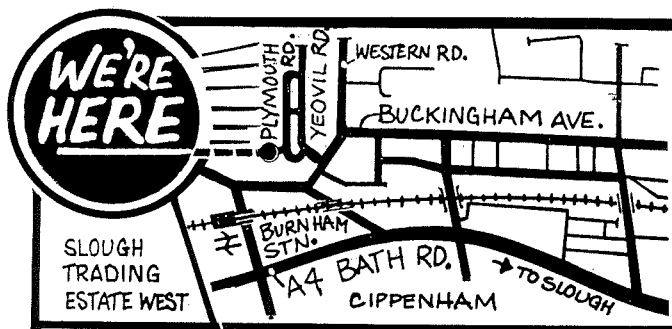
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The beginning. Quasimodo as we all know and love, extrovert on the outside but relatively docile on the inside.

by Peter Williams

Powered by Moss TriumphTune.

Drivetrain by John Kipping.

Build and other mechanicals by Triumph Bookshop

Ancillaries and promotion by TSSC Offers.



As many members will know, Quasimodo is a rather extrovert early Spitfire complete with Macao Spitfire-like hump and racing livery and which, over the years, has been used on many occasions in promoting the Club. These occasions include being seen at Club events in the UK, at the Dutch Spitfire Weekend in

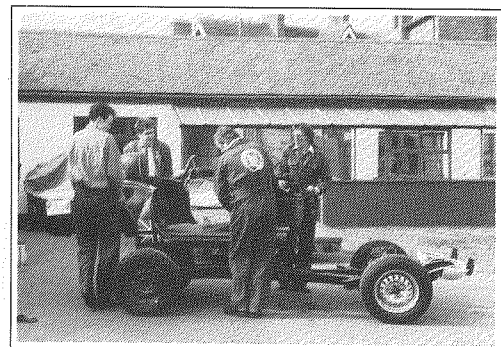
Converting the car from a sheep in wolf's clothing to a fully matured Sabre Tooth Tiger.

Arcen, and more recently in the hands of Dave and Sue Bayliss on their highly successful Le Mans

Retrospective which was featured both in The Courier (issues 150 and 151) and in Classic and Sportscar magazine.

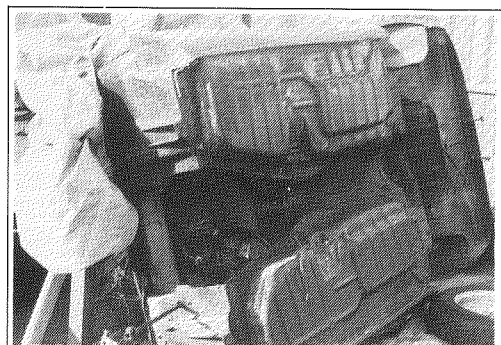
A more detailed account of the background and results of the project will be recounted in a forthcoming series of articles from MkIV/1500 Spitfire Register Secretary John Thomason, but as an introduction this story covers

the fast pace preparation of the car in the UK until its being left at the docks ready for containerisation and shipping to Hong Kong.



Bonnet/engine out, tub now coming off.

last year: the request being firmed up the end of January 1993. The car had to be prepared and ready for shipping to Hong Kong by the middle of March. It was not however a simple crate it up and ship it out exercise, as to be anywhere near competitive an awful lot of work was required. In the end, this included the fitting of a racing engine; modified rear suspension and larger brakes; uprated gearbox and overdrive units; plus the fitting of a roll bar, firewall, Club 'Classic Bucket' seat and four point safety harness.



Inspecting body tub, minor repairs only needed.

motional opportunities offered. The project, as I'm sure John will acknowledge later, is therefore highly indebted to Neil Aldred, Mike Standing and Terry Hurrell of Moss Europe/ Moss TriumphTune for turning Quasi's near standard engine into a Stage 3 fire breather; to John Kipping for supplying the rotoflex rear suspension, gearbox, differential, balanced prop and uprated overdrive unit; and to Triumph Bookshop for sponsoring the build up of the car together with supplying many additional parts. The Club also earned its place on the car by supplying a number of items from TSSC Offers department.

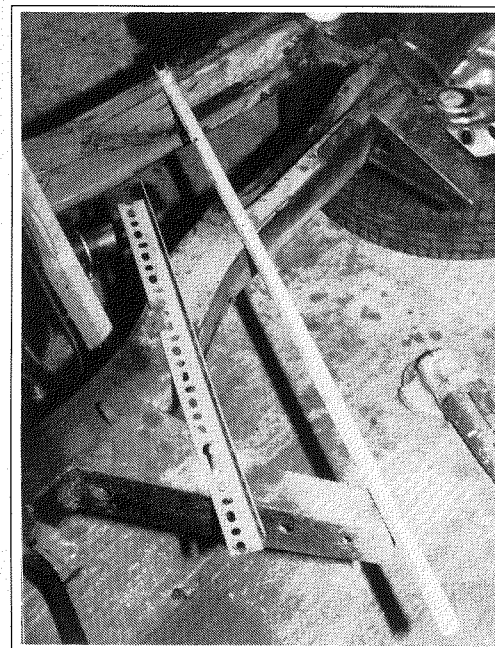
It was certainly to be no easy task to turn the car around in John's timetable, aimed at allowing him to race the car in a qualifying battle to take place in Malaysia in June. Already the shipping timetable looked too tight and dates were adjusted back another couple of vital weeks. Work started with the removal of the bonnet and engine (top) quickly

followed by the body tub. The latter was then propped up on to its side for inspection (bottom). As previously reported (Courier Issues 141-146), the car had been fitted with replacement floors and it was comforting to see that the remainder of the tub was in surprisingly good condition, only requiring a couple of small stress cracks to be MIG welded whole. The chassis was also quite sound. However, pinholes were noted on the front outriggers so these were chopped off and replaced with new. As the rear suspension was to be uprated to rotoflex, a pair of inboard wishbone brackets were obtained from Chic Doig and after careful reference to a rotoflex GT6 these were welded in place. Given the stresses soon to be imposed on the car, this welding was entrusted to local D&S Bodyworks. Once complete the chassis was degreased and sent off for blast cleaning and then powder coated black.

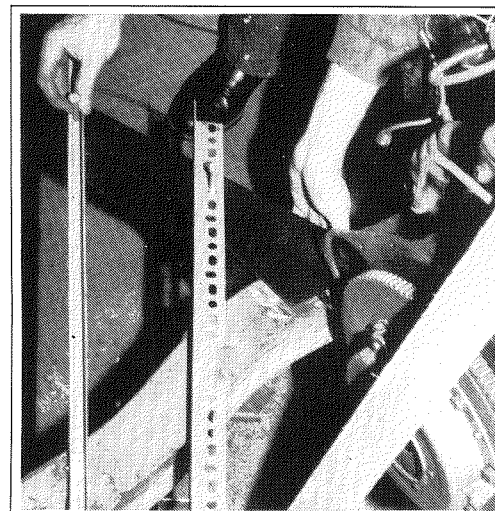
A gleaming, fully built up and ready to bolt on rotoflex suspension, brakes and drive train soon arrived from John Kipping and faster than the camera could close its shutter the rear suspension was offered on and bolted in place. TSSC Offers' rear suspension brackets and Gas Spax dampers completed the picture. At the front, GT6 vertical links and brakes were fitted followed by new springs and Spax adjustables to match those at the rear. As might be expected, new suspension links were fitted all round. A set of brake pipes, cadmium hoses, racing brake pads and new fuel lines added the final touches.

Meanwhile, back on the telephone, arrangements for Quasi's engine to be collected and transformed were being made. Yes it would be ready by such and such a date. Absolutely. At the same time, a series of unceasing, increasingly frenzied faxes appeared from 'The East'.

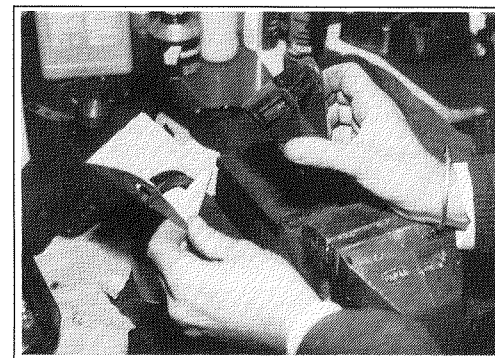
How's it going? Has it got? Can you send me? Scrutineering's going to be... When's it coming? Thanks for all the fish.



Before removing outriggers, angle iron or similar bolt hole reference bars were tack welded in place.



New outriggers offered up and accurately tweaked for fit and position before welding.

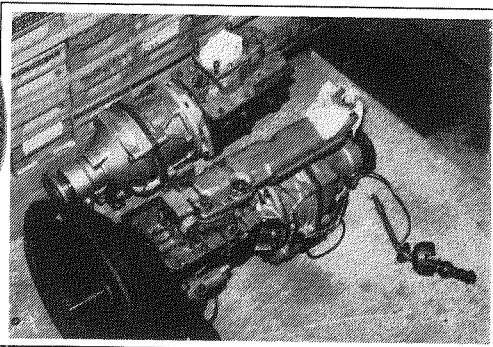
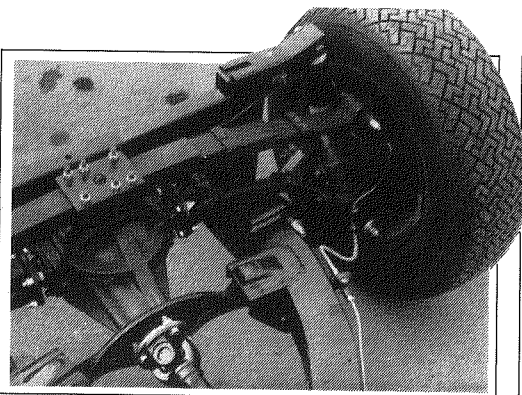


New body v old chassis- mounted handbrake guide brackets.

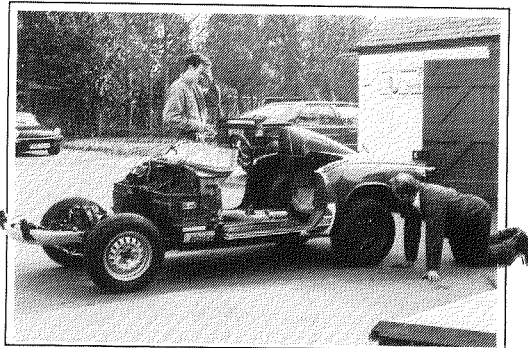


The brackets (in this shot prior to the guides being welded in) being checked for fit.

Fantastic. Phew — At the UK end, there was no time for a breather as THE FAX started up yet again.... Back to the bodywork. Due to the change of rear suspension, new radius arm brackets had to be welded in, the rotoflex ones being more inboard than those for the conventional Spitfire. New handbrake guides and brackets also had to be fashioned and welded in place on the floor of the car as on the standard Spitfire these guides



Quasi's 'original' gearbox and J type overdrive unit in the foreground with uprated units behind..



Body on. 'I think the diff's under here . . . somewhere'.

Working inside the car:

The roll cage was offered in and suitable holes drilled to take the ten or so bolts required.

Quasi's head rest was then cleverly extended by master craftsman Bernard to both bring it forward of the roll bar and to afford close support to the driver's head. Using the original trim for templates, aluminium side trims and a firewall between cockpit and fuel tank were cut and then bolted in place.

One week to the shipping date.

Friday: Seven days to go. The engine complete with clutch, carbs, distributor, inlet and

Rolling chassis complete. A recon. steering box was also fitted and fixed in place with alloy mounting blocks rather than original rubber ones.

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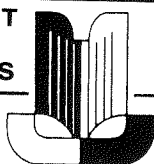
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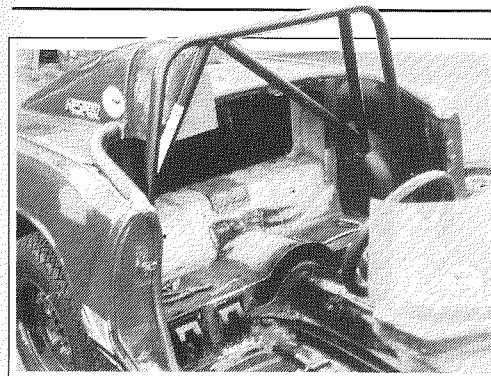
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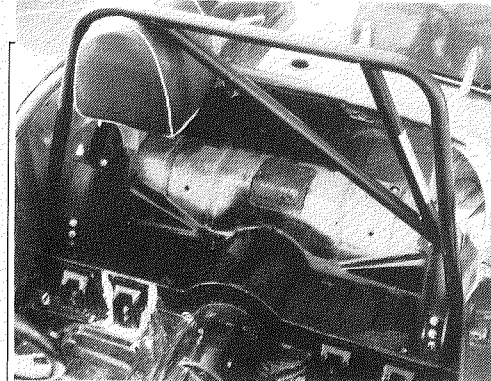


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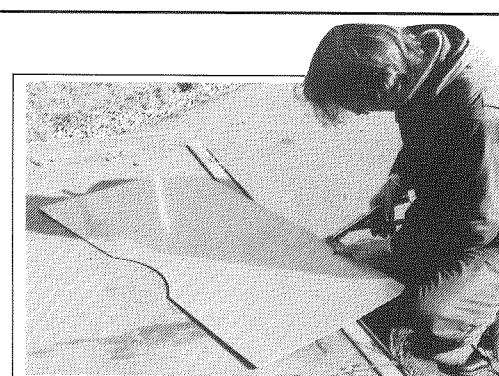
Roll bar lined up, mounting holes drilled. Hump mounted headrest under modification.



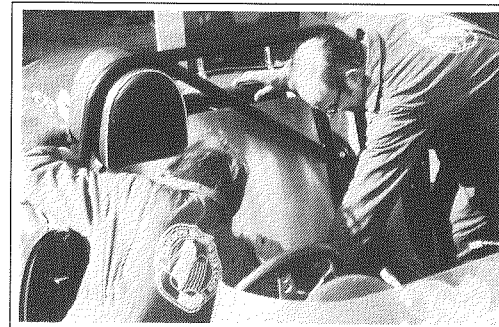
All complete. Note addition of new more inboard mounted radius arm brackets. Aluminium side trim also in.



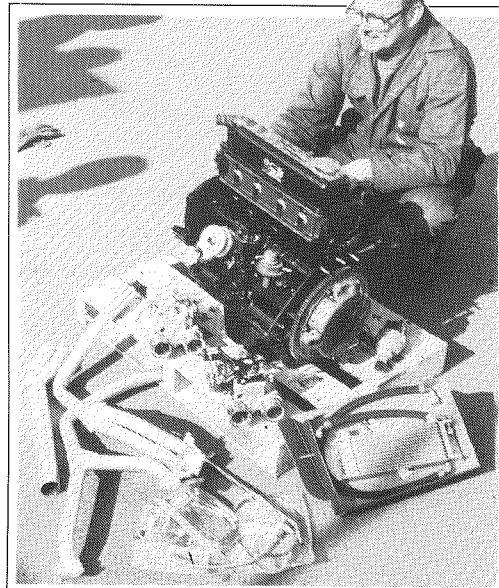
Petrol tank being tightened home.



Firewall shaping being tweaked



. . . . and fixed in place.



Moss TriumphTune engine package. Along with cooler, a much larger than normal oil filter was also fitted.

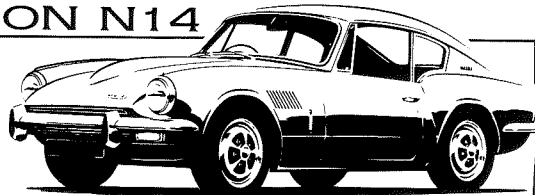
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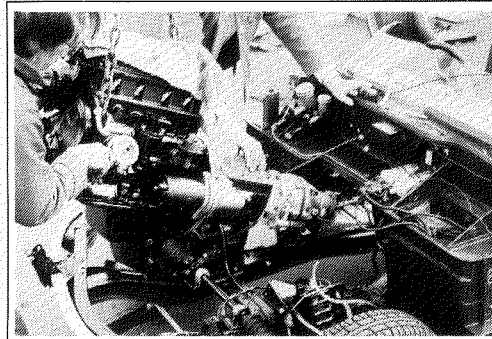


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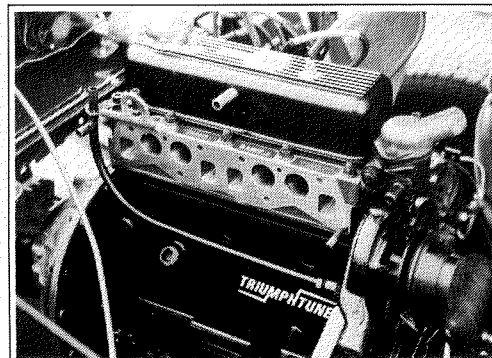
The exhaust manifolds and an oil cooler arrived from Terry Hurrell of Moss TriumphTune. Stage 3, racing cam, 9.75:1 compression ratio. 100+bhp. It was a gorgeous day as the gearbox and overdrive unit (uprated from the more normal 20 to 28% gearing) was bolted on - the splines of the gearbox input shaft and clutch on the engine unit mating perfectly.



Engine/gearbox mated, unit being threaded into car. Note the reserve coil included alongside of main to allow quick pit stop change should one be required.

Hoist, hired for the day did its work and the gently swaying bulk was steadied and then threaded through the front bulkhead.

A little head scratching over the position of the in-house modified gearbox mounting plate achieved success and things were seriously looking up.

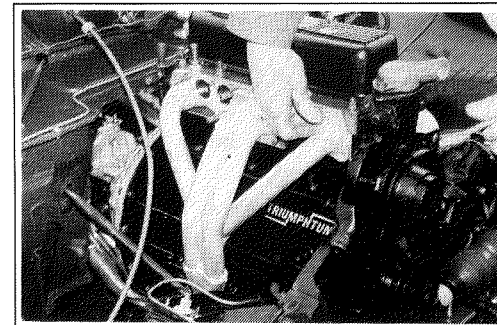


Sitting nicely.

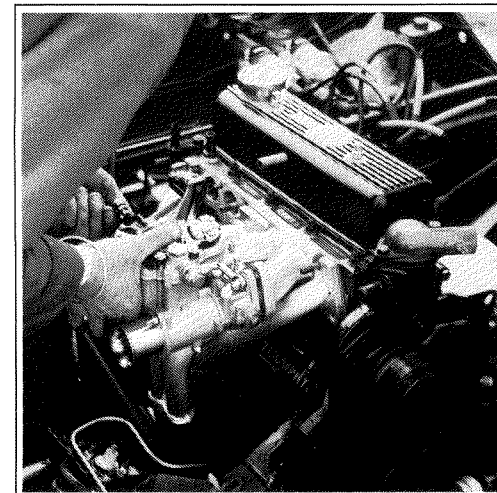
Saturday: Six days to go.

On went the exhaust manifold to be mated with a Quasi-unique, Bell stainless steel silencer system consisting of a GT6 'Y' piece together with a pair of modified and then upturned Bond Equipe back boxes. Next on were a shining pair of Weber 40 DCOE carburettors. Beautiful, the linkage between these being particularly neat. In period style,

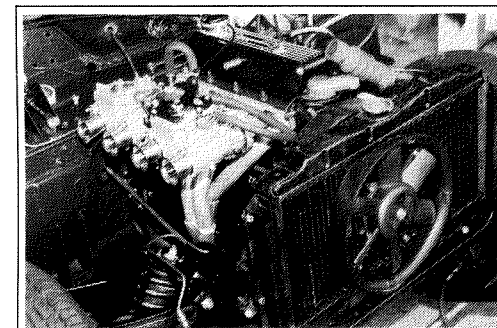
condensing fumes from the alloy rocker cover were lead to a small header tank bolted to the front bulkhead.



On went the exhaust manifold . . .



. . . the inlet manifolds and Webers . . .



. . . and then the full width radiator and electric cooling fan.

Continued next month.



Mike Crewes

S.E.M. 1993

IT is probably getting very boring to read each years report on the South of England Meet and how successful it been yet again. Well, I'm sorry to bore you again, but this years SEM was the most successful so far.

The weather on Saturday was almost as good as it could be, promoting a record turn out of cars, Traders and Autojumbler.

Our evening Noggin 'N' Natter apart from the Paper Dart Competition, was a quiet affair.

Sunday dawned and we thought that we were in for another wet day, like last year. Fortunately, it was only showery and it didn't seem to put off members driving from far and wide to turn up. From first light it seemed, Concours entrants were turning up and setting to work washing and polishing their pride and joy's. Another record attendance and we were beginning to make the site look full. It was even more promising there seemed to be less non-Triumphs and more Triumphs. Some beautiful Club cars turned up making the Concours Judging a difficult and close run thing. My thanks go to the Register Secretaries and Area Organisers

who helped, some dragged in at the eleventh hour. They all did it for the love of it and I for one appreciate it considerably.

Even the Traders were happy with the weekend business, is this a record? The Club marquee did a roaring trade all weekend, demonstrating the thirst that members have for Club services. A record number of Valuations and Insurance Quotes demonstrated how popular the value of Club Insurance really is. Footman James were at the show and for the first time were able to give immediate Insurance Cover, even they were surprised at the take up.

It all added to another extremely successful weekend with the best attendance so far. If you missed it, it was certainly your loss. Make sure you don't miss it next year!

CONCOURS RESULTS

Best Herald	WMT 459G Grey 13/60 Estate	(runner up for several years)
Best Vitese	VHV 814G Red MkII conver.	(Always in top three)
Best Spitfire	UGR 949K Red MkIV	(A tough decision)
Best GT6	MFM 821J White MkIII	(A newcomer to S.E.M.)
Best Bond	XUL 718H Saffron 2L conver.	(The best of the two)
Best Special	BEA 465J White Midge	(A regular winner)
Best Guest	NGO 8L Yellow Stag	(Another Stag!)
Best in Show	MFM 821J White GT6 MKIII	Owned by Philip Ovenden, a beautiful car.



My thanks go to Surrey and South and East London areas for their side shows, unfortunately they were not all that well supported but thank you for the effort anyway. Thanks also to the small band of people who help me make S.E.M. possible and the biggest thank goes to all those members who support the event, see you all on 7th and 8th May next year!

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GIVES PEOPLE LIKE ME A BIT OF ENCOURAGEMENT FOR RALLY PREPARATION

I WOULD like to thank Tim Burgess for the couple of articles on the rally preparation of his Vitesse 6 'CPJ'.

It gives people like me a bit of encouragement to know that with a few tweaks, we can have a car capable of finishing events well (or winning, if you run out of brakes in Yorkshire!). I hope to modify my own car along similar lines (when eventually it gets put back together!). So we'll see if I can match Tim for pace!

I have to say that on a recent visit to London, it was a glorious sight and sound to see Tim's car burbling along Shepherd's Bush Road at eight 'o'clock in the morning. I felt somewhat ashamed to be in my boring Eurobox... Thanks for the articles Tim, and keep us posted on your progress.

Chris Sheridan

ALTHOUGH THE HANDLING IS LESS EXCITING THAN MY VITESSE

AS the Product Planning Supervisor responsible for the Ford Mondeo (please don't perpetuate the 'MUNDANO' label — it really upsets me as it's definitely not mundane to drive, although the handling is less exciting than my Vitesse!).

I was fascinated to read 'Tommy's' technical assessment of the airbag system in the June edition of the Courier.

To prove that Tommy is right that the Club cars are safer than the Mondeo, I have arranged a head-on crash between my Mondeo (a pre-production car with 8000 miles already on the clock) and my Vitesse MkII overdrive convertible (UKT 332H, Wedgewood Blue with Shadow Blue interior, are there any similar specification cars in the Club? — with 96,000 miles on the clock). The photograph shows the cars during preparation for the test.

I am willing to drive the Mondeo — I'm not afraid of the 'little plastic cover from the middle of the steering wheel' as I know that the airbag in fact bursts through 'split lines', leaving the cover firmly attached to the wheel. The Ford emblem is also rivetted to the cover as even Ford employees don't want DROF embossed on their temples... All I need to start the test programme is someone to drive my Vitesse — any volunteers from the Club?

Derek Weale

IMPROVE THE LUBRICATION OF ROCKER SHAFTS ON 6 CYLINDER MODELS

A COUPLE of years ago I wrote suggesting that it was a good idea to fit a supplementary oil feed to the rocker gear of the Triumph Six engine (the feed is supplied by TriumphTune and goes between the oil pressure switch take-off point and the access point to the cylinder head oil gallery at the rear left hand corner of the head, normally sealed by a small bolt).

The reason is to improve the lubrication of the rocker shaft, which

had become badly worn in both my two previous Vitesse after about 60,000 miles, and also to reduce the common problem of oil leaks from the rear corner of the cylinder head (since the oil pressure in the internal vertical passage through the head is reduced by having a parallel external passage).

Someone responded by writing that what I was suggesting was inadvisable because it would result in oil starvation to the lower end of the engine. Two years on I am writing again to let you know that the car has travelled 30,000 miles with the modification and has now done just over 80,000 miles from new. The rocker gear is very quiet indeed and the head does not leak oil. There is no sign of any other problem (ie, no start up rattle or low end bearing noise, oil pressure 75lb at 3000rpm when hot). I therefore still think the modification is a good idea.

I also wrote asking for advice on curing non-self-cancelling indicators, which no-one replied to

I now have the answer — fit a new indicator light switch! I had to do this because the original one burnt out (smoke came out of the steering column). To my surprise it turns out that new ones are still available, if rather expensive, and are easy to fit, in spite of my foreboding that anything to do with the steering column is bound to be difficult. The nicest bonus is a faultless self-cancellation. The wear obviously occurs in the switch and not on the cam on the steering column.

When is the Club going to provide a re-chroming service for the Vitesse aluminium bumpers?

Oliver Brooke

AND NOW . . . A REPLY TO 'SKITTISH SPITFIRE'

READING Mike Robins' letter concerning his 'skittish' Spitfire in the May edition of 'The Courier' reminded me of the strange handling phenomena I experienced with my 13/60 Herald a couple of years ago.

These included very light and worryingly ineffective steering, severe 'tram lining' whereby the slightest ridge in the road surface required me to enter into a brief wrestling competition with the steering wheel, and the need for excessive correction to the steering to compensate for the camber of the road.

One particular event which remains clearly in my mind is the time when I was driving along the M20 one day and I observed that the road was bending to the left, a quick glance at the steering wheel revealed that I was steering to the right! STRANGE.

I had the steering checked but this proved to be in near perfect alignment. I reiterated the symptoms to the mechanic, who then inspected the tyres and pronounced: 'You've got cross plies on the front and radials on the rear, that's the problem'.

Totally unconvinced by this diagnosis I went away thinking that some sort of thingummywatsit must be seriously worn and was probably about to snap, cease, collapse, or whatever a thingummywatsit does when it reaches the end of its life.

However, a few months later, when the crossplies wore out and were replaced by radials of the same type fitted to the rear, the problem was solved. The smile on my face was broader than a 13/60s radiator grille.

The moral of the story is: If you are in the process of changing from cross ply tyres to radials, or vice-versa, DON'T PANIC, and don't spend good money on checking things like the tracking. The detrimental effects of mixing tyres cannot, in my opinion, be over-exaggerated. Whilst legal in the configuration described above, from my experience it is not a practice I can recommend.

Donovan Stacey

. . . complete with straw and no MoT — JUB 738L

I purchased the above vehicle in April 1992, from a farm in Bures, Suffolk, complete with straw and no MoT. I didn't go out to specifically buy a Spitfire, or even a Triumph, I just wanted something different or interesting.

Anyway, I knew absolutely nothing about Spitfires, but the underside, chassis and sills were in good condition, although the rest of the car was a mess. I put in an offer of £300. The asking

price was 'offers over £500'. I went home not really knowing if I even wanted the car.

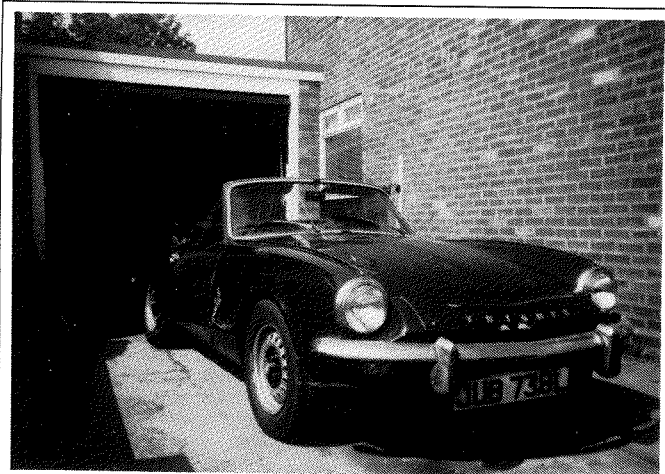
The seller rang me a few days later to say the car was mine if I was still interested. Now this was a bit of a worry. If mine was

the best offer, was I buying a heap of junk? . . . I collected the car on the Saturday. After it was towed around the farmyard for a while (flat battery), she burst into life. Apparently, her name is 'Amy', passed down from previous owners. Soft top up, off I went. If you know the B1508 from Bures to Sudbury you will appreciate it is not the best of roads to get used to an unfamiliar car.

. . . . Now I had her, what was I to do with her? A telephone call to Great Waldingfield Garage and she had an MoT appointment . .

Failed! . . . Surprise, surprise! . . . Now where do you get an exhaust for 1972 Triumph Spitfire MkIV?

The most helpful place was D.S.U. Motors (pre Clive Manvers days). Dave, the owner was 'honoured' to work on 'Amy' and not only supplied and fitted the exhaust, but also the trunnions, track rod end



Can anyone help with any information at all? Winter comes and 'Amy' goes away in the garage.

March 1993. A recharged battery, fresh petrol and she starts, but still runs too rich.

Clive Manvers at Cockfield near Bury St Edmunds was my next visit. On my arrival I re-meet Dave of D.S.U. He remembers me instantly and 'Amy' (although I was not driving her that day) and I was given a tour of the premises. Now, a lot of questions, some are answered. I have a Dolomite engine fitted for starters, and I have the wrong pistons in the carburettors so consequently the wrong needles (so much for local dealers). I go home with more enthusiasm than I have had for a while and fit the pistons and needles which I have purchased.

. . . Wow, this is better, in fact, this is pretty good, what next? . . .

Well, something has to be done about the bodywork. I must admit I do like the MkIII front a lot better than the MkIV.

Any suggestion?

In the 'rear end' photograph, can you spot the Jowett Javelin in front of the HA van? And yes, my wife owns the Allegro. ○

John Stribling



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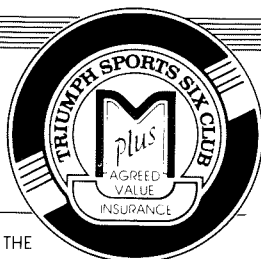
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H J Beavon

THIS report is by way of thanks to members of the Isle of Wight group of the TSSC for accepting an old Triumph Register member and his TR6 (I also own a 13/60 Herald, 'Hark') at their Spring Bank Holiday meet. In particular my thanks to Jason and Elaine Hawkins for the hard work and time that they must have put in to the organisation, making for a very pleasant weekend.

It started for me with a mini convoy of daughter Karen's MkIII Spitfire, Karen's husband Adam's Herald 13/60 estate and TeeAh at the rear. I must admit to one short spell of welly on the A3 to test a rebuilt engine.

'I was only finding out if 5k revs were possible in top gear officer'. They were!!

Mr Fish managed to forecast sunshine for the weekend and hoods were down from the start until arrival home on Tuesday. However a few MGs were seen with owners who had previously not read their handbooks relating to the stowing of soft tops.

The Saturday programme included one of those interesting and, so called, fun event known



Punishment for those who did not keep up with the convoy.

THANKS, ISLE OF WIGHT!

as a Treasure Hunt. An event that calls for a spontaneous understanding between driver and navigator. My navigator was as lady to whom I have been married for twenty nine years. Our passenger on the rear seat was a very prominent German Shepherd dog, Tagan.

All was going well (too well) until clue number nine. I then noticed that twenty nine years of happy married life did not necessarily mean that a navigator and driver saw eye to eye when a course of direction was being discussed. Still we did arrive at the pub for lunch (last arrival) and we did finish the course, just.

I must admit to my still dear wife that we got all the clues right but I drove too many miles to find them. We are still living together and did thoroughly enjoy the day. Next year I will let Jennifer do the driving, Tagan can be the navigator and I will sit in the back seat.

Saturday ended with a disco and a great deal of beer.

Sunday included a convoy. A very relaxed and enjoyable tour of what is a very pretty island in springtime. The local residents of Sandown also obviously enjoyed the line of British cars promenading on their prom.

One lady looked at my car and said 'Oh he does look cute'. To which I replied 'and what about my dog'. The convoy ended with a Bar-B-Q on Bembridge beach and a sand castle building contest.

The best sand castle was judged to be a GT6 (probably MkIV Sandoflex) but I liked a very demure and well built mermaid. The day ended with more beer.

Monday started with a convoy run and an extended photo stop at Mersley Down.

... The local ice cream vendor must have thought his luck had changed and probably sold more cornets than a Yorkshire brass band has ...

Guess where we stopped for lunch. Yes, but a pub with a difference, for this pub had its own fairground.

If space in the Courier permits, a photo will show what I mean.

Sadly this is the departing point for those of us who did not live on the Island but I will have many happy memories of a week end planned by the Isle of Wight Group.

Time permitting and if they can put up with me I will certainly include the IoW group meet in my

diary. Who knows, I may make Hark a happy little car and leave Teeah at home.



Sand castle winners.

... but I liked a very demure and well built mermaid ...



Part of the convoy at Mersley Down.



SPITFIRE

GT6

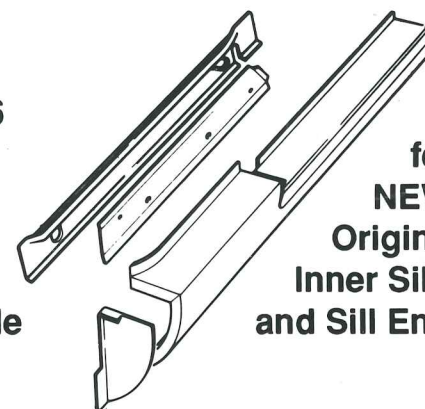
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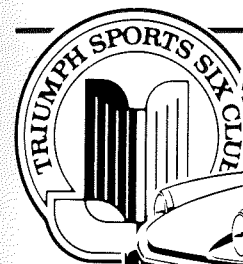
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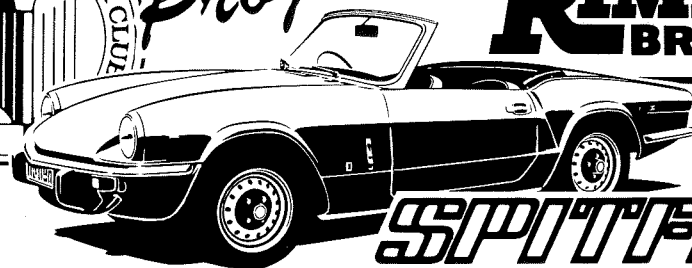
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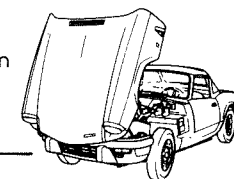
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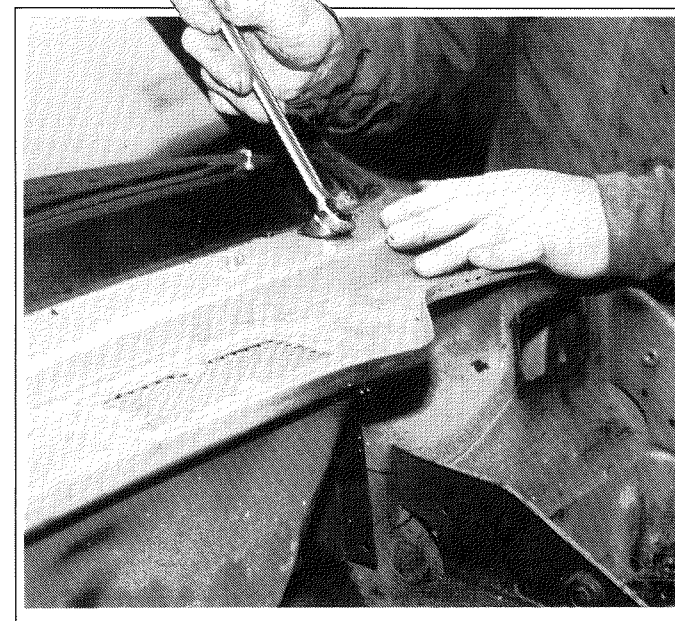
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complete novice to this rewarding hobby,
but at least you older hands can say 'been
there, seen that, done that, got the scars
to prove it!'



HERE to start this month?
Well how about where
we left off. You may
have noticed in the photographs
that in some instances some
things previously described as
having been removed,
magically re-appear in position
later on.

This is due to my attempt to
guide you through a logical order
of removal as if you are working
totally alone. In our case many
hands make light work, so as
one of us removed something,
the other would photograph it.
In the meantime someone else
would be dismantling some-
where else.



So don't do a double take,
there is in fact no set order to this
job, but I hope the underlying
message is getting through,
which is that by dismantling and
storing parts from specific areas
it will save you much heartache
later on. I hope the detail into
which this series is going is not to
in-depth as it is aimed at the

Fig 1. Whoah! . . . where dat dash top come from? 'You'll like
this . . . ' I thought I'd save some of the more fun-jobs for this issue.

To remove the wiper rack, undo the retaining nut. YOU WISH! Try
a good spanner, lashings of penetrating oil, or molegrips, by now
you've ruined the nut anyway! In the past I've gently used a small
nut splitter to remove this nut. Chrome brass and alloy! What a tribute
to forward thinking! Once removed the spindle should drop down
through its aperture.



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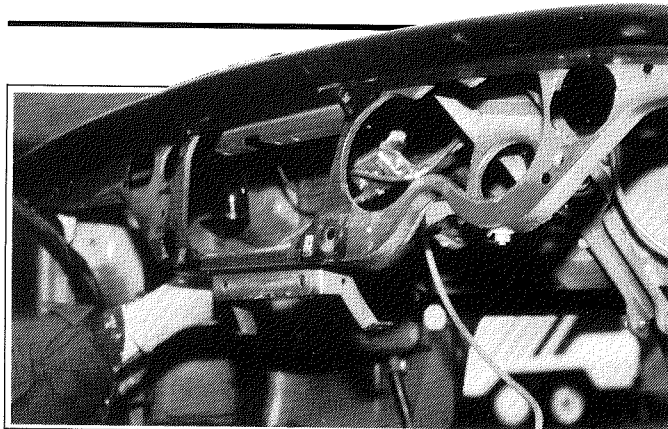


Fig. 2. Once both spindle nuts are undone, yes, there's two!
Move inside under the dash and juggle the rack around until it's free.

Whilst you're there, undo the nuts at the end of the tubing that's dangling down.

These are the washer jets. Last job in this area is to undo the wire clip and pull the drain tube off the battery box.

Fig. 3.

Moving on and back to the rear, remove the rear light clusters. Good access to these is gained by removing the boot lid.

This is done by undoing the bolts on the hinges and then unscrewing the boot stay. A helping hand will be needed here. As you can see John was suitably impressed by the improved access that boot lid removal afforded him! Anyway remove the Philips screws from the moulded light covers and pull them away.

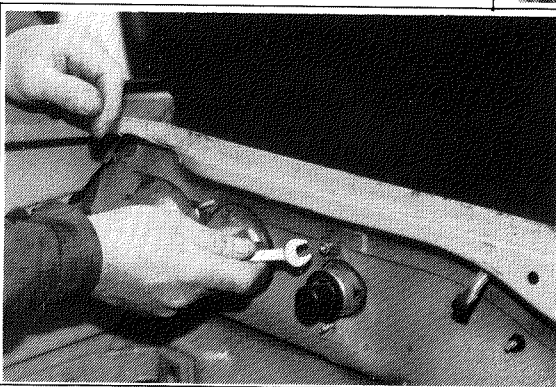


Fig. 4. Then remove the retaining nuts on the lights and pull the light units through and out above. Replace the nuts afterwards, obviously the lights were disconnected from the loom, which was then removed.

To tidy up, pull off the plastic loom protectors from their tags and store in a tray with the nylon striker block that can be unscrewed at this time.

Prise up the rear side trims carefully so as not to damage them. Lastly, take off the number plate by unscrewing the nylon nut and bolt.

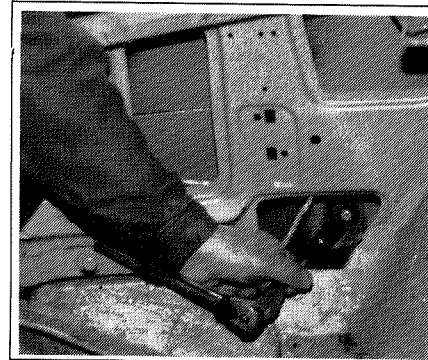


Fig. 5. To drop the rear bumper (OK, so I'm fed up with writing remove!) a socket placed on an extension bar is needed to capture the nut, access to which is gained through the inner wing for the front bolts.

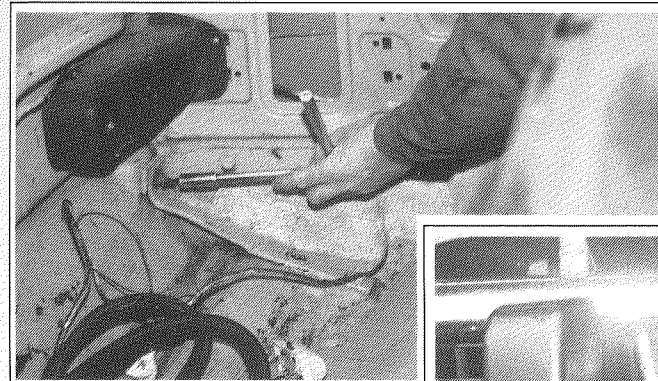


Fig. 6. The rear of the bumper is attached by the bolt which is through the bumper iron reinforcement bars which can also be re.... taken off, who put all that stuff back?

Well bar a few items unphotographed, that's the tub totally bereft of fittings. But now is the time to go around it to totally clean it out, check for things such as grommets, seat belt anchorages, clips, screws, handbrake mechanism and cables, trim etc. All is basically common sense and has been covered previously.

The last major panels to be removed are the bonnet and front valances, but front bumper should be removed first.

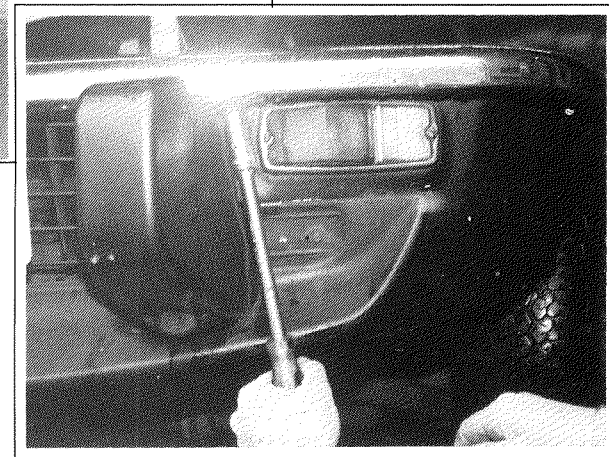


Fig. 7. Front bumper nuts come a close second to wiper spindle nuts so pre-soaking with releasing oil is a must. Front nuts first, found either side of the hinge boxes. Once undone, unscrew the bottom Philips screw from the hinge box and then slide off the box.

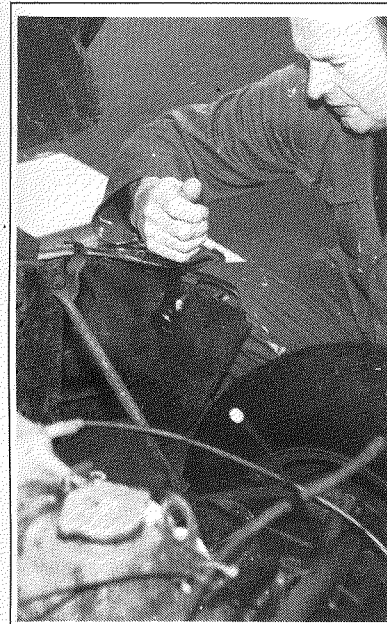


Fig. 8. Undo the side bumper bolts found inside the front quarter valances.

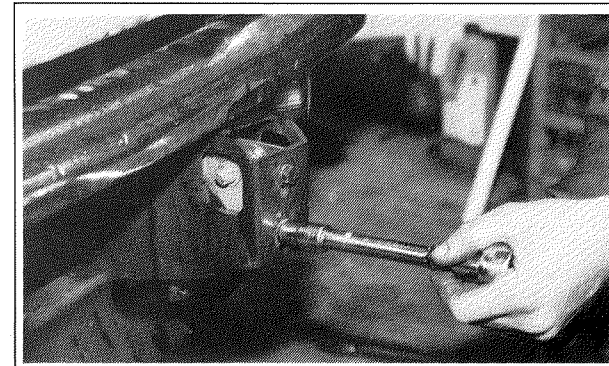


Fig 9. To gain access to the last bumper bolts, remove the bonnet from the chassis hinge box by undoing the bolts shown. Two of you will be needed to lift the bonnet clear. Make sure nothing snagging like the headlamp wires or the bonnet stay. The bonnet weighs a bit, so take your time, wear gloves if the arches are rusty and make sure you have a clear space to store it.

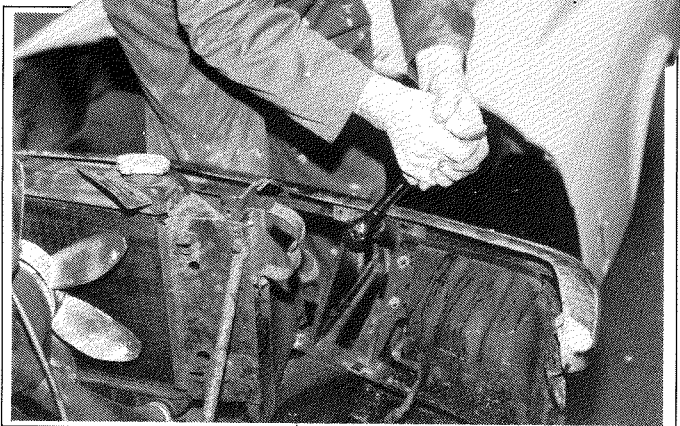


Fig. 10. With the bonnet out of the way you can then undo the last bumper securing bolts. Make sure you don't damage the bumper by allowing it to drop, protect it by putting something soft under it (optionally, your choice), I used John . . . to hold it whilst the last bolt was undone. If you're having it re-chromed, you can let it drop! (only kidding!). Seriously, these chrome items are at present getting very hard to come by.

Unless of course you attend the Clubs International Weekend show, where I'm sure there will be a good selection of hard to get bits and pieces, and talking of bits and pieces, the project Spitfire will be there in person, in all its glorious technicolour splendour, come and have a chat and see the progress to date, which is considerable.

Amazingly, it will be good to show what this Club does best, put cars back on the road! Don't miss it, 17th & 18th July, Stafford Showground. See you there? ○

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Paul Fraser

SINCE the completion of JXE 591K and after a years running, I have made 2 specific changes to the car. The first is a further move to meet my original 1960s Sports Racer theme and that is the construction and fitting of a head fairing along Macao GP car lines. The other change was not envisaged originally and is cosmetic.

HEAD FAIRING

The aim here was simply to produce a head fairing along the lines of a D Type Jag or the Macao GP car; indeed I like the way the Club Car, ADU 2B has been modified. Ideally I should like to have found some Formula One outfit, at say, Silverstone, where I could have got a discarded air box and modified it to make a fairing. In the end I followed a mixture of railway modelling and art school techniques. After making a number of cardboard mockups and choosing a suitable template I welded up a wire cage or former, covered it in chicken wire and then put on a number of layers of glass fibre mat, finally trowelling on a liberal amount of filler.

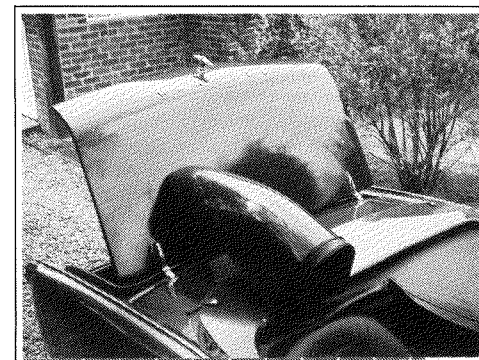
Readers



A TALE OF 2 SPITTIES POSTSCRIPT

Unlike earlier attempts I had learned the hard way that there are really no short cuts to good bodywork preparation, so armed with grade 60 production paper I began to rub the filler down.

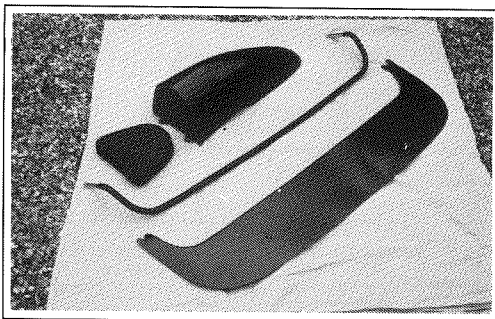
We are blessed with 2 first class tools, the eye and the palm of the hand, to gauge whether you need to add a bit more filler here or take more off there. After some weeks of rubbing and filling and progressively moving to finer wet and dry papers, I felt happy enough



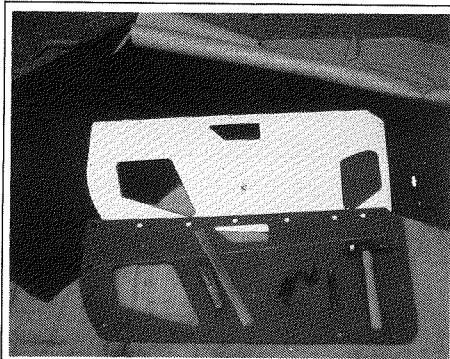
with the 'line' of the fairing to spray it with cans of primer filler and then using a little of the paint left over from the car's restoration I applied a number of top coats with a small Krebs electric spray gun.

I borrowed this gun, but I will certainly buy one if I can, it gave a constant spray, no waiting for the reservoir to fill, and I reckon it worked better than the unit I used for the rebuild. If someone knows where I can get one of these spray guns, please let me know. It's Swiss made and is probably used by hobbyists such as model aircraft builders (there is, however, no substitute for a really professional spray outfit — one day perhaps).

I also considered it important to fill the gap between the back of the seats and the rear 'deck', otherwise the fairing hangs in mid air. I did not want to permanently fix anything to the car and I did not want to spoil the restoration work already finished. Luckily the electricians were rewiring the firm and were using metal pipe work, about 3/4 inch, for the conduits. I quickly produced a Spitfire 4 hood frame and some pipe, my car has a MkII rear tub with the hood frame holders, and asked the lad bending all the pipe work to duplicate the main hood frame bar, which he did in a couple of minutes flat.

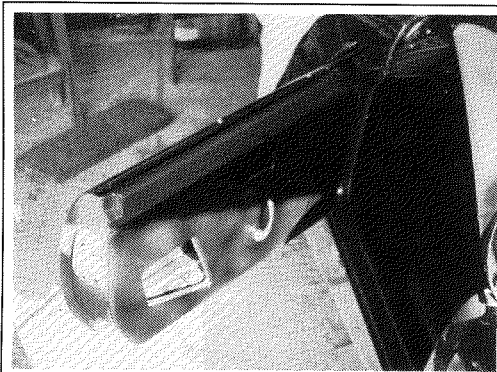


Armed with this and a couple of lengths of slightly smaller diameter pipe, to provide a sleeve between the hood frame and my new bar, I had created an extension to the rear deck. Apart from the pipe work, J Hirst of St Mary Bourne near Andover (a superb yard for tools and metal of all



types, but no cars) provided me with a sheet of aluminium to produce a metal tonneau. Last but not least I had to make up a foam filled head-rest to fix to the end of the fairing. I used standard trim fasteners to 'fix' this head rest to matching holes in the forward face of the fairing, if you do the sewing yourself you will need a good needle, and be prepared to spill some blood.

The fitting is very simple, you can either mount the metal tonneau over the original canvas tonneau, as I have done, or mount it straight onto the leading edge of the rear deck. In both cases you can use the original hood studs and holes. There is no need to drill any new holes. I clipped the front edges of the metal tonneau under the B post cappings and secured it to the bar with self tappers. The fairing, faced with a soft rubber strip is heavy enough (all that filler) to sit on the rear deck/boot lid. It is hinged to the new forward tonneau edge (small bolts go through the fabricated 'hood' rail) so it's a simple job lifting the fairing at the same time you open the boot.



DOOR TRIMS

Ray Palmer, a fellow member of the TSSC living in the village, who is, by the way, well on the way to completing his MkIV rebuild, said that although he understood the concept I was trying to aim for he thought the bare door frames gave the interior an unfinished look.

After some thought I decided he was right so a quick visit to 'Family Repair Service' in Andover saw me

... Ray was quite right, the interior now looks finished ...

collecting, at a very reasonable price, a supply of fibreboard, black vinyl trim and a similar amount of velour to give that spongy feeling to the finished panel. I made a paper template and duly cut out the fibre board. The trick, I believe, is to make sure you duplicate those 1/2" holes that take the fixing clips, a piece of steel tube from the strap box will make a suitable punch, it's these holes that give you the leeway you need when offering up the panel to the door frame. I used Evostick on the trim and board but on the rear side of the panel only.

I left a 'cut out' in the panel as access to the newly created stowage area in the door. This really has been a boon, the cubby hole takes goggles and gloves and Ray was quite right, the interior now looks finished. ○

JUST a short report on this years (the 8th) RAC/Norwich Union Classic run which took place on Sunday 30th May in somewhat damp conditions, most unusual for this event in the previous seven years has only experienced such rain on one occasion.

So, having drawn a blank with our first choice of starting venue (Brooklands) where the atmosphere is great and the museum most interesting, we rolled up to our second choice, Knebworth in Hertfordshire, to join the fun with a total of 1450 other entries starting from 10 different locations, Bath (159), Brooklands (154), Castle Coombe (153), Knebworth (108), Newbury (141), Norwich (153), Nottingham (148), Silverstone (126), Stockport (144) and Worcester (154).

8th RAC/NORWICH UNION CLASSIC RUN

Bryan Matthews



brigade who were seen at various stages along the route yielding to the weather and struggling to erect their little tents. Only the masochistic braved it out to Silverstone where we all converged to enjoy a couple or more laps of the GP circuit. When we arrived it was still raining and the track awash so caution was dictated as cars in front were invisible in a cloud of spray and it isn't often that you will see a race tuned Big Healey entering Stowe alongside a Stanley Steamer!

All routes include Check Points at interesting places and ours included Milbrook, the Lotus testing ground, where our progress on the Hill Circuit was somewhat impeded by another event organised by Vauxhall when their guests try out (and failed to master) new products. Old Warden airfield where the Shuttleworth Collection of motor vehicles, aeroplanes etc. deserved a longer stay, and Holdenby Hall, where more flying can be seen, this time by birds of prey!

This event is a well organised, non competitive fun event for the whole range of classic enthusiasts, not just 'sports cars, and is highly recommended. Well documented with souvenir programmes, comprehensive route maps and car badge, entrants receive commemorative medals and a colour photograph of their car at the finish. Entries are limited, so do book early for 1994 and show the TSSC flag! ○

Excluding the 20 'Edwardian' entries dating from 1908 to 1916 i.e. vehicles not less than 6 years BtC (Before Triumph Cars), the Triumph marque was represented by 144 cars or about 10% of all entries, not a bad showing apparently but not so good when you realise that **only 32 (2.2%) were 'our cars'**. The rest being TRs, Stags, 2000/2.5 saloons, from the 30's a couple of Glorias, a Dolomite and from the 40s Roadsters, a Renown and a Mayflower (my apologies to the Triumph specials, not identified).

Being a GT6 enthusiast, I was particularly pleased to note that the TSSC were represented by no less than 14 GTs, no doubt partly due to the advancing 'over 20 years old' entry rule which now allows MkIIIs to join in. Nevertheless, it was delightful to see the white 'Bagshaw MkII' entered in the Concours on its first outing, where I thought it stood as good chance of an award but that was not to be and the judges chose a rich mans GT6 instead! Thanks for the enthusiastic chat Sue, better luck next time!

T. D. FITCHETT

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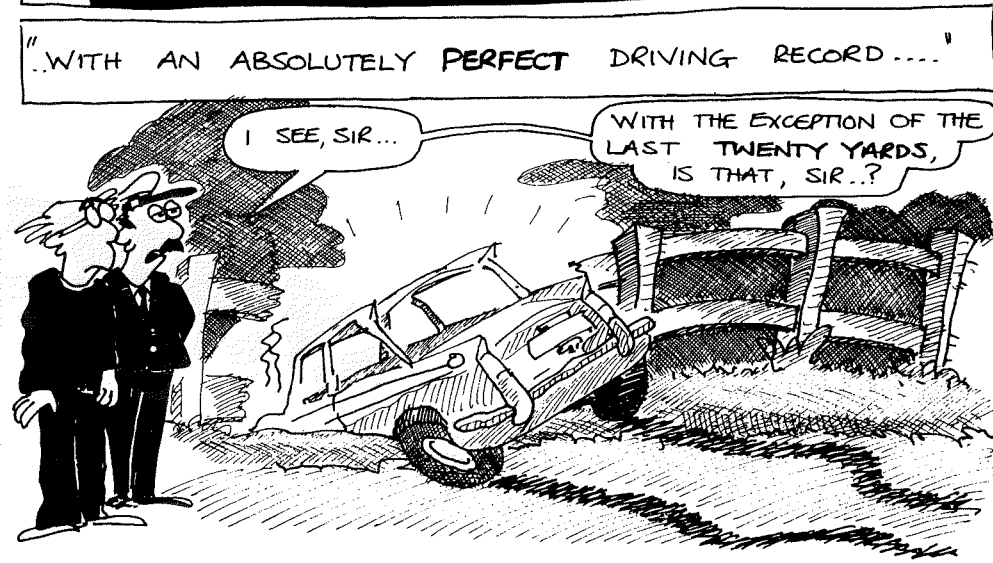


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