

Spitfire/GT6 Panelwork



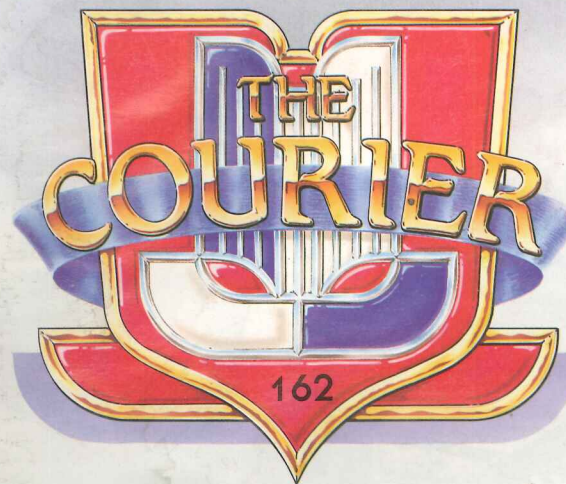
British Sports Car Centre



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DECEMBER 1993



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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.14 No. 162 DECEMBER 1993
Price £1.50 Free to Club Members

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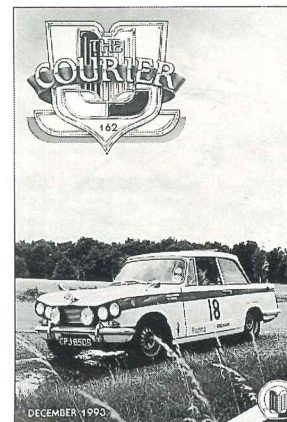
COUNCIL MEMBERS 1993

Brian Waters, Peter Williams,

Mike Costigan, Leon Guyot, Trudi Squibbs,
Bill Sunderland, Mike Crewes, John Thorpe,
Mark Huggall, 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 photo,
Tim Burgess's
Rally
Vitesse.

Contents

TSSC Events Calendar	4
Comment	5
News Review	6
Autorama	7
Cop Shop	9
Crazy Horse Competition	10
GT6 Register	11
Technical Secretary, Sussed Suspensions	14
Herald 13/60 Register	18
TSSC Christmas Offers	20
Early Spitfire Register	23
Bond Equipe Register	26
International Liaison Secretary	28
Spitfire MkIV/1500 Register	31
Vitesse Register	42
Specials Register	47
Pen to Paper	46
Around the TSSC World	50
Spitfires return to Macau Part IV	53
Readers Restorations	57
Vehicle Batteries, further developments	59
Technical Tip	63
Racing News	67
Spitfire Project Part 10	70
Le Jog, Part 6	75
Witton Castle Retrospective	76
Tommy the Triumph	81
TSSC Officers	82

Plus Area News Review/Classified Newspaper

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



HIS is the official TSSC Events Calendar for 1993/94 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

FEBRUARY — 1994

13 — SUNDAY — LONDON ORBITAL MEET. Wheatheaf Pub. Old Windsor, Berks.

MAY — 1994

12-15 THURS-SUN — THE 20TH ANNIVERSARY NATIONAL GATHERING OF THE TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA. at Midmar Dam Holiday Resort. Natal. A full weekend of Triumph

related activities set in the Natal midlands at a time of the year when the weather is fine and warm. Join Triumph sports car enthusiasts from all over South Africa for a memorable weekend. For further information write to Graham Cheetham, Box 29252, Maydon Wharf, 4057 South Africa. or telefax 01027 31 256014. 22 SUNDAY — CAR 94 (COVENTRY AREA RALLY) The Shire Horse Centre, Stratford on Avon. All Club cars but with special awards to mark 35th and 30th year milestones in the history of the Herald models.

MAY — 1994

7/8 SAT/SUN — S.E.M. (SOUTH OF ENGLAND MEET). Leatherhead Leisure Centre, Surrey.

JULY — 1994

15/16/17 FRI-SUN — TSSC INTERNATIONAL WEEKEND. STAFFORD COUNTRY SHOWGROUND. Contact Club HQ for details. (0858 434424).

NATIONAL & LOCAL EVENTS TSSC INVITED

FEBRUARY — 1994

24-27 THURS/SUN - DAILY EXPRESS MOTOR RACING SHOW. Olympia 2. Kensington Avenue.

APRIL — 1994

17/22 - SUN/FRI - RALLYE D'ALSACE — FRANCE

MAY — 1994

19 SUNDAY — MIDSUMMER MOTORING LEGENDS. Whitbread Hop Farm, Paddock Wood, Kent.

JUNE — 1994

20-28 MON-MON - RALLYE DES PYRENEES — SPAIN/France

JULY — 1994

9 SATURDAY — FILKINS FESTIVAL. Interesting and Historic Vehicles Rally. Filkins, off A361, West Oxfordshire.

AUGUST — 1994

28/29 - SUN/MON WALSALL CLASSIC CAR & COMMERCIAL SHOW. Old Walsall airport, Bosty Lane, Aldridge, Walsall, West Mids. In aid of charity. To take humanitarian aid to countries in crisis.

SEPTEMBER — 1994

16-25 FRI-SUN - THE SCANDINAVIAN CLASSIC. DENMARK/NORWAY/SWEDEN

17-25 SAT — SUN, THE MERLIN CLASSIC TOUR OF THE LOIRE. In conjunction with Brittany Ferries. Non-competitive leisurely tour around 620 miles.

Bill Sunderland

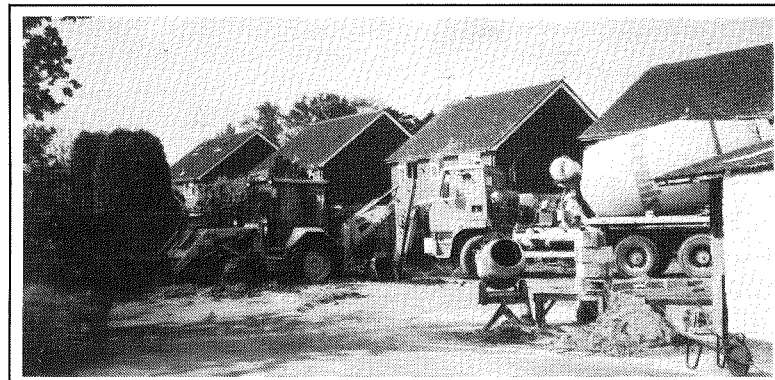
"Comment"



K, I know, but yet another year passes at an even more accelerated rate than the last, must be getting old With so many changes happening at the H.Q., Christmas is just another diary date. Time has an uncanny knack of elluding the best of us and one minute H.Q. seems at calm, now it's out-and-out chaos.

Why is it everything happens at once? We had not planned it this way, it's just how the cookie crumbles. I mentioned last month that we are converting our clock tower barn to house the Editorial and Design team, which produces all the TSSC publications. This conversion is due to be completed in mid-December. We have installed the latest state of the art equipment which will enhance all our publications and give us earlier possibilities for new TSSC productions. The TSSC Committee are very aware of the importance of The Courier and have agreed that from early 1994 the size should increase.

WHEN IS A DEADLINE
A DEADLINE?



Christmas Rush - Ho No !

VALUE ADDED TAX

You will be reading this after The Budget has passed. If VAT has been imposed on the printed word, it will have to be applied to your Membership Fee. It will hurt TSSC members but it will cripple thousands of jobs in 'the print' and associated industries. The print industry is one of the cornerstones of the civilised world and VAT has no place in the quest for knowledge.

*Great news from
John Thomason after nearly
of year of preparation
John has qualified with Quasi
for the 40th Macau G.P.*

RIMMER BROTHERS

January Courier deadline is the 5th of December for any magazine copy and the 10th of December is the classified deadline. There will be no leeway, as the January Courier is being mailed to you on the 20th December.

It really has been a year! A decade of bringing 'our cars' to the fore and I have great pleasure in complementing Rimmer Brothers on the launch of their Herald/Vitesse Parts Catalogue. Companies like John

Kipping, Six Spares, John Hills, Andrew Stone and others have all campaigned hard and Rimmers' debut into these cars will only further and widen the supply of parts.

MACAU GRAND PRIX

Great news from John Thomason after nearly a year of preparation John has qualified with Quasi for the Macau G.P. It has been a upward struggle to bring this off and thanks go to all the sponsors

and helpers. Let's hope John has a successful race, and as you read this Courier he will be at Macau putting final touches to the car giving him the best chance possible for perhaps a class win. Good luck John!!!!

It only leaves me to say on behalf of all TSSC staff and Directors, A VERY HAPPY CHRISTMAS TO ALL MEMBERS AND READERS OF THE COURIER AND WISH YOU ALL THE VERY BEST FOR 1994, A YEAR IN WHICH THE TSSC WILL GO EVEN FURTHER IN THE NAME OF TRIUMPH.

OVER 25 TRIUMPHS IN STOCK



1000s SECONDHAND SPITFIRE SPARES

SPORTS CARS

FOR SALE FULL YEARS MOT

Spitfire 1980 red, superb condition.....£3000
Spitfire 1978 Hard/soft tops v. good.....£2850
Spitfire 1979 good all round.....£2500
Spitfire Mk 4 average condition.....£1250
Stag auto 1972 alloys beautiful conditio.....£6950

FOR RESTORATION NO MOT

Herald convertible 13/60 very sound.....£1650
Spitfire 1979 O/Drive runs.....£795
Spitfire Mk 3 rough condition.....£375
Spitfire 1978 very sound bodywork.....£1250
Spitfire 1980 good running order.....£850

CHASSIS

Mk 4 requiring small work.....£49
Mk 4 very sound.....£88
1500 immaculate condition.....£95
GT 6 Mk 3 rolling/rotaflex.....£350

BODYTUBS

Mk 4/1500 very sound.....£750
Mk 4/1500 rust free original.....£1150
GT 6 Mk 3 fairly sound.....£375

DISMANTLING THIS MONTH

Spitfire Mk 3/4/1500, GT 6 2/3 - Most parts available
Good engines and gearboxes available
Several hardtops requiring attention from £50

WINTER SALE OF HOOD FRAMES

Spitfire Mk 4/1500 only £39
Tonneaus £23-50 • Hood bags £17-50
A few rot free doors available £70 • Set GT 6 wheel centres £35
Spitfire drive shafts complete assembly per side £41
GT 6 drive shafts (rotaflex) per side £65
Several rust free Spitfire Mk 4 bonnets £295
Set of 5 wheels (4) £60

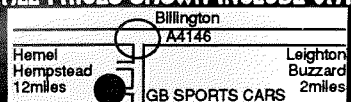
NEW SPARES

THIS MONTHS SPECIAL OFFER

SPITFIRE FRONT DISCS ONLY £20 PAIR
FOR A LIMITED PERIOD ONLY

Carpet set Spitfire £60 • Hood zip rear window £65
Quarter valances first class GRP £22-50 each

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TSSC NEWS REVIEW

SPITFIRE PLASTIC GEARBOX TUNNEL

LAST months Courier carried a feature in AUTORAMA on the new plastic gearbox tunnels for Spitfires.

Unfortunately the suppliers name and address etc was not included in the information. It is:-

MOSS EUROPE
TEL: 081 948 8888
for more information.

TRIUMPH WIN AT LE MANS!

WELL not quite. However Team Triumph, comprising of the MkII Vitesse's of John Sadler and Adrian Boyle, Colin Elstrop's MkII GT6 and the TR7 V8s of Colin Pendle and Leigh Parks scored a highly successful 3rd overall and 1st in class in the Birkett Six Hour Relay Race at Snetterton.

The race, held on Sunday 31st October, is the highlight of the 750 Motor Clubs racing calendar, and was entered by 38 teams of up to six cars, varying from E Types, Morgans and Caterham 7s to Volkswagen Beetles.

Team manager, Mike Reid, also drove John Sadler's Vitesse in between planning strategy and



TSSC OFFERS NEW YEAR PRIZE DRAW 1994

WE have a top of the range Gamma alarm and microwave sensor R.R.P. £200+ to give away before the end of March 1994.

Any orders for TSSC Offers of over £50 between now and April will be automatically entered into the prize draw.

Winner to be announced in the April magazine.

ANNUAL GENERAL MEETING

NOTICE is hereby given that the Annual General Meeting of the Triumph Sports Six Club Ltd., is to be held on Sunday, March 13th, 1994. The venue has yet to be fixed but will be held in the Cheltenham area — thanks to Philip Williams, Cotswold Area Organiser for taking on the task of hosting the event.

Any member wishing to put forward resolutions to be considered for inclusion in the AGM agenda are required to put said items in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 22 December 1993. Items received after this date will be regarded as null and void. General issues can of course be raised at any time through the General Secretary or Area Liaison Officer for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held just prior to the AGM. In the past, a number of wide ranging issues have been implemented following discussion during this more informal meeting.

If any member should wish to have his or her name put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me again by 22 December 1993. Following a request at last year's AO Seminar, a paragraph describing new prospective candidates will be published in the Courier along with the AGM agenda.

All enquiries regarding the above should be directed towards the General Secretary, Peter Williams — address and telephone number as given in the inside front cover of the Courier.

fuel stops. Luckily Mike got it right and the last car finished with enough petrol to fill a cigarette lighter.

Pit crew and time-keeping was provided by Trioomph Engineering staff and families of the drivers.

Honour for the Triumphs was established with them only being beaten by a team of E Types by one lap and a team of Mustangs and Corvettes by a few seconds.

SELF HELP SCHEME

THANKS for Richard Nash for drawing attention to the Self Help Scheme which really does work.

The mail shot he suggested for members to bring their entry details up to date has appeared in both October and November's Area News. So a reminder to all concerned, please take Richard's comment to heart and check your entry. New additions to the Scheme are always very welcome.

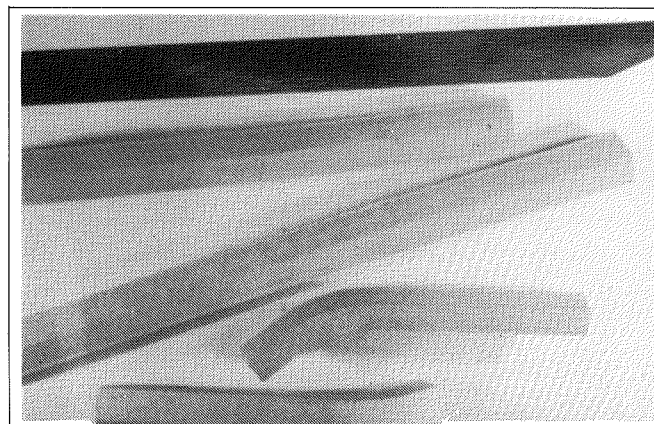
○ Thanks to all for taking part. ○



INFORMATIVE CHRISTMAS NEWSLETTER

Sports Car Supplies has an amusing and informative Christmas Newsletter which members can obtain free by telephoning 091 4960522.

The Newsletter contains special offers and details of stock clearance items and other Christmas gift novelties. They now have in stock MkI-III Spitfire steel bootlids. Ring now for immediate delivery. By the way, there may be a prize for guessing who is dressed up as Santa! (but probably not).

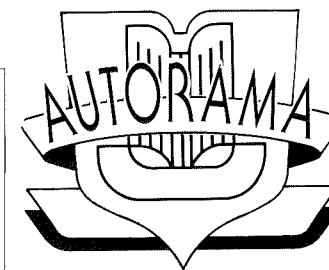


Yet another company (namely T D Fitchett) is offering stainless steel treadplates this month, along with white rubber bumper sets. Remanufactured from their own tooling (that makes three sets of tools I know of).

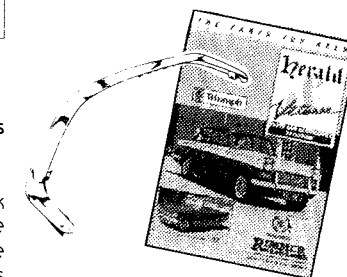
Prices are very competitive at £70 inc. VAT for the bumpers and £15 per pair inc. VAT for the treadplates.

Contact Graham at T D Fitchett on (0952) 619585.

Oh and traders, I'm not trying to start a price war, just informing members as a service OK!



In and Around the Trade Scene



You can hardly have failed to notice the launch of the new Rimmers Herald/Vitesse Catalogue. A long time in production, it should be quite an in-depth production to their usual high standard.

Nice to see one of the largest UK traders taking such an interest in these cars, as opposed to late Spitfires and GT6. It can only lead to good things for all Herald and Vitesse owners. Send for your free copy now. Just in case late Spitfire/GT6 owners feel left out, Rimmers have just sent in news of new remanufactured front bumpers for their cars at a VAT inclusive price of £195. Ring Rimmers hotline number for details or to order. Rimmer Bros. (0522) 568000.○

The traders are offering some quite special deals for the winter rebuild season. Virtually every trader had changed his copy so, chew them over along with your christmas pud as there really are some christmas goodies on offer!



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Triumph

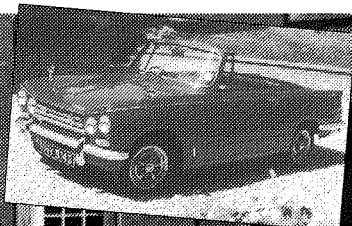
One company with one intention, helping to preserve the Triumph Marque.

If you thought parts for your Treasured Herald and Vitesse are no longer available in this age of 'High Tech Silicone Chip look-alike saloons', then you will be pleasantly surprised to find that here is one company dedicated not only to the British Motor Heritage, but also to the owners of Classic Triumph's.

But dedication alone is not sufficient, the comprehensive stocking of quality parts - both now and in the future, is essential to ensuring the longevity of these vehicles. We are one of the Worlds Largest Triumph Parts Specialists, supporting not only the Herald and Vitesse, but also the Stag, TR7 & TR8, TR6, Spitfire, GT6, Dolomite, 2000/2500 & 2.5Pi.

Maintaining the supply of components needed to help preserve these Classic Triumphs is one of our priority's, so we have Committed ourselves to a 'Planned Manufacturing and Re-Tooling Programme', and as members of British Motor Heritage we are allowed to remanufacture from the original factory drawings and tooling where available.

Our customer Service is second to none, whether it be from one of our knowledgeable sales people who man the 12 direct sales lines, who, with access to our computerised stock control system, can confirm parts availability instantly, or from our despatch department (for the UK & World-wide), where your order will be safely and speedily forwarded, or, from one of our helpful counter sales people in the sales shop.



RIMMER BROS

QUALITY PARTS FOR TRIUMPH

Triumph House - Sleaford Road - Bracebridge Heath
Lincoln LN4 2NA
Tel: 0522 568000 - Fax: 0522 567600

For more information regarding services we can offer you, or for one of our Herald and Vitesse colour parts catalogues, please telephone Lincoln (0522) 568000, or write to the address shown, or better still, call in personally to our sales shop and you will be made most welcome.



Mike Crewes

NOW that winter is well and truly here, the plague of fog lit vehicles is also well and truly here. The matter is simple. Fog lights, front or rear may **ONLY** be used in conditions of **SERIOUSLY REDUCED** visibility.

To use them at any other time is an offence. This means that if you have front or rear fog lights fitted, switch them off when conditions improve. It is also courteous to turn off your rear fog lights when another car comes up behind you, after all they have done their job by warning the driver of your presence and now they are simply dazzling him and possibly hiding your brake lights. Think whether you need to use fog lights in well lit streets!

As for fog lights, they are just that — FOG LIGHTS! Front fog lights may come on at any time that the obligatory lights are switched on depending on the vehicles wiring. That is distinct from DRIVING LIGHTS. Under the Road Vehicles (Construction and Use) Regulations, vehicles are only permitted two dipped headlamps, therefore any driving light may only illuminate with the main beam.

How about hazard warning lights? There is only one time that a moving vehicle may display hazard warning lights and that is on a motorway when slowing for stationary traffic.

someone in the towed vehicle is able to display the correct lights. At night, in any case, rear marking lights must be displayed on the towed vehicle. Hazard lights should not be used, if they are,

KILLING UNWANTED LIGHTS, AND THE LAW

At all other times the hazard lights may only be used when the vehicle is stationary and causing a hazard. Parking on the left side of the road has been held in law to be where a vehicle is expected to be, so that it is probably not a hazard (These lights are not 'I'm just nipping up and down the road doing the weekly shopping' lights).

In the dark, use of hazard lights can be positively dangerous. A car causing a hazard on a dark road, displaying its hazard lights only, disappears every time the lights go out. If it is dark, leave your side lights on. Think of it logically, your four side lights are about 5 watts each, totalling 20 watts, the hazard lights are probably 24 watts each, plus the relay, totalling over 90 watts, four and a half times as much power. You don't need me to tell you which will make your battery last longer!

When towing a vehicle, the vehicle under tow **MUST** show the rear registration mark and lights of the vehicle towing it. This means that if a vehicle being towed is covering the lights of the vehicle towing it then a trailer board should be used, unless

the driver of the towing and/or towed vehicle commit an offence.

Another pastime that is becoming popular, although more so in the summer months, is the carriage of pedal cycles on rear carriers. Great idea, but think it through thoroughly. More often than not the cycle hides the rear registration mark and rear lights, if they do the driver is committing lighting and excise offences, besides being dangerous. Put a trailer board on the back of the cycles with a proper registration mark. All of these titbits above are a popular source of income with the Traffic Police around the country.

YOU HAVE BEEN WARNED!

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

ERRATUM

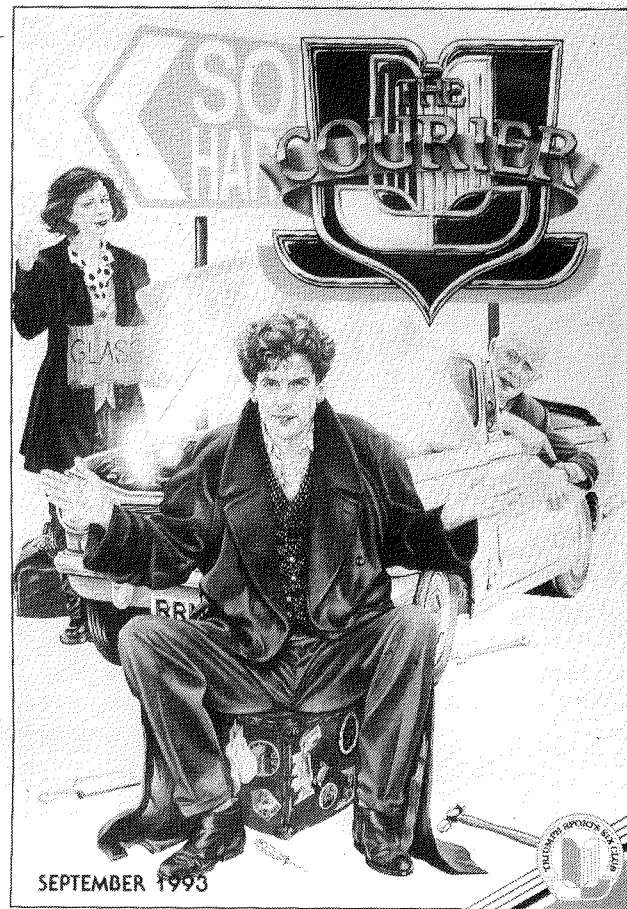
In the October issue, Section 12 governing motorway regulations should have read:-

Where three or more lanes exist, the following vehicles may **NOT** use the offside lane.

'CRAZY HORSE' Competition and the lucky winner is

JAMES MORRISON
of
St James Wood,
London

WELL DONE!



We are hopefully arranging a proper presentation of this most unusual prize here at Club HQ, watch out for this. Listed below are the 10 runners-up who each receive a copy of the film 'Hard Top Soft Shoulder'.

- | | |
|-------------------|--------------------|
| 1. Gregor Graham | 6. Daniel Bee |
| 2. Douglas Rimmer | 7. Dennis Lakeland |
| 3. Hugh Lockwood | 8. A J Bishop |
| 4. Ray Kelly | 9. Nigel Stokes |
| 5. K J McLean | 10. G Wright |

TRIUMPH TRIUMPH TRIUMPH

GT6

REGISTER

Gordon Hulmes

MY GT6, LTN 306L is back on the road this month — just in time for the winter — oh well. It's a lot noisier than I remember it, three years ago, due to it not having a scrap of interior trim but just as much fun to drive, as I remember.

I'm now trying to re-master the 'wrist-flick' needed to change gear without crunching. It needs a full respray, maybe back to bare metal, but all the panels are now either new or rust free — second hand. Alan at Team Triumph has done a good job both in terms of the work and by keeping me just this side of bankruptcy. . . . Secondly this month, a huge thank you to all of you who sent me details of your GT6s — the response was overwhelming — the phone has not stopped ringing and the

postman is off work with a bad back. Seriously though, thank you and keep it up — let me know if you sell your '6, buy more! or change address.

Dick Barker of Havant, Hants has sent me a Triumph colour chart in response to my query of colour codes 25 and 51. 25 is Conifer Green, 51 is not possible (it would be a 'shade' of black) and 69 which I had as INCA yellow is actually a shade of white and is not listed in the chart he provided. The chart was dated 1973/4 though, so maybe the current owner of NXD 291E could provide more information.

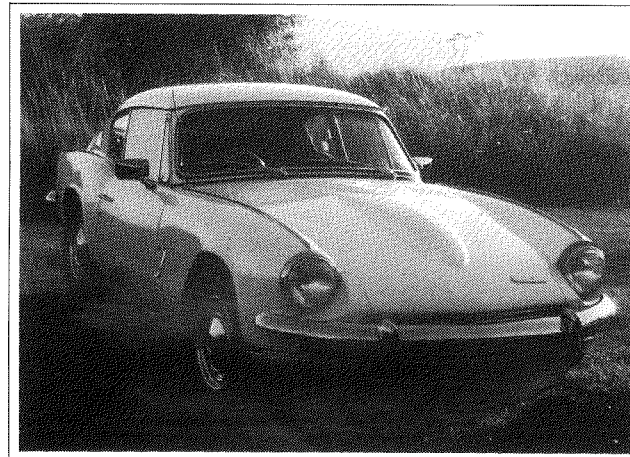
SERVO NEWS

As you will no doubt be aware, rebuild kits and exchange re-conditioned units for Girling Powerstop brake servos (as fitted as standard to late GT6 MkIIIs and optional on earlier models) have been unobtainable for some time. The last time exchange units were advertised in the Courier was in April 1990 when they were on offer for around £160 and genuine seal kits retail at around £80 when available.

Andy Cook, Essex area organiser, has informed me of a company, Norton Classic Servos of High Wycombe (0494 562235) that has had seals re-manufactured. They provide either a kit priced at £17 plus £2 postage or can provide exchange re-conditioned units for £109 plus £6 carriage. The recon. unit also comes with the option of a free replacement screw-on clamp band to replace the original welded one. The kit does not include the following parts that the original kit did: diaphragm, output piston seal, non-return valve grommet, nylon plug for the rubber elbow or the rubber elbow itself. The latter is available for an extra £10. Considering the company has invested in the necessary tooling, these prices seem very good value — Andy himself

has invested in a recon. unit.

I spoke to the proprietor, Mr Norton, who was extremely helpful and knowledgeable. Also, Mr Norton is a classic car enthusiast himself, owning two Sunbeam Alpines and a Tiger. He added that he was more than willing to offer free advice even to the point of insisting that I only print his



Andy Rayners (Canterbury), MkII

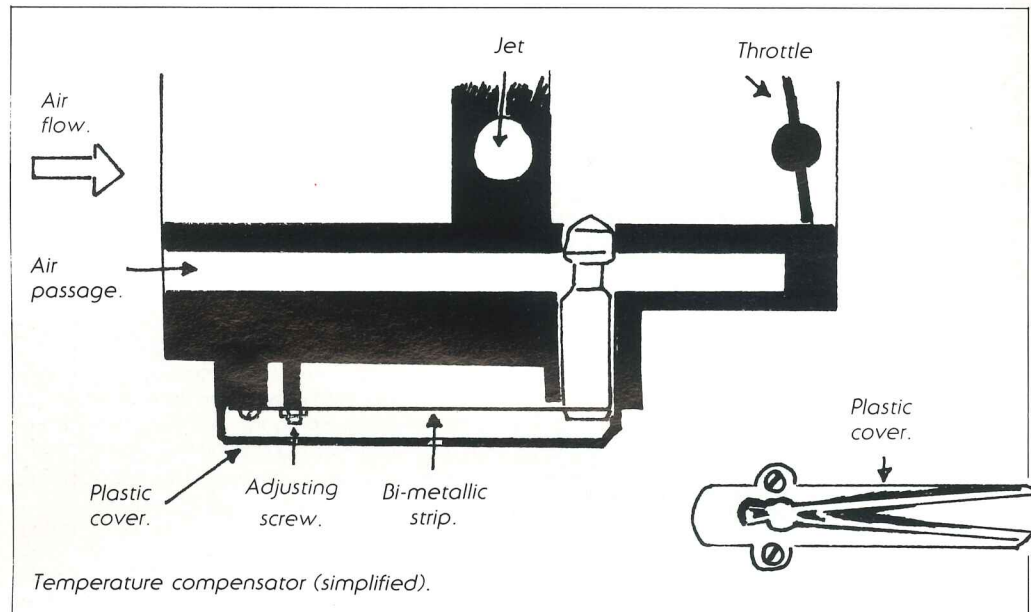
telephone number so that he could speak to people before they ordered.

No specific problems this month but a couple of requests for help which would be appreciated:

A member from Perth is undertaking a full rebuild of his MkIII and would like to meet GT6 owners in his area so he can view their

cars and take notes for his own reference. A member from Dusseldorf wishes to fit a 2500cc engine and gearbox into his GT6 and would especially like to contact Russell Cunningham who I am told, wrote an article for the Courier in January 1989 on a similar conversion for a Spitfire, or anyone else with any advice.

by Alaister McIntosh of Aberdeen. Alaister experienced a similar problem with his GT6 which he traced to the temperature compensator. The temperature compensator is in a rectangular housing closed with a plastic cover as illustrated. It is found on CD150SE and CD150SEV carbs (GT6 MkIII and GT6+). Its purpose is to allow more air into the mixture as engine temperature increases to provide even running. It consists of a bi-metal blade, fixed at one end and a conical plug attached to the other. When the engine is cold the conical plug should seal the air hole in the wall of the mixing chamber. As the engine heats up, the bi-metal blade bends, pulling the plug gradually out



If anyone can help, I'll forward the details.

Also, a personal request, a member from Alsager, Cheshire, wrote to me a few months ago. I've been deperately trying to find your letter to reply but I must now admit defeat. Please give me a call, I would really like to contact you with you being so local.

MISFIRE SOLUTION

Last month, I asked for your help regarding a GT6 MkIII which runs fine until normal operating temperature is reached, then misfires. Thanks to all who offered solutions (not just GT6 owners). The most likely is the one offered

of the hole and allowing more air into the mixture via the air passage.

Alaister's theory is that, due to wear, the plug is not seating correctly when cold so that the carb will have been set up to allow for this to get it to run evenly when cold. As the engine warms up, it will require more air to weaken the mixture which of course it can't get because the valve is already open. The solution is, with the engine cold, remove the plastic cover to the temperature compensator housing and adjust the adjusting screw so that the valve seats firmly. The carbs may now be slightly rich when cold and may need weakening (as much as possible on CDSE carbs). If all is well, the valve should open when the engine warms up and provide even running.

If adjustment is not possible, the temperature compensator assembly is easily removed (two screws) so try the following list of cars (which should be easily found in scrapyards) as a source of CD150SE (v) carbs: Triumph 2000 MkII 1971-74, Triumph Dolomite 1850 71-73, Bedford HA van 74 on, Vauxhall Viva 1256 73-74, Viva 90 HB auto 70-71. I hope to produce a series of articles on GT6 carbs, any information gratefully received as always.

Finally, did you, or someone you know, buy a GT6 new — if so, please get in touch . . . bye for now.

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Tony Bates (Director).

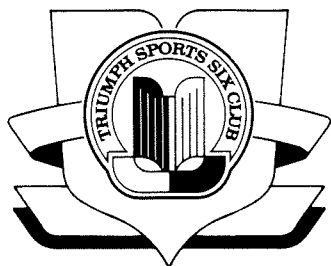
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Carl Heinlein TECHNICAL SECRETARY

I HAD not intended that there would be a Part 4 to the 'SUSSED SUSPENSIONS' series of articles, but I received a question about a further adjustment that can be made to the front suspensions.

Figure 1 shows the separate chassis frame that is used on the Spitfire. It is possible to see that the front suspension turrets are individually bolted onto the main chassis frame.

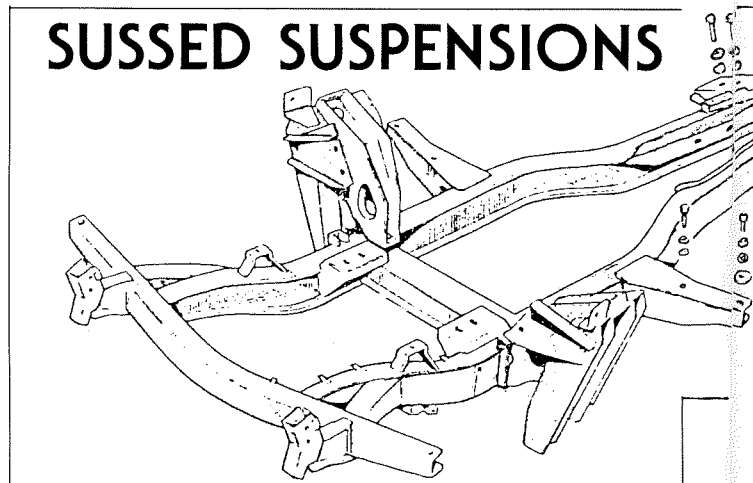
This is the same for all 'our' Club cars.

The bolts 'A' shown in figure 2, clamp the turret to the chassis. There is no adjustment here and the distance between the two turrets cannot be changed. On the inner mounting bolt there can sometimes be a shim plate fitted between the base of the turret and the top of the chassis.

turret tightly against the chassis and the inner shims should have no effect on camber. If they were to change the angle of the turret relative to the chassis this would mean a lot of distortion and twisting around bolts 'A'.

I can therefore, only conclude that these shims were used to

SUSSED SUSPENSIONS



All the parts books that I have available show that a shim may be fitted, as required.

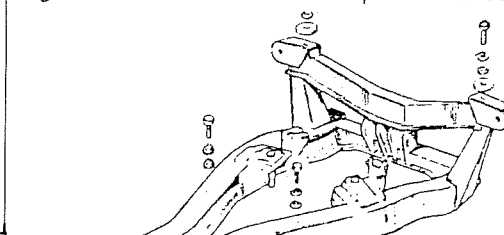
Fitment of the shim should only have the effect of raising or lowering the suspension turret relative to the chassis.

Bolts 'A' will be clamping the

adjust the height of the suspension turrets within the dimensions quoted in production and in the service manuals.

Working through the dimensions quoted by Triumph, the distance from the top of the chassis 'box' to the distance from

Figure 1. Chassis frame (with suspension turrets).



the top of the chassis 'box' to the mid point of the upper wishbone pivots is 6.020/5.900", as shown in figure 2.

When dismantling a chassis, record the number of shims under the turret and replace these, as found, on re-assembly.

SUSSED PART FOUR

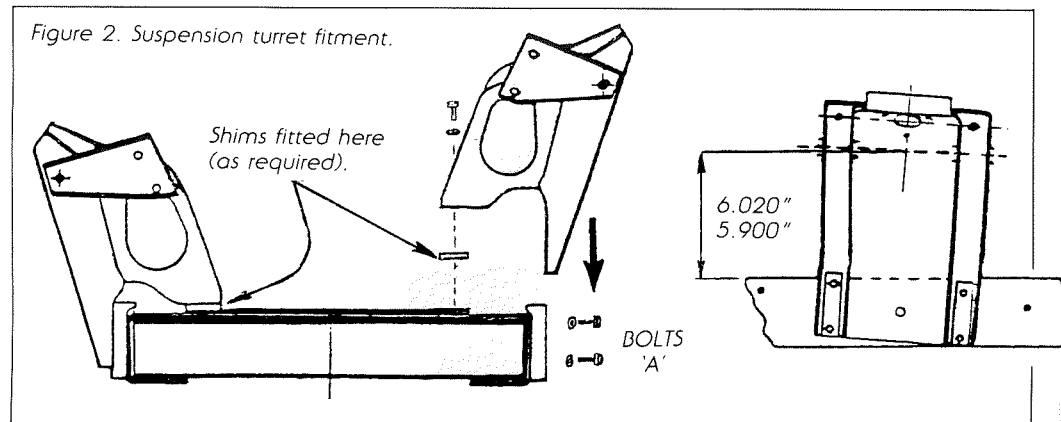
To check the height of the turrets, I suggest that 4 bolts are placed through the upper wishbone pivots on the turrets. Tie a TIGHT string between

opposite bolts, across the chassis. Measure the distance from the top of the chassis to the string in front of and behind the turret. Add the two measurements and divide by 2. The figure you get should be between 6.020" and 5.900". Repeat for the opposite turret.

I suspect that the important thing here is to get each side similar so that the suspension load is the same each side.

To add or remove shims you will need to remove the inner bolt and loosen bolts 'A' to allow the turret to move up and down.

Figure 2. Suspension turret fitment.



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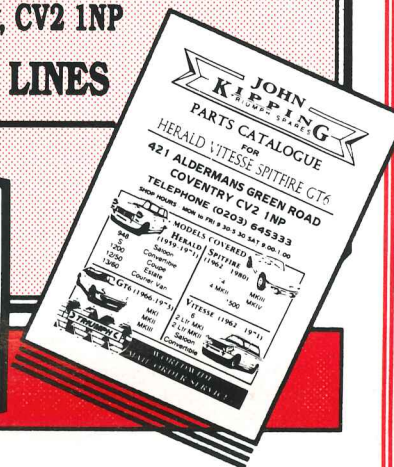
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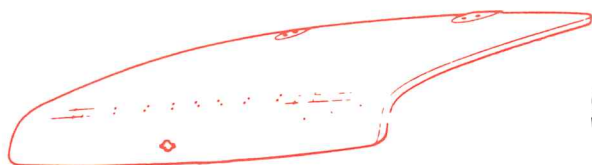
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A happy man with his Triumph

CONTINUING my international theme, and I hope I am not standing on Leon Guyot's toes too heavily, I shall now tell you about a 13/60 that I viewed in Mannheim, Germany, while on holiday (bring back the summer!).

We were met at our hotel by a young man called Joachim Möller who had earlier written to me and sent his IVR form (remember them?). Joachim and his wife made us very welcome at their flat where, inevitably, we guys talked about cars, much to the annoyance of our better halves. Following 'Tee and Kuchen' we moved on to his mother's house whereunder, in

the garage, lay his project. Basically, it is a pseudo-convertible, i.e. a partially converted UK spec saloon, probably built in late 1970. The commission plate says that it was originally Valencia Blue, but it has since progressed through green to cherry red. When Joachim bought it he was under the impression that it was a genuine convertible but, although being slightly wiser now, he still likes the car and is looking forward to the day when it is completely finished. Unfortunately, the conversion is a bit of a bodge but he would like to finish the job properly if possible. To this end, I have sent him copies of previously published articles on the subject of saloon to convertible conversion (Courier 94, pages 29 and 30 and Turning Circle, November 1984, pages 17 to 22) to help him on his way. I also expect that he will be over here next summer scouring the country for bits. Whatever the final outcome, he will have a car that is relatively rare in Germany, so it should turn a few heads.

One advantage we in the UK have over most of our overseas friends is that we have a plentiful supply of new and second hand spare parts at reasonable prices. Even in their heyday, Heralds were never plentiful elsewhere so spares have to be imported from the UK either by individuals or by traders. This puts the prices up, especially for heavier items, so many make a point of coming to these shores to combine the search for spares with a holiday. Also to our advantage are the local areas where we can meet like-minded enthusiasts to show off their cars or share our problems. In Germany, however, there are probably less than ten 13/60s spread over an area more than one and a half times that of the UK. One thing that came out of my discussions with Joachim was the suggestion that German owners could be put in contact with each other. This could even form the basis of a new TSSC area for all Club cars. So . . .

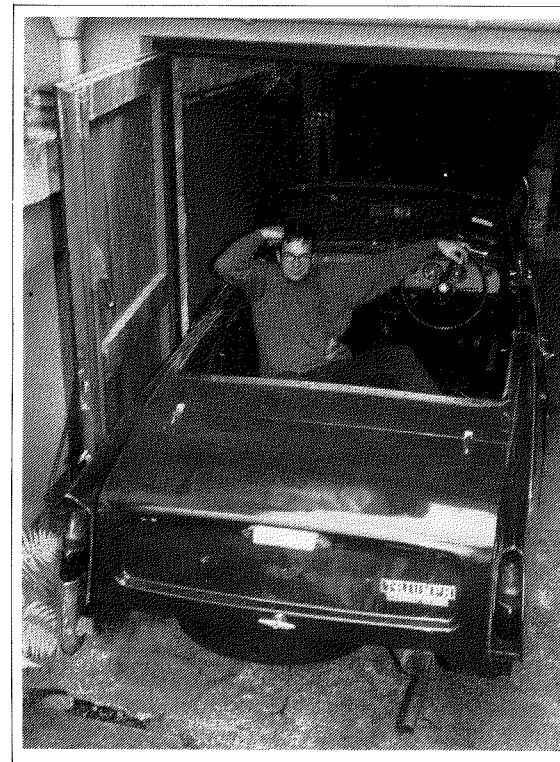
Calling all German 13/60 owners. If you think that contact with each other would be useful, please write to me giving your name and address plus any other details you consider relevant. I will then

pass the information on to Joachim who will make direct contact with you. Please also enclose a stamped addressed envelope for the reply.

From the Register I know of 13/60 owners in Belgium, Finland, France, New Zealand, Norway, Portugal and Sweden. Three of these, Belgium, Norway and Portugal, are already TSSC areas, so contact should be made through the address shown on the second page of the Area News Review. For the rest, if you are interested in contacting fellow owners in your own country, please write to me following the instructions above, also stating whether you are willing to act as the

co-ordinator for this information.

Now to tie up some loose ends. Firstly, a few months ago I mentioned that the 13/60 that has occasionally appeared in 'Last of the Summer Wine'. Andrew Mason (AO for the Southern Area) wrote to tell me that it is owned by a lady who works for A G Barrs soft drink company in Atherton, near Manchester and that it once featured in the company magazine. To my shame, I have not yet followed up this lead, but I later heard from Chris Morning who is the owner of the 1200 convertible that featured in the current series. For some very strange reason this car, registered GJN 107D, is always fitted with a false number when filming — WRH 132J — which



Wot a spacious interior!

happens to be the same number carried by the 13/60 used previously. Just to prove it, when Chris received his car back when the current series was 'in the can', the falsies were in the boot. Who can tell me the point of this subterfuge? Is it just done to annoy us? And since they use public roads when filming, is the practice even legal?

Secondly, regarding black paint on 13/60s, I had a very interesting telephone call from Michael Wyatt in Bristol about my statement in the September Courier that black was not an available option for the 13/60. Michael remembered viewing a prospective purchase in Bedminster way back in 1972 which was a black convertible with a red interior and white soft

top. He even recalled the registration number — FGL 270F. His conversation with the owner, who had bought the car new, revealed that black paint was available to special order only at a premium of £10 to £15 plus an extra wait of 3 to 4 weeks. (Michael also turned out to be a fellow, but more active, God's Wonderful Railway enthusiast so we had a rather long chat — but at least he was paying!)

Finally, following the rash of Conservative Party political memoirs covering the 'Thatcher Years', culminating in the tome from the lady herself, the Observer Magazine (3rd October) published an article which condensed the

5060 total pages down to a manageable 2.

For your benefit I would like to re-quote from Norman Tebbit's book 'Upwardly Mobile'.

Under the heading 'Dreary details dragged to the reader's attention' is the following: 'As one of the first popular cars to adopt all-independent suspension, it (the Triumph Herald) was much underestimated.' Judging by the use of brackets, I imagine that the book says a little more but I am not brave enough to investigate further.

Still, we apparently have a friend in the House of Lords. O

Herald



13/60 Register

Phil Willson



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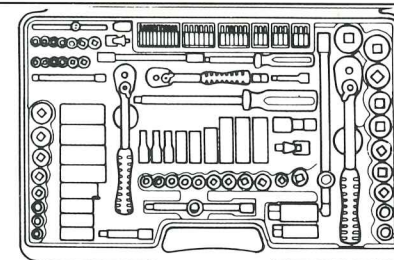
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Pre-production Spit with GT6 MkII.

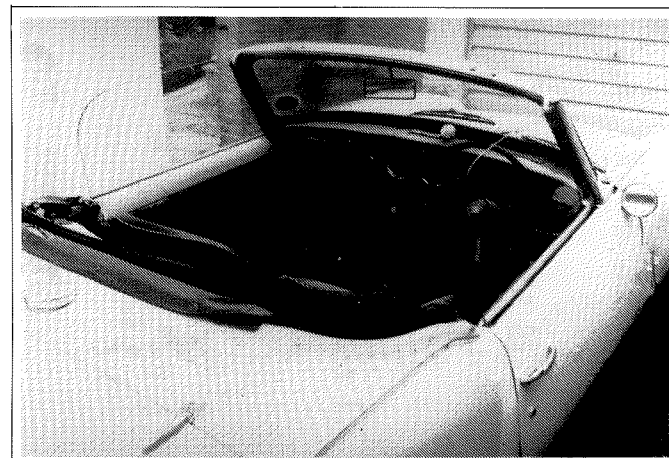
IN response to my request for Spitfires that are currently being rebuilt I have had four replies so far. Any more out there please!

Please send in the details. Simon Smith from Middlesex has a MKII FC 58038 and at some time someone has put on a MkIII bonnet and bumper (this is quite a common modification).

He is looking for an original bonnet, so if anyone has a MkII bonnet to swap for a MkIII in very good condition, please get in touch with me.

Next, we have another MkII FC 58572. This is only 534 cars newer than Simon's. It is owned by Derek Martin from Maidenhead. He purchased this car almost 20 years ago but the purchase of a dream house meant the car was unfortunately stored in flimsy wooden sheds until recently, but now, the 'dream house' needs a new roof, so things have slowed down again!! The car is in amazing condition, the treatment it has had. The body is completely original apart from the wheels and the hub caps.

TRIUMPH
TRIUMPH
Spitfire
REGISTER
Brett Dennis



A recently completed running restoration has been done by Marshall Aver of St. Albans on a MkIII Spitfire. He has completed the restoration by adding bolt-on wire wheels and adding a chopped front bumper but also kept the original front bumper as it was in excellent condition.

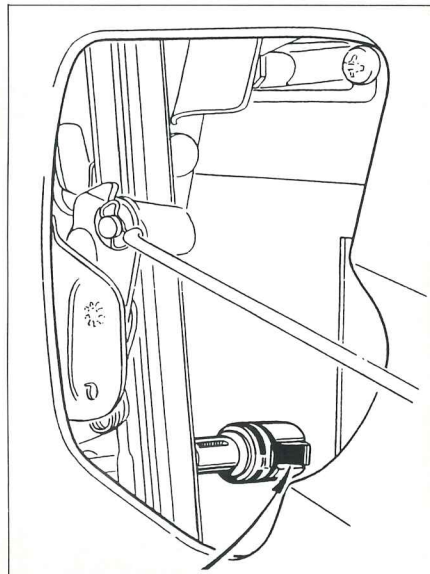
Lastly we have information from P. J. Sanders from Hampshire on a MKI built in 1962 being a stand-by Show car for 1962/63. This car has a lot of pre-production material fitted. Please can you send me any more information on pre-production material as I am sure it will be of great interest to everyone!



Due to the possible clash of tolerances between the door locking barrel and panel aperture some locking barrels on the Spitfire move in the door (how many of you suffer from this?).

As a replacement barrel may not solve the problem it is now recommended that the original is removed and refitted with 'ARALDITE' adhesive.

In addition to applying a fillet of 'ARALDITE' round the flange of the barrel, it should also be applied behind the two legged spring and in the spring slots (Arrowed in sketch). The barrel should be left undisturbed for at least 5 hours. ○



Before restoration!

In the photograph you can see his GT6 MkII which he has also rebuilt.

This month's Service Information Sheet is from March 1967, titled 'Door Locking Barrels'.

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Front wing, IV/1500, GT6 III	£24.00	Door Furlflex Spitfire	£10.00
Front wing, Spitfire I, II, III, GT6 III	£55.00	Door Furlflex, GT6	£18.00
Rear wing, Spitfire I, II, III, GT6 II	£68.00	P seal on screen frame	£3.50
Wheel arch inner outer, front	£35.00	Wheel arch rubber seal, all models	£3.50
Door skins, Spitfire III, GT6 I, II	£18.00	MOUNTS AND BUSHES	
Door skins, Spitfire IV/1500, GT6 III	£18.00	Engine mounts, 4 cylinder	£4.50
Rear wheel arch inner outer	£35.00	Engine mounts, 6 cylinder	£7.00
Rear valance, MkIV/1500, GT6 III	£29.00	Overdrive mounting	£15.00
Rear valance Spitfire III	£38.00	Gearbox, non o/d bushes	£2.00
Outer sill (GENUINE)	£32.00	Steering column bush (not 1500)	£4.00
Outer sill (COPY)	£19.00	CHROME / LOCKS / BADGES	
Full floors, right hand	£32.00	Choke cable, Spitfire IV/1500, GT6	£9.00
Full floors, left hand	£32.00	Door handle inner, IV/1500/GT6	£17.00
Boot floor	£44.00	Boot lock assembly, IV/1500/GT6	£16.00
BRITISH HERITAGE PANELS, SPITFIRE / GT6		Chrome petrol cap, IV/1500	£19.00
Corner valances, IV/1500/GT6	£49.00	Wing mirrors IV/1500, GT6 III (black or chrome)	£11.95
Valance, front, Spitfire III	£65.00	Matched pair of barrels, IV/1500, GT6	£15.00
Front wing, IV/1500/GT6	£25.00	door locks, Spit. III/GT6	£15.00
Wheel arch front outer, Spitfire IV/GT6	£29.00	Boot handle, Spitfire I, II, III	£13.00
BODY PANELS, HERALD / VITESSE		T.R.I.U.M.P.H. letter set	£12.00
Front wing, 13/60	£55.00	Spitfire scroll badge	£12.00
Front wing, Vitesse	£65.00	Spitfire 4 scroll badge	£12.00
Door skin, Herald / Vitesse	£38.00	Spitfire overdrive badge	£12.00
Rear wing lower	£59.00	Herald crossed flags badge	£15.00
Rear centre valance	£39.00	GT6 MkII bonnet badge	£17.00
Rear quarter valance	£17.00	TRIM, SPITFIRE / GT6	
Herald 13/60 front light panel	£39.00	Door cappings (PAIR)	£23.00
Front D plate	£8.00	Door panels, Spitfire (PAIR)	£42.00
ALL OTHER PANELS AVAILABLE		Door panels, GT6 (PAIR)	£46.00
STEERING AND SUSPENSION		Economy carpet sets, Spitfire	£55.00
Steering rack (EXCHANGE)	£29.00	Moulded carpet set, Spitfire	£135.00
Steering rack rubber mounts	£1.50	Sunvisor (PAIR)	£28.00
Top ball joints	£9.00	Glove boxes (EACH)	£14.00
Track rod ends	£9.00	TRIM, HERALD / VITESSE	
Anti roll bar links (GENUINE)	£9.00	Door panels, Herald (PAIR)	£42.00
Trunnion (STANPART)	£13.00	Door panels, Vitesse (PAIR)	£46.00
Trunnion bush kit	£4.00	Seat covering kit, Vitesse	£95.00
Rear trunnion kit (NON ROTO)	£4.50	Under dash mill board	£14.00
Rear leaf spring, Spitfire III	£59.00	Moulded carpet set, Vitesse	£105.00
Rear leaf spring, GT6 Roto	£59.00	Economy carpet set, Vitesse	£45.00
Rear leaf spring, IV/1500	£59.00	Scuttle panels, Herald	£9.00
Unipart rear wheel bearing kit	£16.00	Scuttle panel, Vitesse	£16.00
Roto wheel bearing kit	£16.00	ALL OTHER TRIM ITEMS AVAILABLE	
Front wheel bearing kit	£12.00	HOODS, HIGH QUALITY WITH COTTON LINING	
Rear shock absorber bush	£1.00	Spitfire III (VYNIDE)	£75.00
Leaf spring eye bush	£6.00	Spitfire IV/1500 (VYNIDE)	£75.00
Wheel studs, all models	£1.95	Herald / Vitesse (VYNIDE)	£79.00
Wishbone bushes (EIGHT) for	£7.00	Spitfire MkIV/1500 (DOUBLE DUCK)	£135.00
Half shaft flanges IV/1500/GT6	£15.00	Herald / Vitesse (DOUBLE DUCK)	£135.00
RUBBER SEALS			
Front windscreen seal, IV/1500/GT6	£17.00		
Front windscreen seal, Spitfire I, II, III, GT6 III	£17.00		
Outer door weatherstrip (GENUINE)	£7.00		

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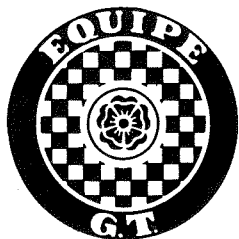
Well here we are in December AGAIN!! It's amazing how quickly the time passes, so it's time to wish all you Equipe enthusiasts (and all lesser mortals) a Happy Christmas and a healthy and prosperous New Year.

It has been an interesting year, with quite a few previously 'unknown' Equipes coming to light. I now have information about 500 Equipes though 21 of these are known to have been scrapped or dismantled. Nick Wotherspoon's book 'Lawrie Bond the man and the Marque', (ISBN 1870519167) is at the book wholesalers

as I write and can be expected in the shops very soon. This book has been a long time reaching the bookshelves, and suffered many production delays but at last we can look forward to reading what promises to be a fascinating insight into the 'parentage' of our favourite cars. I am informed that

interest in the book has been somewhat greater than expected, in fact it has rather surprised the publisher. I am looking forward to reading it. An early Equipe (a 2+2) has competed in at least two historic rallies, though I am waiting for some photographs and some details from the car's owner.

This month's photo-featured car is Richard Collier's 2-litre convertible. Richard admits to being smitten by an Equipe convertible over 10 years ago after seeing one of these 'howling six-pack Corvette look-a-likes' whilst he was on holiday in Devon.



EQUIPE

Register

Bruce Pilbrough



A show car with potential?

Since then he dreamed of owning one of these 'strange and wonderful' cars. Richard recently decided to buy a classic car and very nearly bought a Triumph Vitesse but was swayed by the 'back to back' test of Vitesse and Equipe convertibles in one of the specialist classic car magazines.

He finally realised his dream when he bought his white convertible. The car had been the subject of an extensive body-off rebuild and full respray and only needed finishing to make it an everyday driveable classic.

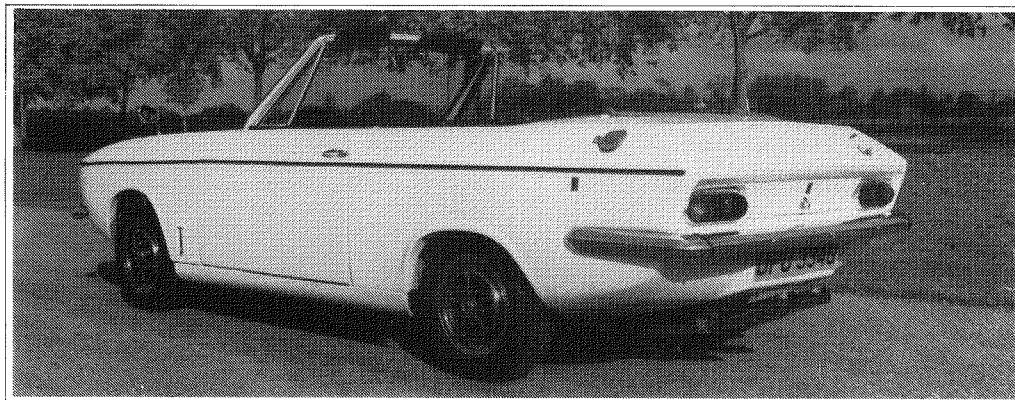
The car draws lots of admiring glances and there is almost always a group of people looking at the car when it is parked. The realisation of the dream was every bit as good as Richard had imagined and he has since decided to bring the car up to 'show standard'.

Despite this and the fact that the car is currently being re-trimmed in black leather, Richard intends to keep the car on the road throughout the winter and expects to drive it to club events. I'm sure I am not alone in looking forward to seeing your car Richard.

Do you have
any really good
quality photo-

graphs of Equipes which could be suitable for a Courier cover?

They need to be vertical in format, with space for the logo etc., nice and clear, correctly exposed and ideally be either professional quality 7x5 prints OR 2 ¼ sq. transparencies. If you have a tidy looking Equipe and you're a budding David Bailey or Patrick Litchfield (or know a person who is) why not find a nice location and take a few pictures of your Equipe with this in mind. Let's try to have at least one Equipe photograph during 1994 and raise the profile of these fascinating cars.



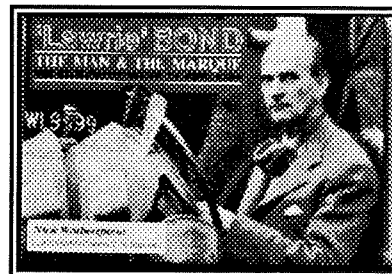
Rear three quarter view
of Richard Collier's
2 Litre Convertible,
showing off its
stainless steel
sports exhaust.

Now for a bit of fun, no prizes, here's a wordsearch puzzle, all the words have some connection with Bond Equipe cars.

Find the following 15 words in the 18 x 18 puzzle above which are hidden vertically, horizontally, diagonally and backwards.

BOND - CHASSIS
COMMERCIALS - COUPE
EQUIPE - FIBREGLOSS
MONTE CARLO - OVERDRIVE
PRESTON - SUNROOF
TRIUMPH - WIRE WHEELS
CONVERTIBLE - LAWRIE
SHARPS

T	Z	Y	N	D	J	U	K	G	P	K	T	C	H	I	Q	X
P	D	N	C	V	Z	H	B	K	L	E	D	P	U	O	S	L
Z	N	M	A	X	E	P	I	U	Q	E	S	J	U	P	V	
D	O	L	N	P	H	V	F	C	W	N	U	P	R	R	L	P
		B	S	C	H	B	L		H	I	N	F	E	S	J	P
G	Y	I	O		Y	V	B	C	R	E	P	R	D	F	V	S
E	Q	S		L	R	Z	E	T		R	O	V	Y	U	A	D
Q	M	S	J	A	R	S	C	S		T	O	P	C	X	L	I
C	S	A	N	O	T	A	U		W	C	F	O	V	N	G	P
L	Q	O	C	T	F	Q	G	F		E	V	H	L	G	F	U
	S	O	S	L	A	I	C	R	E	M	M	O	C	Q	B	F
X	Z	D	U	E	T	L	G	U	R	L	T	L	O		Z	I
J	S	P	R	A	H	S	T	R	X	S	S	N		V	C	F
H	F	E	P	E	V	I	R	D	R	E	V	O	V	Z	M	R
E	V		R	P	K	B	C	U	S	T	M	Q	K	J	C	W
I		M	Q	L	D	B	S	U	N	S	Y	K	S	L	D	A
Y	T	V	E	U	K	B	B	T	V	X	E	W	Z	O		L



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THIS month I'll refer you back to my October '93 column and TSSC-Belgium area's Rally of the Geer at the end of last August.

I feature here some of the sights from that sunny day. Firstly, Claude Buntix's fine Jasmine Yellow Herald 1200 (1500TC) LHD estate which I had the honour of piloting. Secondly, a fine pair of Triumphs (TR5 and Vitesse 6 convertible) belonging to two enthusiasts from TSSC-Belgium, looking resplendent in the sunshine, and last but not least, the effect that the Rally may have on a non-Triumph driver, or perhaps it was just a Lotus eater?

Amongst my correspondence I've received a letter from ex-TSSC member, Ian S Matcham, now of the Stag Owners Club, who enclosed a photo that he took whilst on holiday in the Canary Islands and as you can see, it depicts a Spitfire 1500 which belongs to Igor Gruszecki of Gran Canaria who hopefully will now be joining our swelling ranks of happy Spitfire drivers.



Leon F Guyot

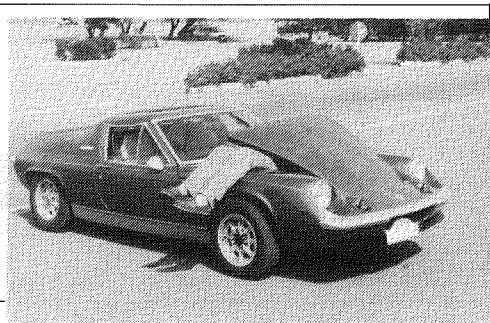
**INTERNATIONAL
LIAISON
SECRETARY**

Claude Buntix's LHD Herald 1500TC Estate, along with a couple of bemused friends/colleagues who he had somehow managed to cajole into joining him on a strange mission! After driving from Munich to Coventry and collecting a repatriated New Zealand Herald chassis from John Kippings emporium, they drove back to Wimbledon, where we all repaired, eventually, to a rather excellent local Thai restaurant, accompanied by a couple of TSSC-Belgium members and their wives along with TSSC member Clive Bergman and his wife Rachael - all of whom just happened to be in the vicinity!



Belgium 29/8/93

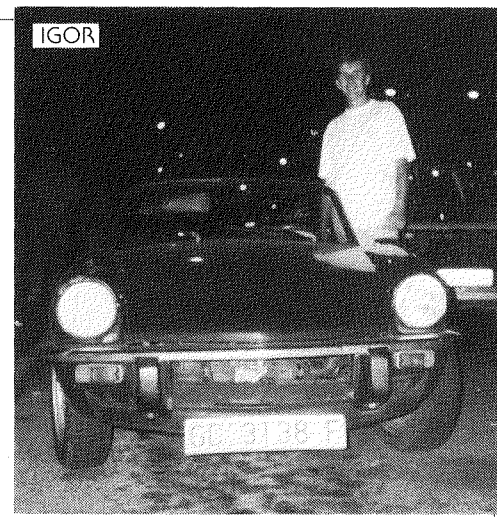
Whilst on the subject of Island holidays, I've just had the pleasure of, once again, meeting Thomas Schmid of the 1st Spitfire Club Deutschlands, which also caters for other Triumphs. He has been on a short break with his family to Crete - the Greek island, where he spotted Kermit's older brother - this early MkIII Spitfire, registered BT-2552 and fitted with these rather strange steel wheels - thanks Thomas! Speaking of Thomas, he was recently over here in England,



The Lotus Eater!

A table for ten magically appeared and a jolly good time was had by all! The restaurant owner tried to impress us by speaking to the table in German but unfortunately, he chose the Belgian end of the table! NB.

IGOR



It should be noted that it is not correct behaviour to arrive at restaurants carrying TSSC-Offers alloy wheels under your arm - even if you are a famous Belgian rally driver called Francois!

Apart from the chassis, Thomas also collected various body panels for repairing and restoring his sadly damaged BRG Herald 1200 Cv which had been rear-ended just a few days after returning to Munich from the Stafford International and a mammoth tour of our Island!

Sunday morning saw Thomas trying to fathom how to fit a complete chassis onto the transporter at the same time as the 1963 LHD Herald 1200 estate (Kombi), which he had just purchased from Chris Childs for a nominal £400. I for one am rather pleased that this particular Triumph Herald has found a good home for a sympathetic restoration as it was the very first Triumph and the first Herald that I ever travelled in back in around 1970-71, when I was around 10-11 years old! It obviously had rather a serious effect on my impressionable young mind, as I've always had a Triumph somewhere close to me since May 1978! Members with young children take heed and salt away a Triumph for your kinder to restore when they are old enough - it will build their characters!

Now, to a rather larger island in the Southern hemisphere called Australia, where Carl Grady, our TSSC NSW Area Organiser and registrar of the Triumph Herald Vitesse National Register (see my

Round-The-World story - past and future issues).

He tells me that he has finally managed to move to more spacious 'Terra Firma' but still close to the beach, (wise man, Carl has his priorities right). He goes on to say that his new place is well set-up for 'our hobby' (OK, I'm jealous Carl!), so his Herald Coupe is coming on fine and targets its completion for sometime in 1994).

Whilst I was in OZ, Carl was arranging to recover a rather sad 1959-60 Herald 948cc convertible from 'Tassy' (Tasmania).

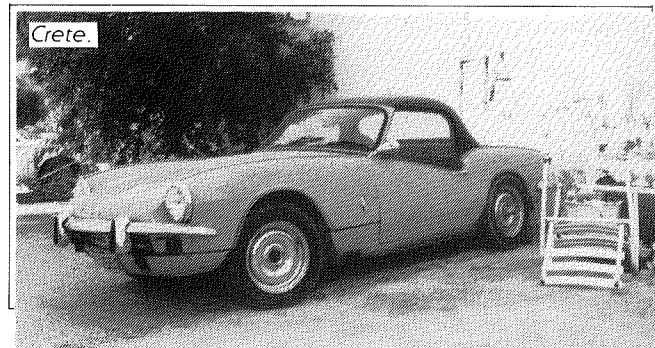
He has now brought it all the way back to Sydney (a long way!) and got it 'on the road'; seen here with his wife Tracy at the wheel, (pretending it is up for sale to an enthusiast interested in restoring her and not breaking her up! Quite right, as the 948 Cv is now a very rare car indeed, this particular car having Comm. no. Y9476 and Engine no. KA3849.

Norway is rather cooler than balmy Oz and I've recently heard from old friend/TSSC member Tormod Schau of Sandefjord. Tormod tells me of an annual 'Spring Meet' in Oslo, Norway. The event is 'open' for any vehicle without a roof. Usually there will be anything from pre-WW1 horseless carriages right up to this years 'something'.

Tormod tells me that he can accommodate some people if required but, unfortunately, he cannot presently offer any club car transport, as his own 13/60 Herald is garaged due to some rather serious rust on the rear outriggers and 'a

strange feeling' when he uses the brakes! So if any members are able to visit beautiful Norway, please contact Tormod as soon as possible on phone (work) 010-47-33-33-3400 or Fax (work) 010-47-33-33-2280 or write to him at Skiringsalsv 48, N-3213, Sandefjord, Norway.

For winter driving, Tormod recommends narrow tyres (145/155) with deep and coarse tread patterns, preferably designated M&S (mud and snow). Unfortunately, both



financial and leave considerations prevent me (Leon) from attending the event this year but take it from me, Norway is a really superb country to visit on holiday and I will always remember my brief time spent there back in 1986 with much fondness.



Thomas hugs his new toys and Roger looks on.

Staying in Scandanavia (Sweden this time), I am indebted to the Portland Triumph Owners Association of Oregon, USA for their publication 'Triumph Trax' from which I reprint the following article:

**'LOVESICK ENGINEER IS WED TO HIS CAR! . . .
AND WE'LL NEVER PART,
NOT EVEN IN DEATH, HE VOWS'**

Karl Lofgren fell in love with a sleek Triumph and married it! The 38 year old engineer actually had a 2 carat diamond inset into the dashboard and swore that he'd treat the fancy sports car as well as any wife. This manouver didn't win the man any points with his long-time girlfriend Karin Tidning but even she admitted that he was within his rights to tie the knot with the car he's dreamed of owning since he was a teenager. 'I guess Karl and I will remain good friends, there's certainly not a wedding in our future.' Miss Tidnings told reporters in Koping, Sweden, 'People do think it odd that he married his car', she added 'but who are they, who am I for that matter, to judge?' and Lofgren couldn't have agreed more. He told reporters that 'the Triumph has all the attributes of the perfect woman, beginning with a state-of-the-art exhaust system to keep her quiet, just look at the curves,' he added, running his hand over the automobiles sweeping bonnet, 'this baby's beautiful and a real thoroughbred, with regular washes and waxes she'll look this good forever. As for performance, well, I've got a warranty'

The bizarre wedding was performed on the lawn of Lofgren's home as almost 200 friends, acquaintances and reporters looked on. (What about other Triumphs? Leon), Reverend Eric Persson conducted the service and in his view the marriage is as valid as that between any man and any woman. In fact, he said Lofgren would be

breaking the laws against bigamy if he married a woman without divorcing his Triumph first. 'You should never say never', said Lofgren, 'but I simply can't imagine breaking my vows, not even death can pull us apart. I've already arranged to be buried



Herald 948 convertible 1959-60.

with the car and then we'll spend eternity together'.

By Irwin Fisher. Well! True or not it certainly makes you think doesn't it? I wonder if Karl Lofgren is a member of the Triumph Club of Sweden?

Until next month, happy Triumphing and Happy Christmas/New Year!!!



HIS months heading photo is sent in by Geoffrey Poole and featured his immaculate 1977 Spitfire 1500 following a respray.



the Triumph
Mk4 1500
Spitfire
Register
JOHN THOMASON

CYLINDER HEAD MODIFICATIONS — Part 3

PORTS AND VALVES

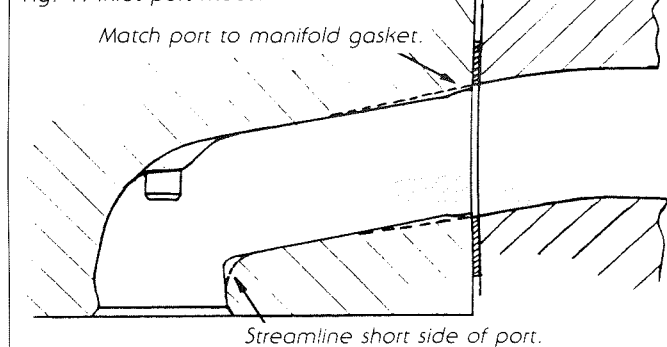
As mentioned in Part I, when it comes to the ports, it is work around the valve seats that can give the greatest benefits. Having said that it doesn't mean that the rest of the port can be forgotten. The Spitfire head, like any other head of its day was a mass produced head, manufactured to a cost without too many refinements. As such the amount of machining done to the head was kept to a minimum, and in the case of the ports this is restricted to machining the valve seats and sufficient of the inlet port to match the inlet manifold. Consequently we find ourselves with a head complete with casting marks and ports shaped and streamlined only to within the tolerance limits of the casting. Obviously there is some room for improvement.

I have tried to illustrate some of the mods but the insides of ports are not the easiest things to photograph!

INLET PORTS

Start by locating a manifold gasket on the manifold studs and scribe around the gasket ports onto the head. The ports can be opened out to this gasket line to ensure a match between cylinder head, gasket and manifold (a similar gasket line should be scribed onto the manifold, which should also be ground out accordingly). A step at this interface can cause a

Fig. 1. Inlet port mods.



restriction to flow and turbulence. Fig. 1 (N.B. on some designs a step is deliberately left at the exhaust port interface to prevent back-flow of exhaust gases). Opening out the port to the scribed gasket line is also usually sufficient to take out the ridge that exists where the port machining finished and the untouched casting starts. However on some heads, a hollow in the casting exists close to

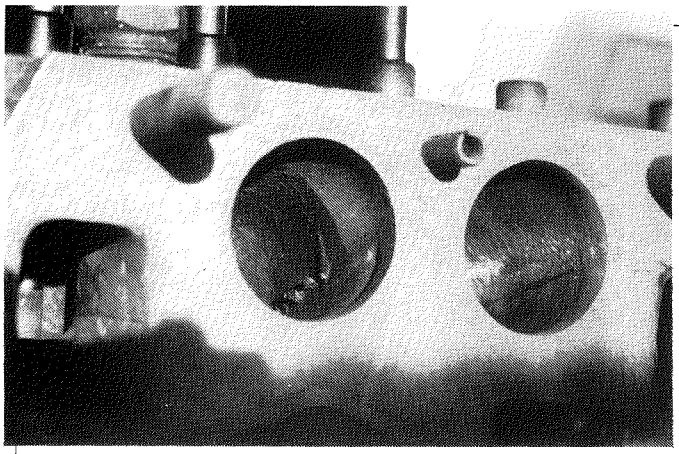
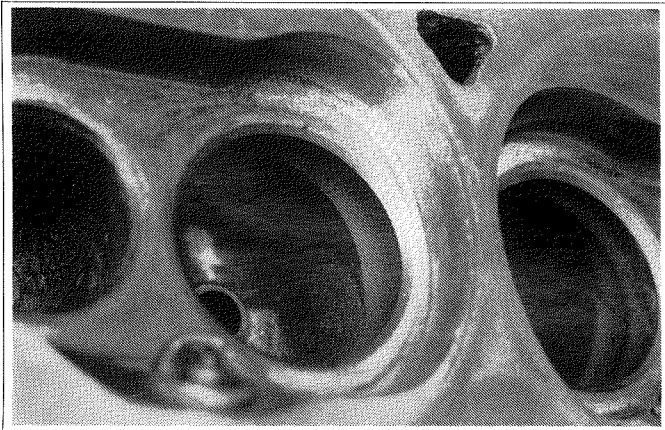


Fig. 2. Inlet ports. Note the ridge between the cast port and the port machining, the casting marks, and the deep hollow that is sometimes too deep to remove by grinding.

the manifold face that is too deep to be ground out. Fig. 2. It is best to leave this small hollow rather than attempt to grind it out and open out the port unnecessarily. Moving down the port, grind away any casting marks and 'bumps' in the sides of the port.



Machining ridge that should be removed from the valve throat. Note the even worse ridges in the adjacent port.

As mentioned last month some heads are better than others. Use a large grindstone to remove any ovality in the port that can occur as it approaches the valve guide. The target is for parallel sided port of constant diameter leading to the valve throat as shown in fig. 1. Port 1. The head of the smaller exhaust valve can be helpful in getting this right and should be capable of passing right down to the port to the valve guide boss. I find that the finger is best for sensing 'bumps' and 'hollows' on the port walls, although a quick 'polish' with a flap wheel is useful for showing up where hollows exist.

Next in line is the area around the valve guide boss. Some tuning company's grind down the boss to improve flow. It is true that the boss does offer a restriction to flow, however it performs the important function of shrouding the valve guide and conducting heat away to the cylinder head (more so on the exhaust side). It all depends what you want. Either way the port walls either side of the boss should be opened out to improve flow. Access is best from the combustion chamber side of the port and is a lot easier if the valve guide is removed (although it involves 2 trips down the machine shop) otherwise fairly small grindstones are needed. Continue to open up the port walls either side of the valve guide right up to the valve seat, reducing the small 'cheeks' that exist there.

On the short side of the port remove the nasty ridge that exists as the port turns the sharp corner into the chamber. Fig. 1. I have found that this is best achieved by 'rolling' one of the 'ball' type grindstones backwards and forwards over the ridge, avoiding a multi-faceted corner that can result is using an ordinary cylindrical stone. Again the finger is very good at determining the smoothness and shape.

The long side of the port can have some fairly bad ridges where valve seat machining isn't blended into the valve throat casting. Fig. 3. These need to be removed as they create turbulence right where it is not wanted. However care must be taken because unfortunately in this area the port casting can undercut the valve seat and this feature does not want to be increased by further grinding.

Turning to the all-important valve seat itself, a compromise must be reached between gas

flow and seat life. A narrow streamlined valve seat suited for performance reduces the amount of contact area with the cylinder head for dissipating heat and can have repercussions upon seat life. Fig. 4 shows the inlet seat profile suggested by Triumph which can easily be achieved by any machine shop. After matching the corners resulting from the 3 changes in angle should be very **CAREFULLY** removed with a fine needle file or grind stone.

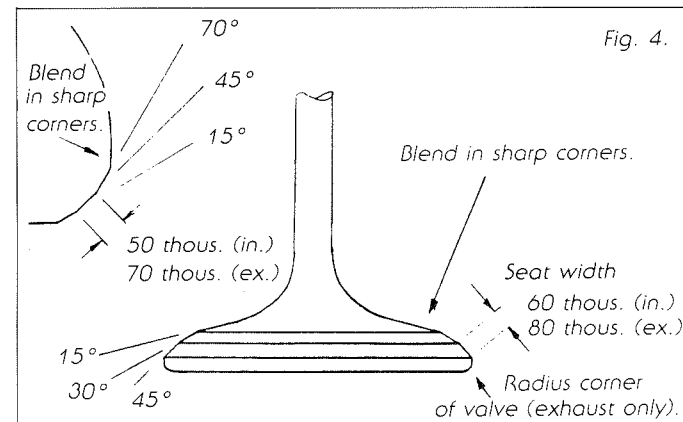


Fig. 4. Valve and valve seat machining for inlet and exhaust valves.

Moving on to the exhaust ports, and here the basic cast port is pretty poor. However as stated in Part 1, it must be remembered that the gases are escaping under pressure and the requirements on the port are not as stringent. Starting on the manifold face, again open out the port to the scribed gasket line, maintaining the rectangular shape and using a small cylindrical grindstone to radius the corners. Fig. 5. Unlike the inlet port, the exhaust port should then taper down to the valve seat. The worst aspect of the exhaust port is a large ridge that exists about half way down the port, caused by the locality of the cylinder head stud. This ridge can be satisfactorily ground down to produce a much flatter port wall with significantly improved flow. Fig. 6.

The area where the port turns into the chamber can be treated in a similar manner to the inlet port. The potential exists here to give the port a better shape

compared to the inlet, in particular on the short side of the port due to its less shallow approach. Unfortunately access is very cramped and is best achieved ideally with the valve guide removed and the use of a 'flexi drill' attachment.

The valve throat casing significantly undercuts the valve seat, more so than on the inlet. Although it doesn't look particularly good it is not particularly important here when the direction of the gas flow is considered and can indeed provide a positive benefit in reducing exhaust gas back-flow.

Fig. 5 shows the seat valve dimensions suggested by Triumph. Note the wider width of the seat compared to that of the inlet due to the higher operating temperature of the exhaust valve and the need to dissipate

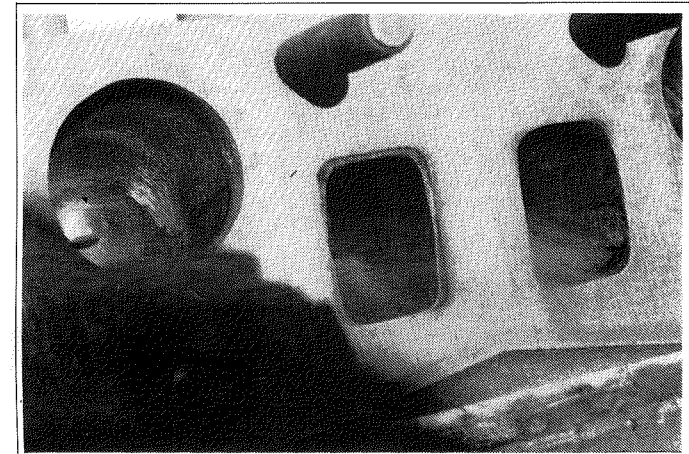


Fig. 5. Note how much the exhaust port can be opened out to the gasket, evident by the 'coke' marks around the edge. Just visible is the large ridge inside the port.

more heat to the cylinder head. Any sharp corners remaining as a result of the machining should be carefully removed with a needle file taking care that the width of the valve seat is not reduced.

VALVES

Valves should be machined to the dimensions shown in Fig. 4., again noting the wider seat width of the exhaust valve.

Note also that the seat widths on the valves are slightly wider than those on the head to ensure the required contact area. Again following machining, any sharp corners should be blended in by holding the valve stem in an electric drill and using files and emery paper. A radius on the corner of the exhaust valve will also produce beneficial results. It is also recommended to grind down the back of the valve head to improve flow. However, this may reduce the strength of the standard valve if overdone. It is far better to purchase some of the gas flowed valves that are now available that are specially made for the job. These are manufactured from a superior material to the original, more capable of operating at higher temperatures with reduced section.

COMPRESSION RATIO

The combustion chamber mods of Part 2 will have removed quite a lot of metal from the combustion chamber, and the resulting volume of each chamber must now be measured to:-

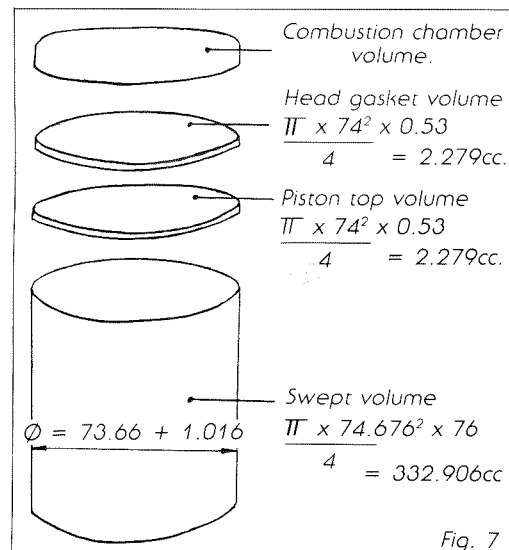


Fig. 7

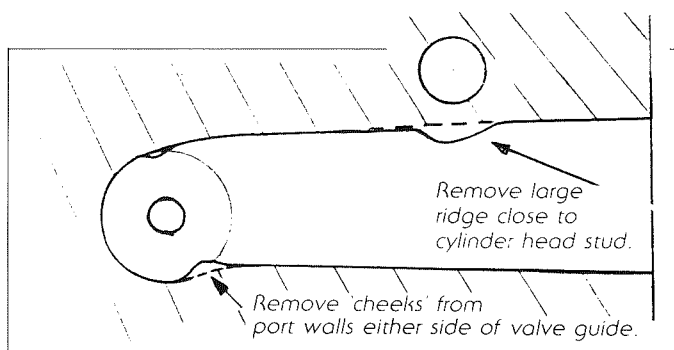


Fig. 6. Exhaust port modifications.

a) ensure that each chamber has the same volume within 0.1 - 0.2cc. Equal chamber volumes are required to promote even running and as the limits of compression ratio that cause detonation etc are approached, then the tolerances on variations in chamber volume are reduced.

b) determine by how much the head must be skimmed to restore the desired compression ratio.

With the head assembled with spark plugs and valves (which should be lapped in to ensure a good seal), combustion chamber volume can be measured by filling each chamber with a suitable fluid such as White Spitfires of Paraffin, from a chemist's Burette. The top of the chamber is sealed using a 4" x 4" piece of glass with a hole in it through which the chamber can be filled. A thin smear of vaseline/grease ensures a good seal between the glass and head, whilst tilting the head slightly towards the hole in the glass ensures that the air bubble that forms as the chamber is filled, eventually escapes through the hole.

This is where you find out how consistent you have been with your grinding, since the chambers should be the same, within 0.1 - 0.2cc. If not, then note the chamber with the largest volume and

remove metal from the others until they are the same. The chamfer introduced behind the spark plug is a good place to remove metal to equalise volumes, although a consistent shape to the work carried out around the valves should be checked first and metal removed accordingly. The required compression ratio should now be decided upon. The standard engine runs on a compression ratio of 9.0:1. A compression ratio of 9.5:1 is a good target to aim for without running into possible problems of pinking etc. A compression ratio of 9.75:1 is the maximum advisable before approaching the limitations of the standard piston. It must be remembered that by gas flowing the cylinder head and increasing the volumetric efficiency of other parts of the exhaust and induction systems the **EFFECTIVE** compression ratio will be increased anyway.

Fig. 7 shows the volumes that require to be known to calculate the compression ratio and comprise:-

a) The swept volume. N.B. the effect of a rebore needs to be considered since a rebore alone will

slightly increase compression ratio.

b) The small volume between the top of the piston at Top Dead Centre and the top of the cylinder block. The edge of a straight edge across the top of the block allows the gap between the top of the piston and the straight edge to be measured with feeler gauges. The gap is typically 0.021" (0.53mm).

c) Gasket volume. Measure the thickness at the edge of an old 'squashed' gasket which is typically 0.032" (0.81mm). N.B. this does not include the raised lip that sits in the recess around each bore on engines after FH 25.000, since this is included in b) above.

d). Combustion chamber volume.

The following example shows the calculation of the combustion

chamber volume required for a compression ratio of 9.5:1 on a 1300cc engine with a 0.040" (1.02mm) rebore).

C.R. = Swept vol. + Piston top vol + gasket vol + comb. chamber vol.

Piston top vol + gasket vol + comb chamber vol.

$$9.5 = \frac{332.0906 + 2.279 + 3.483 + \text{comb. chamber vol}}{2.279 + 3.483 + \text{comb. chamber vol.}}$$

comb. chamber vol = 33.4cc.

Thus, required combustion chamber volume for a 9.5C.R. = 33.4cc.

If the measured chamber volume of the modified head = 35.5cc, then $35.5 - 33.4 = 2.1\text{cc}$ which must be removed from the combustion chamber by skimming the head.

As a **TYPICAL** value, skimming the head by 0.010" removes 0.935cc from a chamber modded as described last month. (****)

Thus, to remove 2.1cc, the head must be skimmed by 0.022".

Once the head has been skimmed, it is worth measuring the volumes of the chambers again. The measured volume can then be put into the above formulae to calculate the compression ratio you have actually ended up with. This may be slightly different from your target figures (9.5:1), due to the value used at ** above which will depend upon how much the shape of the chamber has been modified (eg. for a standard head, skimming the head by 0.010" only removes 0.847cc). If necessary further grinding can be done to 'tweak' the volumes.

★ HERALD / VITESSE ★	
Vitesse bonnet assy.	575190
Bulkhead, saloon	575585
Rear body tub, saloon	907614
Rear wing, L/H, saloon	902328
Roof assy. sun roof	903600
1200 bonnet assy.	806856
1200 top skin	805855
Estate tail gate	902042
Rear wing assy. conver. pair	902325/6
Rear wing assy. coupe, pair	902323/4
Bulkhead f/panel RH	803241/2
13/60 f/wing RH	713268
1200 f/wing, L/H, R/H	803367/8
13/60 light panel + brackets	812140
Wing top estate L/H, R/H	804432/3
Wing top, saloon L/H	902318
Quart. valance rear, R/H	705884
Windscreen frame assy.	902309
Front chassis support exten.	305489
Front footwell assy., L/H	806263

★ GT6 ★	
Bonnet, MkII	908116
Rear valance MkI	707006
Rear valance MkII	709807
Front wing MkII, L/H	908113
Door assy. MkIII, R/H	917572
Door assy. MkIII, L/H	915365
Door assy. MkII, R/H	908022
Tailgate	809405
1/4 light assy., clear glass	574091

★ SPITFIRE I, II, III ★	
Sidelight panel, 1, 2, R/H	
Front valance MkIII	811676

★ SPITFIRE MKIV / 1500 ★	
Door assy. L/H/R/H	915361/2
Boot lid	911327
Rear diaphragm wing, L/H	909661
B Post L/H, R/H	813366/5
Pivot box, double skin	RKC 362
Bulkhead front, R/H	807121
Inner sill, R/H	806638
Headlight cowling	911102
Front outer arch, R/H	909352
Front 1/4 valance, L/H, R/H	815391/2

★ HERALD / VITESSE ★	
Roof B post, L/H	703839
Boot stay bracket	618192
Front inner, inner arch	903075/6
1/4 light frame, R/H, L/H	803664/5
Vit. MkII h/light cowling	806292
Her./Vit. sill, L/H, R/H	803070/1
Bulkhead side panel	803204
Vitesse light panel assy.	814029

★ SPITFIRE MKIV / 1500 ★	
Boot lid with tube frame	575787
Rear wing MkIII L/H	907077
Front wing MkIII, R/H	903080
Door assy. MkIII, L/H	908025
Diaphragm wing, inner	903149
Boot gutter, R/H, L/H	903099/1
Bonnet assy.	907254
Bonnet support hinge	710679
Rear valance MkI	36900
B Post MkI, R/H	
A Post assy.	807119

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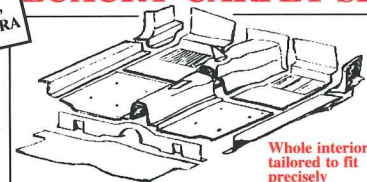
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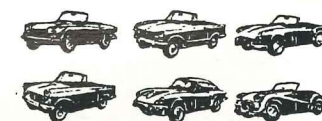
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1... seasons greetings to one and all... I thought with winter well upon us (will it ever stop raining?) that it would be an opportune moment to cheer us all up with a couple of summer sunshine dreams of things to come, type feature photos...

The first is of Steve and Carol Hill (Plymouth) with their 1971 Damsen MkII Convertible, KWE 96J... a brief history follows... The vehicle was purchased in July 1987, two weeks before going on holiday Cheshire to the Dordogne area in France (2500 miles return journey!). The Vitesse performed superbly, turning several heads. I don't know if it was the car... or the fact that we had the roof down in a French heatwave!

There were no problems with the Vitesse throughout the holiday, only the solenoid on the overdrive packing up at Birmingham and the RAC not having any ideas on fixing it!... The car was then driven every day until 1990 when my wife did not apply the handbrake (we lived on a hill!) one evening a knock on the door made us very aware that if cars do not have their handbrakes applied, they roll mainly in a downhill direction... into a friends Rover P6 3.5... what a mess! The Rover suffered a rear body shunt which meant the doors would



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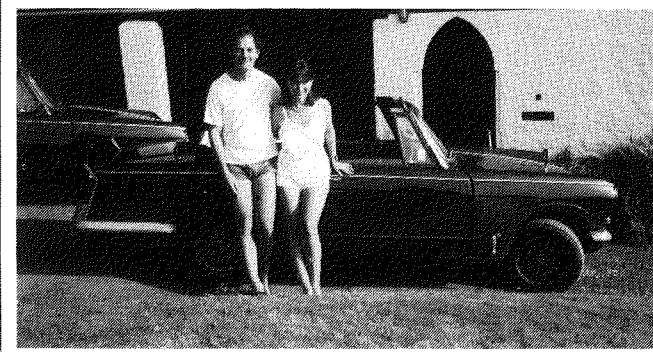
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not open! Fortunately my friend still speaks to me and sees the funny side of the accident.

However the damage caused to the Vitesse prompted me to take it off the road to start a complete restoration... hopefully to concours condition... I have started the work at home and with the expertise of Stan Walters (S. W. Classics) who has been very understanding and patient with all my enquiries and bits and pieces. I am hoping to complete the restoration for summer 1994... the photo was taken on our French holiday... did the French build the 'Arch for Triumphs'?!... nice one Steve. Hope the restoration is progressing... Angie now has the 'good' bonnet on Hattie... and she's looking wonderful... I'm still waiting for you to drop in with your climbing boots!!

The next photograph I had the pleasure of taking myself when I visited Jonathan Del Mar and Anabell, whilst they were down on holiday (about 6 miles away), a nice opportunity to sit in the sun, sample Jonathan's culinary skills (crunchy chocky things) and yes, you've guessed it... talk Triumphs.

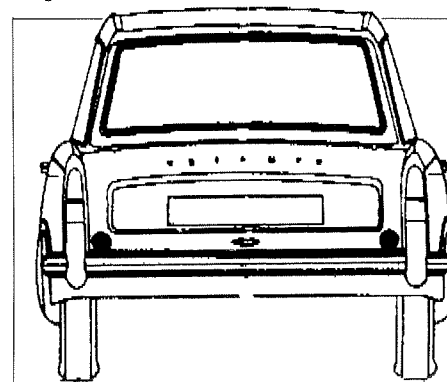


It was nice to get a chance to examine his MkII convertible APH 857H which he uses every day... excellent... Jonathan had a rather interesting feature published in June of 1988 in The Sunday Times (reproduced on page 36 of the August 1988 Courier)... He is also a great authority on registration numbers... a positive hive of information and regular contributor to our register... look forward to seeing you both when you are down next time.

A plea for help this month in a different direction... Jo Field (secretary of the Leicester Area) wrote to ask if anyone in the Coventry, Hinkley or Nuneaton area has a white Vitesse convertible that they are willing to be used as a wedding car on the 11th of June 1994... if you can help on this rather prestigious occasion... give Jo a ring on 0858 431207... thanks... As a footnote to the above plea, Angie (my young lady) recently transported a good friend to her wedding in here white 13/60 Herald... it looked absolutely wonderful bedecked in ribbons... and generated so much interest... (much better

than your boring old Rolls Royce)... if you have to get married then you may as well do it in style... Triumphantly...

Thanks to Paul Forman for sending on some info regarding my Vitesse convertible... did you all spot Paul's convertible in 'The Buddha of Suburbia'?... only a few seconds worth... but it is now



Position of additional reflectors on export models to Switzerland. Lower/outer corners of bootlid.

a TV star... Paul collects photos of all our Club cars... I browsed through his albums at Stafford... incredible... hours and hours of work... an amazing collection... again, if any of you out there has any unwanted photos... newspaper cutting etc, send them to me... I'll pass them on... Thanks for mentioning my convertible... I have had a couple of enquiries ref the cherished transfer of numbers. As you can see by the 'CT' on the V5... it's been a couple of years since I transferred mine but I believe it's

still a fee of £80 (each time), both vehicles have to be taxed and tested and the 'Donor' vehicle (the one the number is being transferred off) has to be available for inspection, normally at your local licensing office (they check chassis and engine numbers). The unwanted number on the receiving vehicle becomes void.

Thanks now to Joas Ferreira (Portugal) who sent a fax in reply to my question ref the additional reflectors fitted to export models to Switzerland (he did an excellent drawing but the fax was rather faint)... see diagram... they are fitted on the lower/outer corners of the bootlid... I recently received a catalogue through the post from 'The Eastwood Company', they deal with Auto Restoration Tools and Techniques, everything for your home restoration shop... its 135 pages of tools, paints,

you name it, they've got it... phone for your copy (Bristol) 0454 329900 on restorations. Sorry I've not got around to fitting my door to glass seal as yet (no clips), next month???? I'll try...

Before I end this month, I would like to take the oppor-

tunity... on behalf of all our area members to say a big thank you to Jack Hart (not forgetting his good lady Jean) for all his hard work and continuing efforts to keep us all together and in order. Jack steps down at the end of the year after several years hard work... a hard act to follow... thanks again, but don't you dare miss a meeting!!!

All that remains now is to wish you all a very happy Christmas... go easy on the sherry... I'll speak to you next year... thanks... take care... cheers...



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Front wing, original, GT6 II	£84.60
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)	£38.89
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Sill, all SPITFIRE, GT6, original	£34.66
Sill, all SPITFIRE, GT6, quality pattern	£14.69
Door skin, SPITFIRE I, II, III, GT6 I, II	£18.21
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Rear wing, SPITFIRE IV/1500, GT6 III, original	£141.00
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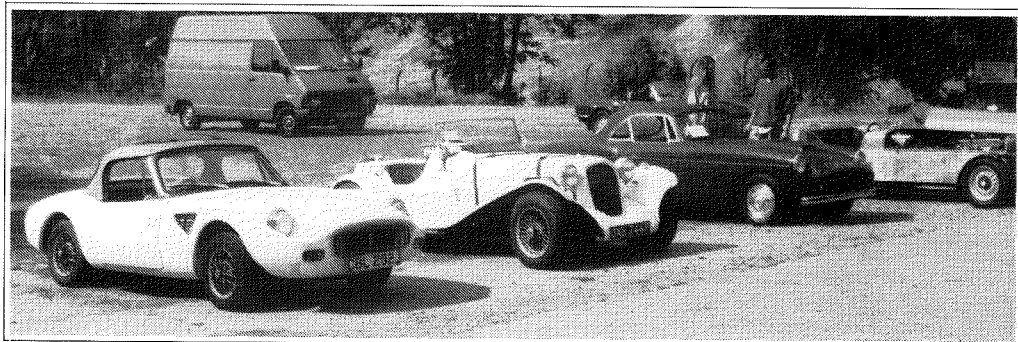
SPECIALS Specials SPECIALS Specials REGISTER

Trevor Collett

TRIUMPH KIT CARS & SPECIALS DAY

SUNDAY September 5th dawned, nothing unusual so far. I was planning to be at Brooklands by 10.00 to play host to the hundreds of kits, specials and other Triumphs that would respond to my pre-show publicity. I had spent all day Saturday detailing my Moss Malvern (me? watch Neighbours?) and although I say it myself it looked better than it had done for a long time.

I arrived at the famous old circuit right on time, so at least one Herald based kit was going to be there. I filled in an attendance form so that I would know I'd been there when I got home (Trev, stop the drive!). Things started well with a fine GT6 arriving soon after me followed closely by the beautiful red E-type Spitfire that I featured last month. I'm not going to give you a roll call of all the cars in the order they arrived but I can just about mention all the individual kits and specials. As last year the best represented model



Brooklands 1993.

was the Midge. Three very nice examples each of which attended last years event were on parade. Chris Bird's fine white car is very well known to me and has featured in the Courier more than once over the recent years. Alan Furze's and John Bircumshaw's cars are both finished in red. Johns is still the best finished Midge I've ever seen.

A fourth Midge appeared late in the afternoon after everyone else had gone home. It was the well used 1600 Vitesse engined example belonging to Ian Ayre. Ian is a motoring journalist who works for the national kit car press — pity he messed out of the interesting cars.

Two Vincent Hurricanes arrived, both with their lady owners. Ann Dyson and Alyson Evans. Both these cars attended the 1992 event. Alyson is the new owner of a car that is also well known to me and which has featured in the Courier (April 1991).

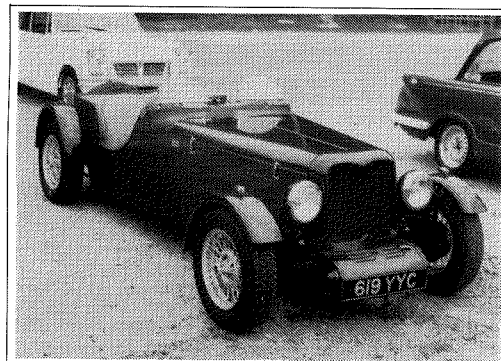
There was another Moss Malvern to keep mine company. Jim Froggatt's good looking two-tone car was completed in 1988 on a Moss chassis using Spitfire 1500 mechanicals. We had an example of another Moss model.

Colin Wake's unmissable 2 litre Monaco (Yet another car previously pictured in the Courier, in August 1993). Colin could not resist the lure of the famous Brooklands banking and bypassed the half-hearted attempts by the authorities to keep cars off it. It looked very fine, hurtling along the rough concrete surface and sounded loud. As far as I could see nothing fell off — obviously a well constructed car.

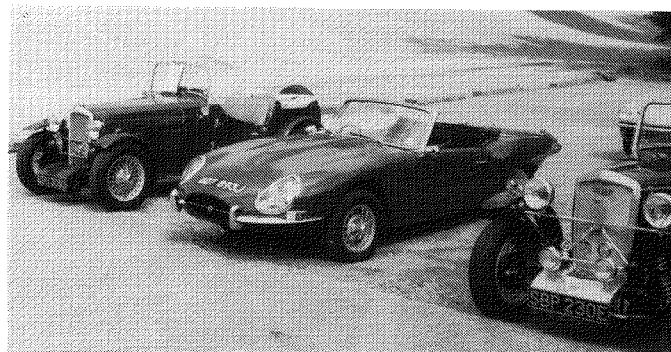
MORGANS?

Two cars with the same model registration, 55, were representing different manufacturers. T Hopper's green 2 litre car (pictured at last years event in Courier, January 1993) is badged as a Dorian, while Tim Morris's award winning white 1600 is badged as a Burlington. I have explained the history of this Morganesque car recently. I expect I will come back to it in the future.

One of the cars that I would like to know more about



Very sharp Arrow.



Two Midges and an E-Type.

but somehow managed to miss the owner all day, was another Burlington, this one an Arrow. One of the best Arrows I've seen, with aero-screens and a fabric covered body tub. Had this car just been completed or is it just very well kept?

MG?

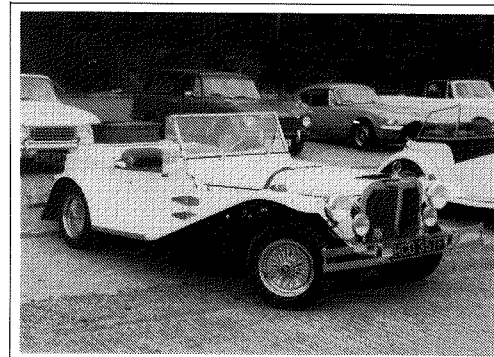
I was pleased to see the white Douglas TF that served for a long while as the company demonstrator arrive. Yet another car I know and has appeared in these hallowed pages (October 1991). This car has been sold by the Douglas company but was borrowed back for the day by the proprietor Skip Pearson. Regular readers of this column will remember how impressed I've

taste this very well built one-off special certainly has striking looks and with its 2.5 litre fuel injected lump has the performance to match. With a bit of tidying and the right paint job this car could be a real stunner.

Andy Stevens car is another one-off although he describes it as being loosely based on a Locust. It sports a home-built chassis with an oak framed body covered in one eighth inch ply and 18 gauge aluminium. This car must have the longest engine compartment in the Club, the 1600 Vitesse engine nowhere near filling it. I said to Andy he had room for a Straight 12, he responded with the tale of a chap in Switzerland who makes a Straight 8 out of two Spitfire engines and he is thinking about fitting one. The car is affectionately known as 'The Beast', Andy, keep us informed of developments.

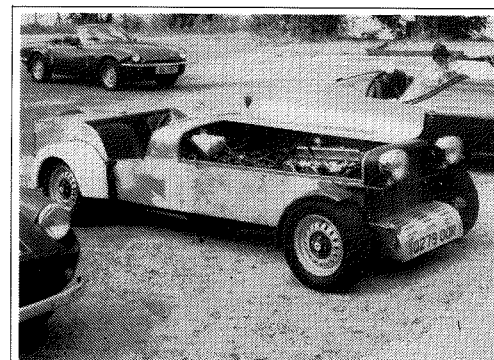
MERCEDES?

Finally, another unique car that I have heard about but have never seen in the flesh. I find myself struggling for suitable



Bolero

adjectives to attach to this car. The car is known as a Bolero and John Paton, the current owner, has done a bit of research into its history. It started life as a Herald 1200 convertible and was reincarnated in 1983 by Balena Cars of Poole, Dorset. The body is believed to have been an import from America, called a Gazelle. The chassis is specially fabricated so that the wheel base and track widths are bigger than a Heralds. I had a peek under the rear and was amazed to see a spacer 4 or 5 inches longer between the differential and the drive shaft. Just goes to show that when it comes to building specials there are no limits. One thing for certain about the Bolero — it's the biggest car ever propelled by a Triumph 1147 engine.



'Beastie'.

been with this model — I think the Douglas TF could turn out to be the best Herald/Vitesse kit car of them all. Like all small kit car companies at the moment Douglas are short of paying customers but Skip is confident for the future and promises interesting

So, they were the specials: there were many othr cars in attendance representing just about all club cars along with other Triumphs. My thanks to all those who made it and my apologies to those I did not get a chance to talk to. Overall a very enjoyable day despite numbers being a little lower than I hoped, will I do it again next year? I'll let you know.



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Pads, Spitfire, Herald	£7.26	Rear brake hose, Her/early Spitfire	£5.75
Shoes, Spitfire, Herald	£9.99	Rear brake hose, late Spit/GT6 II, non rotoflex	£5.58
Front brake hose, GT6, Vitesse	£5.58		
Front brake hose, Spitfire, Herald	£6.42		

STEERING

Column bush	£4.75
Lower steering coupling	£15.46
Track rod end	£5.58
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	£42.97
Front coil spring	£15.06
Front trunnion (ORIGINAL)	£13.33
Front trunnion bush kit	£3.01
Anti-roll bar link	£10.32
Wishbone bush	89p
Front suspension bolt kit	£13.11
Top ball joint	£8.37
SUSPENSION — REAR	
Rear leaf spring, Spitfire I, II, III	£53.58
Rear leaf spring, Spitfire IV/1500, GT6, non roto	£54.97
Rear leaf spring, Herald	£59.16
Rear shockers, pair	£33.49
Rear trunnion bush kit, non roto	£3.17
Rotoflex coupling (ORIGINAL)	£29.59
Rear bearing kit, all non roto	£12.22
Rear susp. bolt kit, all non roto	£11.16
Rear spring eye bush	£3.57
Universal joint	£5.52

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Front inner wheelarch, all Spitfires, all GT6	£27.90
Bonnet front reinforcement, Spitfire IV/1500, GT6 III	£21.03
Front wing, Spitfire IV/1500, GT6 III	£22.33
Front ¼ valance, Spitfire IV/1500, GT6 III	£49.12
Bonnet assembly, Spitfire IV/1500	£446.50
BODY PANELS — SPITFIRE/GT6	
Full floor (per side), Spitfire, GT6	£35.05
Rear inner arch outer section, Spitfire IV/1500, GT6 III	£28.96
Rear wing arch repair, Spitfire IV/1500, GT6 III	£27.06

Full sill (ORIGINAL), Spitfire, GT6	£30.08
Inner sill, Spitfire, GT6	£8.93
Sill strengthener, Spitfire, GT6	£5.19
'A' post bottom repair, Spitfire, GT6	£9.48
'A' post filler, Spitfire, GT6	£6.59
Sill end plate, Spitfire, GT6	£2.79
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	£11.16
Front inner arch, outer section	£30.08
Bonnet 'D' plate	£8.93
Rear ¼ valance	£15.34
Sill	£13.68
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Rear wing arch repair	£11.16
Front inner arch, outer section	£30.08
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TRIM

Hoods, heavy duty PVC	
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Herald/Vitesse	£70.32

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Spitfire IV/1500 single system	£27.97
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GT6 MkII, III rotoflex	£29.47

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Vitesse MkII	£97.11
Spitfire MkIII	£119.44
Spitfire MkIV	£122.79
Spitfire 1500	£127.25
GT6 MkII, III	£133.95

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Pen To Paper



FUEL AND TEMPERATURE PROBLEMS

WHEN running my 1500 for the first summer after acquiring the car and a total rebuild, I suffered with fuel vapourisation even when running, this leading to fuel starvation and misfiring.

Omitting the engine side valances does aid cooling in the area around the fuel pump and carburettors. Fitting a heat shield between the carburettors and the inlet manifold is essential, as it shields the float bowls from the exhaust manifold, thus reducing evaporation.

I also believe that the reasons the front carburettor suffers from fuel starvation is due to:-

a) It is the last to be fed and therefore is at reduced pressure.

b) Acceleration forces against the direction of flow while the car is in forward motion.

I have made the following modifications which have been rigorously tested during this summer. The original mechanical pump has been bypassed and an electronic SU type has been fitted in the boot together with an in-line fuel filter.

The top of the rear carburettor has been changed for a normal single input unit. The two carburettors are then fed, via a 'T' piece between the two carburettors, from the metal pipe running behind the head. This helps to provide equal fuel pressure to both carburettors. It also means that fuel is only fed top the carbs when it is required, unlike the mechanical unit which tries to feed fuel when it may not be necessary, e.g., under high engine braking when changing down gears. Other mods. done to help cooling include an oil cooler and a radiator change using a TR7 unit and a modified mounting bracket.

A BMW electric fan sits between the rad and the oil cooler so as to act on both, this operated by a manual switch.

A thermostatic one could be included if required. The water pump fan being done away with!

The cost, a mere £30 from the local breakers yard. ○

**Mike
Strafford**
Canterbury AO

SADDENED BY THE NEWS


4th October, 93

WE were saddened today by the news that Martin Harcourt, of Yeovil Triumph Spares Ltd., has decided to close his business.

We bought our Triumph 1500 this spring, and the help and advice that Martin has given us since then has been far over and above that which we would normally expect from a trader.

I am sure we must be 'one' of many of his customers who would wish to thank him for his good service. We will miss his genial manner and good advice. We wish Martin and his wife a happy future. ○

**Ernest Quinton &
Carole Richardson**




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BAC 12	119272/119451	Front wishbone bush	8	£3.95
T108496	108496	Fan mount bush, early	8	£1.45
SPTM	139386	Rack mount	2	£3.62
SPF201		Front upper shock absorber bush, each		£2.66
Rear				
BAC 11	119450	Rear radius arm bush, GT6 MkII & III & MkII Vitesse roltoflex	4	£4.75
BAC 12	119272/119451	Rear radius arm bush, non roltoflex	4	£3.95
BAC 645	131796	Front lower diff mount	2	£2.69
BAC 646	133658	Front upper diff mount	2	£4.48

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WITORSEPT

HERALD/VITESSE HOOD FITTING

I REALISE that this topic has been covered extensively, but having studied all available articles on hood fitting (including the brief instructions supplied), I still managed to make irreversible errors when fitting my hood — TWICE!

My problem lay in the fact that the two rear-most bars of the hood frame, pivot independently of the rest of the hood frame, and though they are supported by webbing straps they are effectively floating free (due to the flexibility of the hood and stretching of the webbing). Having secured the rear edge of the hood I followed the recognised procedure and fixed the hood at the header-rail end. However, as the hood material is tensioned, the rear-most hood frame bar naturally tends to lean backwards relieving the central section of the hood from tension, thus the side panels of the hood take most of the stress while the rear window section looks distinctly baggy. The stress differential in the hood material will inevitably give rise to wrinkles and will spoil the finished effect.

My only advice is to continually check that the rear-most bar is in the correct position (directly underneath the seam in the hood above the rear window), while tensioning the hood at the header rail. Following this the usual procedure was followed with no problem: fixing the hood sides and finally the s-steel bar above the rear window.

I cannot over-emphasise the importance of taking time and care to check everything before making any holes in your hood. ○

David Hudson

... might as
well have my
two bobs worth! . .

RE: STARTING HOT 1500s.

Having read with interest your suggestions and counter-suggestions for keeping your 1500, and therefore your own cool, I thought I might as well have my two bobs worth, as I must surely be one of the few members not to have been in print on the subject. . . .

The subject of cooling the car whilst running has been flogged to death, but not that of cooling the cars latent heat when it has been switched off on a hot day, especially when stopped for a short time only.

Suggestion No. 1. Keep two extinguishers in the car. One for fighting a fire and one CO2 extinguisher for spraying on the fuel pump, pipes and carbs when it won't start! (ONLY KIDDING). Suggestion No. 2. Install a Kenlowe fan and wire it via a delay off timer timer relay so that when the ignition switch is turned off, the fan will run for a pre-determined period, say 20 minutes. If an additional in-cockpit switch is also used, it can be bypassed in cold weather. I have owned a number of 1500s, MkIIIs and MkIVs and have never tried either of these suggestions. Installing an electric fuel pump would not cure the problem because of the heat in the carbs and fuel lines.

Heat reduction is the key to the problem. ○

P.S. I think the magazine is great and look forward to receiving it as I like to read it in the bath!

L R Burke

I WOULD PREFER TO BE 21 AGAIN!

MY recall of motor cars goes back a long way. I take little pride in this as frankly I would prefer to be 21 again and know little about motor cars. But I have no choice in the matter!

How satisfactory it would be to glance at the boss of the steering wheel today and observe three manually controllable levers protruding therefrom labelled respectively CHOKE, THROTTLE and ADVANCE/RETARD. Also to press a button and have one-shot engine oil lubrication delivered to all suspension points. To observe bumpers (fenders?) positioned four or five inches from the bodywork which don't transmit the impact of minor bumps to a succession of body panels.

Which have semaphore direction indicators capable of altering the profile of the car when turning and don't dazzle following vehicles at night. Has a nice running board capable of supporting a policeman who may require to hop aboard saying 'follow that car'. Yet at the same time accommodate TWO spare wheels, one each side, to which you have access without removing the entire contents of the boot.

The bonnets of which you can open without fumbling for a cheap yet cunningly concealed lever hiding somewhere

under the dash — and then have to stick your fingers through the narrow slit to which it gives uninviting access. Whose engine does not resemble some 'state of the art' air extraction plant for the latest sterile biological laboratory rather than vehicle propellant.

Yes I know our cars are a lot better than some, I wouldn't be a member of this excellent club otherwise. But I seem to remember the first Heralds had a pretty basic drain tap on the radiator base so you did not have to disconnect the bottom hose to drain. Also a manual starter button close by the battery so you could kick on the engine to check distributor gap etc and also a 'dog nut' on the protruding end of the crankshaft to accommodate a starting handle 'A STARTING HANDLE' you may well say in utter amazement — who in their right mind wants a STARTING HANDLE!

Well I do for one, but you see I am probably not in my right mind for not wanting ABS brakes, turbos, scaffold poles in the side doors, air bags in the steering wheel boss, central locking and the engine controlled by some micro-chip. Can you recommend a good psychiatrist? ○

David Etheridge

BALLAST RESISTOR FAILURE

DAVE Grimmet's letter (Pen to Paper, The Courier, August 1993) interested me greatly. From his description, I assume that his car is a 'post 73' Spitfire and that he experienced failure of the pink and white colour coded resistance wire which — whilst the engine is running — is in series with the six volt ignition coil.

When the letter appeared, I was preparing my 1980 Spitfire 1500 for a 3,000 mile (plus)

journey to the Pyrenees. A lifetime spent working in locomotive and marine engineering has induced an attitude of mind wherever possible failure has to be considered, and spare gear carried accordingly. Dave's letter gave me something more to think about!

I understand that a six volt ignition coil has always been fitted to MkIV and 1500 Spitfires, with a separate conventional resistor (part no. 134176) in series, whilst the engine is running, although - around 1973 - this was superseded by a resistance wire of similar value (1.3 to 1.5 ohms).

The 'pre 1973' resistance is listed in some parts catalogues, and replacement is, presumably, relatively straightforward. However, there is no reference to spare resistance wire in any spares catalogue in my possession, nor in the Unipart Parts List. It is reasonable to conclude that it is an integral part of the wiring loom.

Whilst there are probably few TSSC members with my morbid preoccupation with component failure, nevertheless I am sure that many would be interested to hear more.

Perhaps Dave could advise us as to how a repair was made, and the experience of others will be interesting. Perhaps conversion to the 'pre 1973' individual resistor might be a useful conversion.

James Bell

BRAND NEW SHOW FOR 94

I AM writing to announce the arrival on the scene of a new TSSC show, the Coventry Area Rally, CAR 94.

It is very appropriate that the Coventry Area should host a show, since it is of course the home of Triumph. . . . 1994 will be the Herald's 35th birthday and 30 years since the end of production of the Coupe and the Courier van.

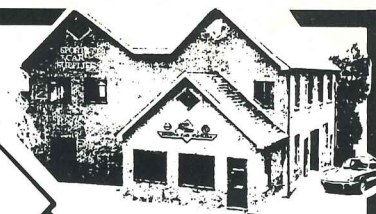
The main theme for the show will therefore be the Herald. It is hoped to encourage as many of the early cars out as possible with special areas set aside for coupes, Couriers, 948s etc. Of course this does not mean there will be no room for GT6s, Spitfires, Vitesse and the like, in fact it will be just the opposite, as arguably the development of the Herald into the other models is of just as great (maybe greater?) importance.

The show will be a real family affair as it is all too common for a car show to ignore the needs of the other members of the family — it is to be held at the Shire Horse Centre, just a mile outside the historic town of Stratford upon Avon. The Shire Horse Centre is a really great day out, and an excellent place to take the kids, full of animals of all kinds not just the horses. You really get the chance to get close to animals ranging from rabbits to horses, and from sheep to owls. It is a day out not to be missed.

The day for this event will be Sunday May 22nd 1994 and since Stratford is a heavily visited town, the shops etc, are all open on Sundays so it is possible to visit the home of the Bard of Avon himself. Truly an event with plenty to do for the whole family. So please make a note in your diary that this is one not to be missed, the Coventry Area Rally CAR 94. ○

Kevin Atkinson

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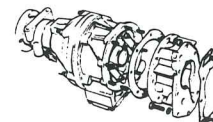
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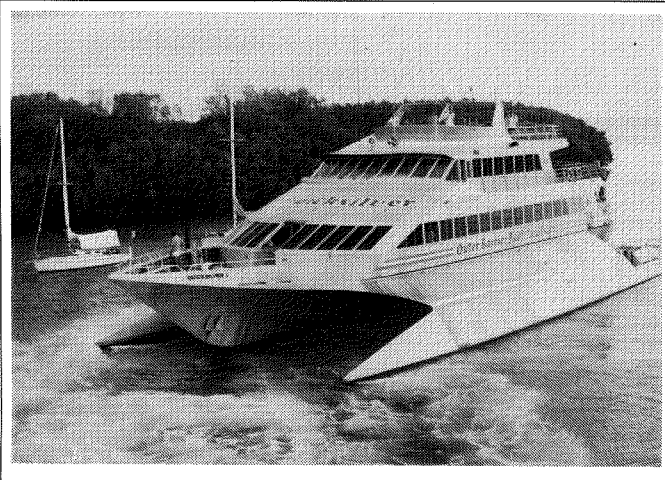




AROUND THE TSSC WORLD IN '40' DAYS

PORT Douglas is one of the closest towns to the Great Barrier Reef with a blend of modern low-rise hotels, back-packer hostels, old style pubs and restaurants.

Our destination this morning was Marina Mirage at Port Douglas where we were to shortly board the beautiful Quicksilver Aluminium Alloy Catamarans — just like a smaller version of the 'Sea Cat' which now crosses the English Channel — in fact the Sealink SeaCats are built here in Port Douglas, or 'PoDo' in Oz slang.



I didn't see any Triumphs in Port Douglas, although there was a shiny MGA outside the Marina, but I think it was there for advertising purposes.

Aboard the Quicksilver Wavepiercer are the Marine Biologists of 'Reef Biosearch', an educational and research organisation formed to help

preserve the reef. After we had travelled, at high speed, out onto the Coral Sea, some 32 nautical miles (37 miles), from the coast, the grey cloudy skies soon giving way to blue cloudless skies, we arrived at the Quicksilver reef platform/pontoon on Agincourt reef, part of the outer-reef area of the Great Barrier Reef, not far from the Low Isles.

We then had a chance to re-familiarise ourselves with swimming — useful this, as I hadn't done any serious swimming for around 15 years!

After 15 minutes or so, it all came back to me, the flippers helping a lot, although I found the simple tube type of snorkel, rather off-putting, when trying to breath salt water! but Quicksilver were able to provide optically corrected masks — very useful, as you can't wear spectacles under a mask!

Leon F Guyot

After swimming around in the immediate vicinity of the reef platform with several thousand brightly coloured fish including Coral Trout, Cod, Bream, Trevallies, Mackerel, Wrasse, Hussars, Sweetlip Emperors and Snappers, Bright sea-green and blue Parrotfish grazing on the coral reefs, brilliant Angelfish, Butterflyfish, Surgeonfish, Damselfish, Boxfish, Triggerfish, Pufferfish etc, the variety seemingly endless — around 1500 species and about 400 species of hard or stony coral in an extraordinary variety of shapes, patterns and colours, formed by millions and millions of coral polyps less than one centimetre in diameter.

Corals are carnivores and extend their tentacles to feed at night, when they capture planktonic prey stinging and immobilising their victims, whilst pulling them towards their mouths.

Digestion takes place in the 'stomach' of the polyp and nutrients become available to the whole colony, because polyps are joined by lateral extensions of their body walls and as a result are in constant beneficial communication. Within the tissues of warm shallow water reef corals are billions of tiny algae which photosynthesise, thereby producing food, 95% of which leaks out into the coral tissues for polyps to utilise in growth, so during daylight corals feed from symbiotic algae and by night they feed themselves!

It's best described as swimming in the largest possible aquarium imaginable, with schools of fish swimming toward and all around you but never actually touching you. It all adds up to being on one of the most memorable experiences that you could ever hope to have. Non-swimming visitors didn't miss out as they went out in a glass-bottomed semi submersible.



Port Douglas Marina.

Back on the Catamaran we were treated to a veritable feast of seafood salad, including masses of King Prawns and Papaya fruit. Contrary to popular belief, this had no affect whatever on our digestion on re-entering the water.

After lunch, I participated in the special guided snorkelling tour, run by the reef biosearch marine biologists, with only five of us signing up for this, instruction was very personal, with two biologists taking us about 1 1/2 miles further out onto the quiet edge of the reef, away from the catamaran and pontoon — we were told that we should follow the biologist, and if we get lost, to swim back the way we came, because it was only two weeks swim back to Australia and about four months swim to Fiji in the other direction!

The darker water off to the east was an undersea trench, some four miles deep, whereas the reef was only 30 metres deep!

We were further advised that if we should see a shark, to make certain that we were swimming with someone slower than ourselves! Oz humour I think.

When we did see one it was apparently more scared of us than we of it? possibly? This one hour interpretive guided tour (£10) was certainly worthwhile, as the biologist imparted so much more info than we could possibly absorb, everyone learning a great deal about life on the reef, including spectacular giant clams three metres across.

We swam about a mile in all, in quite a choppy sea, which didn't seem to matter as we were bobbing up and down with it! To me it felt like the nearest an individual can come to flying, albeit underwater.

The snorkelling was now very pleasant indeed as reef biosearch provided better quality masks, flippers and most importantly, decent snorkels with one-way non return valves, so no more mouths full of sea-water!

All in all, totally awesome! I'll never forget my visit to Agincourt reef, one of the world's most richest tropical marine environments, remote, exotic, beautiful, biologically diverse — a source of fascination and wonder.

Alas, it was over too soon and back to PoDo for postcards and souvenirs, before being taken back to our hotel. ○



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THE drive back from the container terminal where Quasi arrived back from Malaysia was both slow and hot, caught in the midday queue for the cross harbour tunnel. Just as well I suppose since I only had two gears!

Quasi was not running right either, and looked as though she was returning from a war, with engine oil covering the engine bay and the cockpit full of fumes. At one stage I thought I was on fire it was so bad.

The gearbox had to be removed to replace the broken main shaft and so I decided to remove and strip down the engine at the same time to investigate the problem. With the head and pistons removed it was revealed that the head was badly coked up and that the piston rings on 3 and 4 were trapped and allowing the gases to blow by. With the rings freed and correctly gapped, and following a good decoke, the engine was re-assembled, fitting new parts where necessary. A number of improvements were introduced at the same time, such as grinding the inlet manifolds to match the Weber and inlet ports, whilst an air leak on the front Weber was also discovered and corrected. Sponsors **TRIUMPH TUNE** kindly provided another distributor with a centrifugal advance curve better suited to the engine.

The gearbox was rebuilt without any problems, with sponsor **JOHN KIPPING SPARES** providing an excellent service as usual, with the supply of a brand new main shaft, stronger overdrive unit and gaskets. Fitting close ratio gears at the same time would have been



nice since due to the narrow power band of the cam, when changing up, the engine revs fell out of the power band and valuable time was lost.

front springs to replace the standard springs fitted. The opportunity was also taken to purchase some DS11 competition brake pads!

A set of alloy wheels to reduce unsprung mass were purchased and fitted with a set of 'sticky' 185 x

The Spitfire returns to Macau

Part 4 — John Thomason

Unfortunately none could be sourced in time.

Back on the road for a quick road test, performance was noticeably improved as well as no signs of crankcase pressure or oil leaks. The engine rebuild had obviously been worthwhile.

Attention could now be turned to making some of the improvements identified in Malaysia. The International at Stafford saw me armed with a long shopping list!

First off was ride height. As with any Rotoflex suspension conversion on the Spitfire, the use of a GT6 rear spring causes an increase in ride height of the lighter bodied Spitfire. Quasi was no exception and stood very tall when compared to the Lotus Elans that were racing. Consequently a decambered and lowered rear spring was purchased from Triumph Tune, as were a pair of lowered, stiffer

60 x 13 Dunlop racing tyres in the interests of improving handling and further reducing ride height. With the new springs and tyres fitted ride height at the front was reduced by a useful 40mm and 27mm at the rear. Requiring a lower ride height at the rear this was achieved by removing and reversing the 4th leaf of the rear spring.

The lowered front springs also had the effect of increasing negative camber whilst the lower profile tyres had the desired additional effect of reducing the final drive ratio of 4.11:1 to about 4.31:1.

Whilst working on the suspension, the opportunity was taken to torque up all the bushes etc, in particular the wishbone bushes. The front wheel bearings were regreased and adjusted and the trunnions re-oiled with EP90. Moving to the brakes and the Silicone racing fluid was

replaced as it had become 'a little black' after Malaysia. The competition pads were fitted at the front whilst at the rear the trailing and leading shoes were swapped over to equalise wear.

Back to the engine and a simple aluminium panel was made up and fitted below the Webers to limit the amount of hot air from around the exhaust manifolds being sucked into the carbs. Plastic trunking was also added to duct cool air from the front of the car to the carbs. A cold air

supply to the carbs really can provide dividends in extra BHP since the more dense, cold air increases charge weight available for combustion. Similar mods were introduced on the Le Mans Spitfires. Staying with the carbs, and the throttle return spring was made more secure and the throttle linkage re-bushed to remove excessive play which had been causing an erratic idle. A Spitfire IV accelerator replaced the Spitfire I item (modified from linkage to cable operation) to provide a better pedal return.

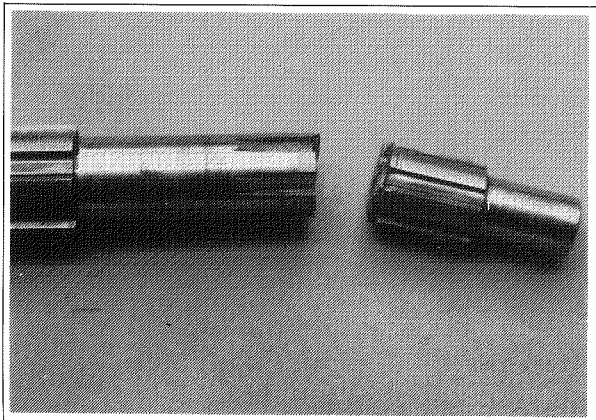
In Malaysia the engine had been struggling a little at full power and fuel starvation was suspected.

Consequently a Facet 'red top'

competition electric fuel pump was fitted to replace the standard mechanical item (the mechanical pump was left in place, but disconnected, just in

there would be a race at all! The Hong Kong Classic Car Club's sponsors **CAMEL**, had withdrawn from motor racing in June, leaving us without a sponsor fairly late in the game.

The task of finding a new sponsor at such a late date was made even more difficult by the race organisers substantially increasing entry costs for the 40th Anniversary.



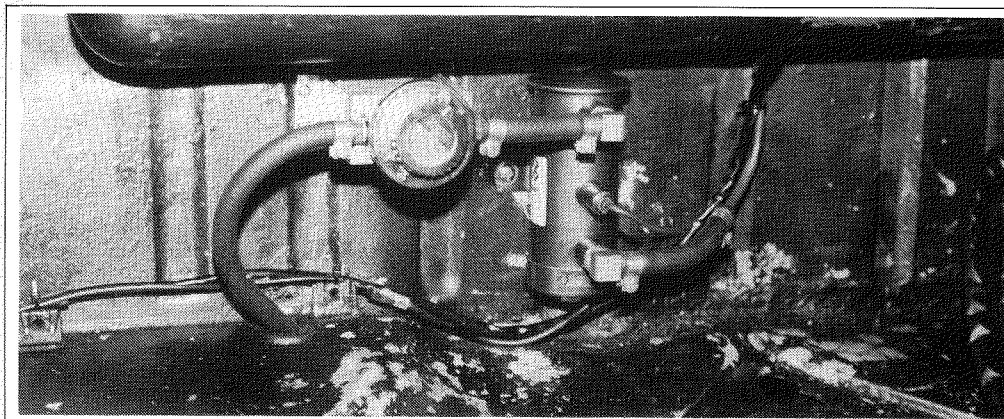
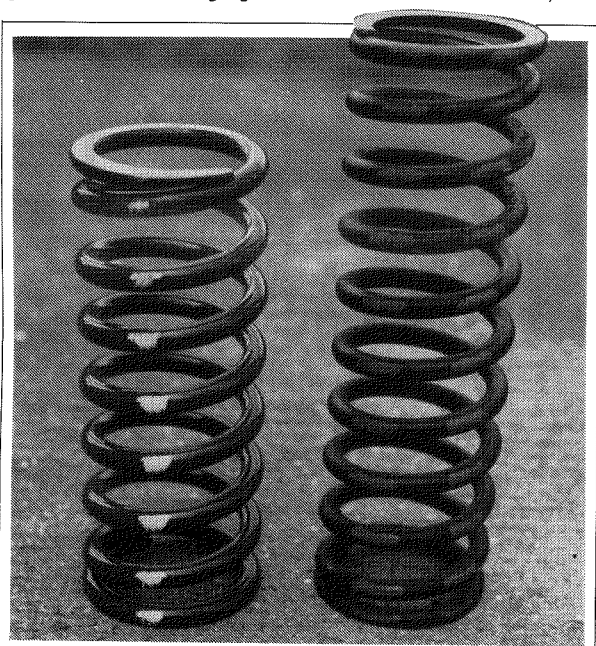
case). Mounted in the boot, the new fuel pump was used in conjunction with a pressure regulator set at 5 PSI.

Whilst all this work was being carried out on Quasi, debate was raging as to whether or not

Throughout the summer the race was on and then off as the Classic Car Club negotiated with sponsors. At one stage it was suggested that entrants cover the costs, but at approximately £3,000 each, this idea

was soon dismissed! After so much work by everyone, it would have been heartbreaking if the race was off. Fortunately, at the last minute, in mid October, a sponsor, **TAG HEUR** was found and the race was on again. Entry forms were quickly sent in and finally Quasi was accepted into the 40th MACAU GRAND PRIX.

Because of magazine deadlines, by the time you read this, the race will have



been and gone. A class win would be nice but as can be seen from the provisional entry list, competition will be stiff. Who knows? Find out next month.

CLASSIC CAR CLUB OF HONG KONG TAG HEUR RACE : MACAU ENTRY LIST

Race No.	NAME	CAR	YEAR	CLASS	COUNTRY
1	Tom Surreney	Morgan +4	1958	A	USA
2	Mike Burreli	Triumph TR3A	1961	A	UK
3	Rob Ohta	MGTD	1939	A	JAPAN
5	JOHN THOMASON	SPITFIRE	1964	B	UK
6	Adrian Brady	BMW 2002TI	1972	C	UK
7	Richard Hawkins	Austin 7	1937	A	AUS
8	Kerry Anderson	Lotus Elan 26R	1971	C	NZ
9	Paul Morton	Porsche 911	1970	C	UK
10	Gerry Kipling	Lotus Elan	1968	B	UK
11	David Balman	Lotus 7	1964	B	UK
12	Wayne Robinson	Triumph TR6	B	UK	
15	Yiu C. K.	Alfa Spyder	1966	B	HK
16	Chan K. H.	MGB	1964	B	HK
17	Terry Trenerry	Ford Mustang	1967	C	UK
18	Steve Payne	Cobra	1969	C	NZ
19	Rory Nicholas	Alfa Romeo	1973	B	UK
20	Simon Westbrook	TVR 3000	1972	C	UK
21	Franklin Wu	Ford GT40	1966	C	HK
22	John Peacock	MGB	1966	B	UK
23	1				MACAU
24	John Haddon	Porsche 911	1972	C	CAN
25	Ross Connell	Lotus Elan +2	1973	B	UK
26	Philip Ma	Porsche 911	1972	C	HK
27	Yip C. P.	Mini Clubman	1971	B	HK
28	2				MACAU
29	Ho C. W.	Alfa GTV	1972	B	HK
30	Michito Naruo	Honda NZ360	1970	B	JAPAN
31	Kinehi Haruyama	Hillman Imp	1967	B	JAPAN
32	3				MACAU
33	4				MACAU
31	5				MACAU
35	Luk W. C.	Honda 75	1969	B	HK
36	Lee C. K.	Toyota 800	1965	B	HK

TOTAL:- 33 cars. NOTE: All race cars must be prepared in presentable race trim. No utility body or paintwork, or overall workmanship will be tolerated. This is the word from our sponsors who have the right to disqualify any car not up to standard (It's in our contract). If you are unsure on this, call Tom Wilson our Club Scrutineer.



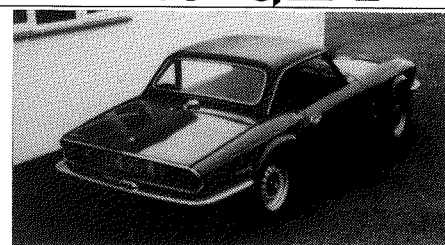
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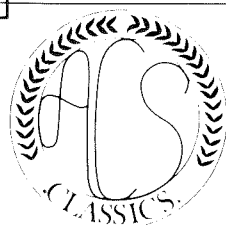
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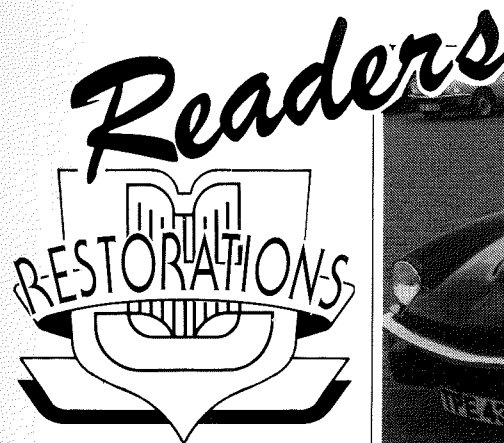
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Matthew Arnold



My Spitfire was stolen we now have a GT6 in the 'family' as I wanted another Triumph but couldn't face another Spitfire.

It is a MkIII which must have been one of the last built as the registration is dated 6th September 1973.

The car belonged to a fellow member in Harrow who reluctantly had to sell it. It has had a recent respray in its original Pimento Red. Before the respray a few repairs were carried out which included a new front wing.

The car looked very smart but unfortunately the last owner hadn't got round to replacing the carpets which were looking very tired indeed. When they are renewed it will look just as good from the inside. The wheels are also due for a lick of paint.

The car has done about 76,000 miles which is genuine as, included with the various documents that came with the car, were all its MoT certificates starting with the very first, so the mileage can be followed year by year.

A little while ago, more as a precaution, I took the engine out and rebuilt it together with the gearbox.



A little while ago, more as a precaution, I took the engine out and rebuilt it together with the gearbox. Big ends, oil pump, bearings, valve springs etc. were replaced and the engine was put back after grinding in the valves and other such things.

Lines more in proportion than those of the Jag E Type

The engine was of course, cleaned out and repainted. It was in very good condition, and although it didn't need it, a rebuild has at least given me some peace of mind.

The gearbox too was in very good condition except the reverse gear which, to be honest, needed replacing. I also replaced a few thrust washers etc. during the inspection and re-assembly. Whilst the engine and gearbox were out I took the opportunity to clean and paint a few things together with the engine bay. It is nowhere near concours standards as I wanted to use the car as soon as possible (being my only means of transport), it does look a lot smarter. Some new carpets and a whisk round the inside with some cleaner will definitely finish it off and make a very presentable car.

I have always liked the shape of the GT6 which makes it look very sporting and neat. To my eye I think the MkIII is perhaps the most graceful of them all. Although the engine is more powerful than the Spitfire I still have a liking for the Spitfire as it gives open top motoring which is great, especially in the summer. However I must admit that the 'permanent' hard top of the GT6 makes it more rigid and less noisy.

Now that I have my GT6 I have taken more notice of them and it has confirmed what a beautiful car it is. Over the years I have heard it being referred to as the 'Poor Man's E Type Jaguar'. The Jaguar was truly a beautiful car but the more I look at them the more I feel that the lines of the GT6 are more in proportion to those of the E Type Coupe. However I can see where the connection comes from and it must be a compliment for a GT6 to be compared to the E Type. Come to think of it, the converse must also be true. ○

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VEHICLE BATTERIES — FURTHER DEVELOPMENTS

Kevin Martin



IN PART of an article in The Courier in November 1985, I described a method of prolonging the life of vehicle batteries using the chemical additive 'EDTA' to remove lead sulphate from battery plates. My suggestion was that by adding just a small amount of this chemical to ordinary lead-acid batteries, it was frequently possible to extend the life of batteries in regular use, or to return to use, batteries which had been neglected or discarded.

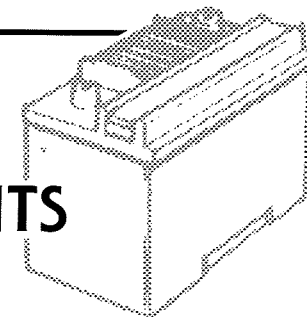
Many enthusiasts have since become regular users of 'EDTA' in their batteries. For those who are still sceptical, I am happy to report on some progress and developments that have taken place over the last few years in the U.S.A. which very much support my original suggestion and now offer a 'built in' longer life in a newly available battery.

The American energy magazine Home Power have carried out a series of independent tests using 'EDTA' in lead-acid batteries. Their results were spectacular and they have given permission for them to be quoted, provided they are given credit. Their address is:- Home Power, P O Box 520, Ashland, Oregon 97520, U.S.A.

In the December 1990/January 1991 edition of the magazine, they tested four lead-acid batteries which were intentionally completely discharged and then left flat and out of use for three months, this gives battery sulphating conditions far worse than those encountered by most motorists.

Together the four batteries should have had a capacity of 350 amp-hours. When they were re-charged to capacity, they would only power a 28 watt rear light bulb for about three minutes, an estimated capacity of about 1.5 amp-hours. They were then treated with 'EDTA' and tested intermittently over a month. At the end of this period, the capacity had increased to an astonishing 214 amp-hours. Home Power give a page and a half of exhaustive data to substantiate these results.

The magazine invited reader feedback which is published in the February/March 1991 issue. This is all very positive and provides much more data to substantiate the improvements brought about



by using 'EDTA' as a battery additive in other situations and environments.

Perhaps the most interesting and potentially practical development to come through over the last few years has been the recent marketing in the U.S.A. by a large Japanese battery manufacturer of a lead-acid battery with 'sulfate stop' added.

This additive is probably 'EDTA', but if not it will almost certainly be a very similar 'chelating agent'. As far as I am aware, this type of battery is not yet available in the U.K.

It will be interesting to note how soon a similar battery becomes available here, and what increased battery life it provides.

If you would like more data and information on the above, or have any feedback on this subject which might be of use to others, I would be happy to hear from you at:-

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FOLLOWING on from the recent excellent article on roof lining replacement, I thought that members might be interested in how I took this a stage further by making a new headlining for my Spitfire hard top.

I am an upholsterer (not a coach trimmer) but I have undertaken various car trimming repairs as the jobs are similar in technique and materials used.

The hard top in question came originally from my MkIV which was sadly written off, when a Rover decided my wife would be better off parked another 30 feet down the road. The force of the impact put a 3" deep dent in the rim of the spare wheel in the boot! Didn't do the wife much good either!

Our next car was a Pageant Blue 81 1500 only had a soft top, so I decided to restore the old hard top. There was rust along the front seam, holes around the quarter lights, a couple of dents in the top, the headlining was filthy, the rear screen had popped out and it was the wrong colour! Obviously this was going to be more of a job then I thought.

The rest of the car was in superb condition, so I decided to do a complete job.

The hard top was completely stripped of glass, windows - everything. Now I know you have all read articles on filling, de-rusting, Waxoyling and spraying so 'nuff said'. Except that I did all that (I probably still have blue paint dust up my nose). So onto the point of this letter, the headlining.

The standard material used appeared to be a rather cheap looking vinyl.

I decided to improve this by using a specialist headlining material from an upholstery/coach trimming trade supplier. This is a soft finely woven woolcloth material similar in look

The rods clip into holes along the inner edge of the roof sides — holding the material up. The loose sides, front and back are glued in place to finish.

The fit of the original lining was very good so I decided to use this as a pattern. With it laid out flat I marked across each seam with a few pencil lines. These I later transferred to the new material enabling correct alignment whilst sewing.

I very carefully unpicked each of the seams and copied the shape of the panels onto the new material.

... more of a job than I thought ...

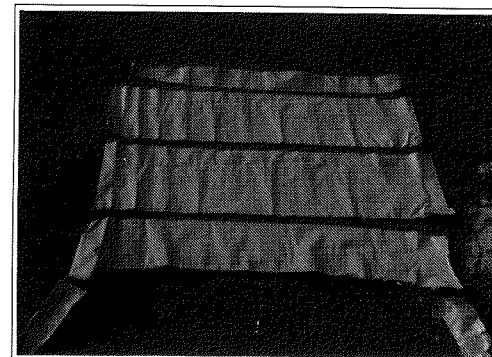
Gary Smith

to snooker table baize. There are limited colours so I choose a grey colour as the best match to the blue.

... the critical measurement being the front to back size of each piece. I deliberately made the side to side measurement 3 or 4 inches wider than needed for two reasons ...

1. When machine sewing two pieces of cloth, often one stretches more than the other which can cause problems when fitting if the material is cut to exactly the width of the roof.

2. The extra material is useful when fitting, as a good hold on the cloth is



The lining is made up of six pieces of material shaped to fit the roof space contours then machine sewn together. Along each of the three main seams is sewn a 'tube' of material through which a thin rod is fed.

needed to manipulate it into place.

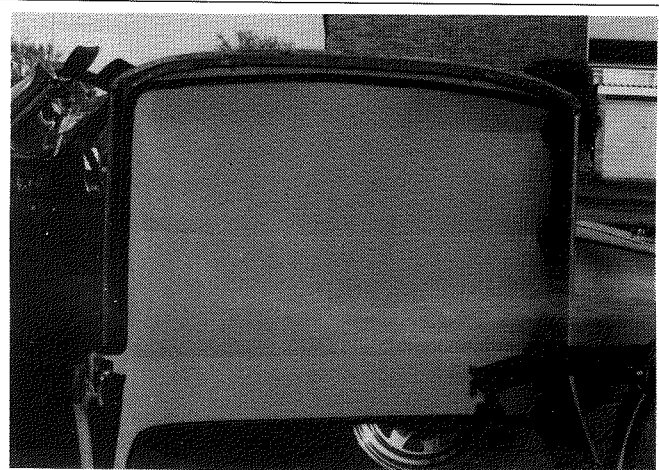
You can always cut the cloth later, but you cannot add to it!

The next stage was to sew each panel to the next making sure that the marks transferred

from the original to the new were correctly aligned. I used small pins as marks on the new material to avoid permanent marking of the cloth. I then folded a 1 1/4" strip of calico in half and machined it down the panel seams on the back of the cloth to hold the supporting rods. Making sure the rods were a tight fit as any slack here would lower the height of the finished lining. Once I had checked the seams for loose stitches and correct alignment I refitted the rods and located them in their holes on the roof. All that was needed was to fix the material around the rim of the hard top. It is easy to hurry the next stage but to get the best results it is necessary to 'temporary' the material with pegs or similar. I found small Bulldog type clips did not ping off as easily as pegs.

Start by pegging the middle of the front panel roughly in position at the front of the roof. Pull the rear panel gently backwards and peg in position. Peg the sides between the rods and work outwards towards the corners from each of these middle positions easing out any 'fullness' in the cloth. This may take a while but it is worth getting a good finish here before you glue the material down.

I used a hot melt glue gun which stuck well plus if you do spill any small drops they can be picked off when cool. The remaining parts of the hard top were covered, the rear deck under the window and the narrow posts in front of the quarter lights. The original black furlex trimming was in good condition and looked super alongside the grey material. I arranged for the rear window to be put back in, which was made to look annoyingly easy by the fitter. The end result was very satisfying. I say 'was' because I did all this about three years ago. The headlining still looks great but the paint has bubbled with rust along the front seam of the roof again! AAAAGGHHH!!



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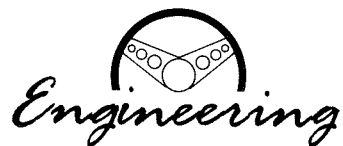
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1993 RACING NEWS



ROUND five of the T.S.S.C. Championship saw the cars return to deepest Wales for the second visit to Pembrey.

As the race was on a Saturday and Pembrey is a good four hour tow from our base it was decided to take the Friday off work and travel down at our leisure, camping at the circuit that night so we could rise early and refreshed for race day. My driver and fellow spannerman Gary obviously decided to be even fresher that morning since they promptly slept all the way down the M4, including being particularly dreamy when I had to stomp up the hefty bridge toll! They recovered completely however when we reached the circuit and discovered that the bar was warm and still serving beer. Inside the bar my man met up with a few of the other Triumph men including Russell 'Second To' Munn and Richard Thorp who were competing in their first race this year.

As dawn broke that Saturday I arose early to unload the car ready for scrutineering. We were joined by some more of our number who had obviously risen

very early and driven straight down. Practice came and once again our drivers were mixed up with the other 750 boys but still did us proud with Kevin Ginger going quickly enough to claim not only Triumph Pole but fourth overall. Next came Adrian closely followed by John Sadler, Russell, Richard and the two other Johns, Wolfe and Bateman, the latter in the sole GT6.

All was not well with my man however as he slowed noticeably in the later stages of practice. He climbed from the car to announce that the gearbox was broken, leaving him with only fourth gear. I had mixed thoughts... disappointment at the failure but tinged with relief at being able to make the long haul home in daylight and at my leisure. I started to prepare to load the stricken Vitesse onto the trailer when my driver stopped me, he was going to do the whole race in fourth, race start, hairpin corner and all! Not only that but he wanted Gary 'The Gearbox Man' and myself to remove the box, strip it of the bent metal bits and return it to the car. How lucky, I thought that we had been first to practice but last to race making this task just possible!

T.S.S.C. RACE CHAMPIONSHIP
14th AUGUST
ROUND FIVE
PEMBREY
by Spannerman Nick Barry

I barely had time to check with the others to see how they had done but I did bump in to Jon Wolfe later. This was when I was sent to the local village to locate some gear oil to replace the iron filing gunge that had poured all over Gearbox Gary in the struggle to strip the unit.

Jon was hunting, like Wolfes do, for a replacement high pressure fuel pump to try to fix his misfire and had located one via yellow pages many miles away. See you later Jon, maybe?

Meanwhile the other racers had heard of my drivers plight and whilst aware of the legendary six pot torque, asked that Adrian start from the back to avoid a pile up.

The race start therefore saw the 'Real Deal' dealing from the back and a newly pumped up Jon 'Big Deal' Wolfe ready to go once more. Kevin had effectively been moved into third since the Lotus just ahead of him had failed to make the start. The lights turned green and the cars took off, except for Adrian who went off the line like a man going to pay his poll tax. Kevin 'Kamikazee' was briefly pushed down to fourth but he fought back to third, a position he held easily to the end of the race. I noticed as Kevin circulated that he had removed his Spitfires roof and knowing Kevins thoughtful tactics he had probably discovered that the density of Welsh air was

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more suited to a roofless Spit, and that the gain was 0.3 sec depending on which way his head was turned! Behind him came John 'Tri-oomph' Sadler who had Richard Thorp quite close behind.

These two had a good battle for quite some laps until Johns cog also let go leaving him struggling for drive. This let not only Richard past but also Adrian who drove brilliantly in his single speed machine setting his own fastest ever time for this circuit and scraping by some others in the process. Russell and Jon had also had a good scrap until

Russell slowed with engine problems to be passed by John whose misfire had begun to re-appear.

Later Russell was heard to proclaim that his first engine bought cheap from a scrapyard was better than his current race tuned unit!

In fact so great were Russells problems he retired with two laps left. Jon Bateman meanwhile, I suspect with some problem, had passed Jon Wolfe whose damaged bodywork was testament to an incident which left him in last place.

So ended my Welsh experience for this year, and with the cancellation of Lydden my next duty call would be for the six hour endurance event at Snetterton. Looking round the paddock at Pembrey after just 30 minutes this next event sounded a bit too ambitious, keep your fingers crossed!

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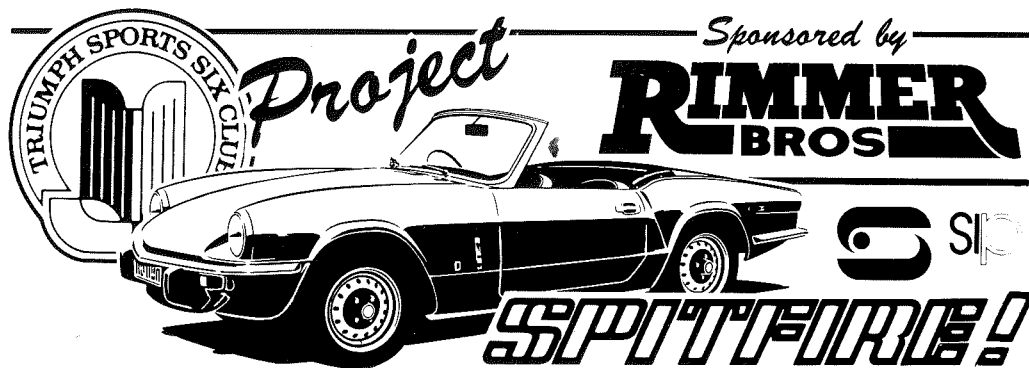
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PART TEN BLASTED CHASSIS

WHICHEVER way you look at it, the chassis is the heart and backbone of your Spitfire. It is the reason our Club cars have survived in stronger numbers than many other classics as a monocoque construction is a much more complicated task to restore.

Most restorers start with the chassis and rolling gear, so why should I break with tradition? It is certainly the easiest, and is usually completed fairly quickly compared to the bodywork (hence the commonly seen adverts for 'rolling chassis'). Various methods can be employed to clean and prepare the chassis for paint, you can scrape it and wire brush it, which is messy and tedious or you can, as we did, opt to have it blasted.

Luckily we have an industrial blaster fairly close to the Club HQ. But don't forget you can always call in a mobile blaster. Blasting achieves two main things. 1, it is the fastest and most thorough way to get the chassis back to bare metal. 2, it also shows up any thin rusty areas that may be present and more effectively than wire brushing ever can.

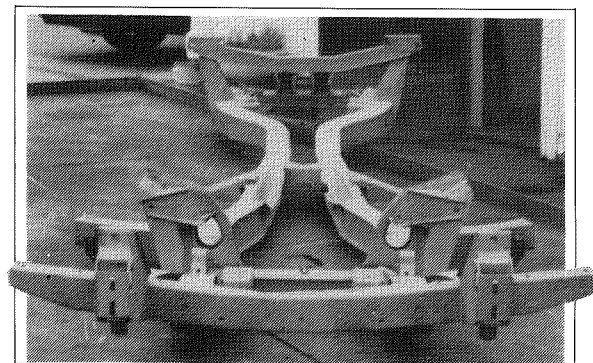


Fig. 1. Totally clean with no sweating on your part. Prior to blasting, all traces of oil and grease were removed as blasters charge for this service. White spirit or similar can be brushed on, then remove the muck with rags.

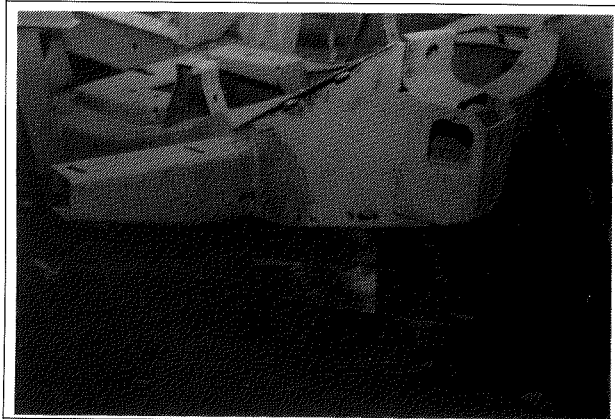


Fig. 2.

On Spitfire and GT6 chassis, there are only a few Achilles Heels. Namely, the front rail, hinge boxes, front outriggers. Main rails rarely rust but if they do, it is normally around the differential mounting area. Our front rail only 'pinholed' which could be easily fixed up but damage to the hinge boxes meant replacement. Shown here is the result of muck collecting inside the box and eating its way out.

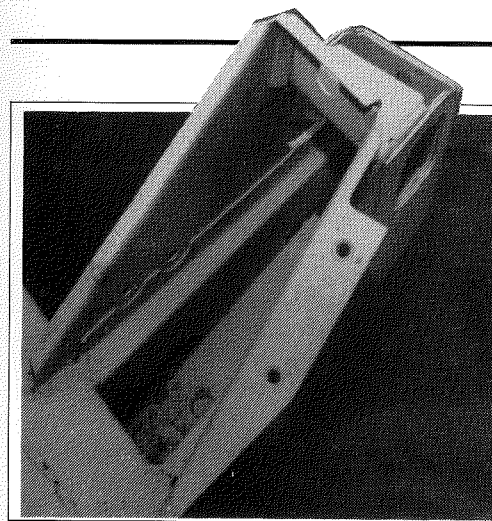


Fig. 3. The damage didn't look too bad on the outside did it? Blasting really showed it's effectiveness on the inaccessible inside of the box.

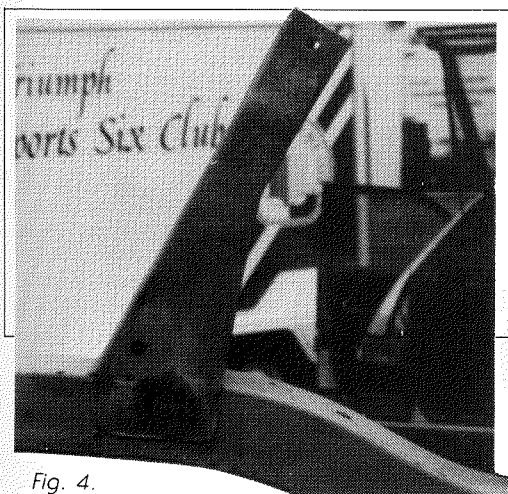


Fig. 4.

The holes found underneath the front outriggers are a common sight on Spitfires and happen where the rigger wraps around the main rails. Evidence of damage caused by jacking was present too.

Those are the most common areas to check before restoring (or even if buying a car!). Moving the chassis into the workshop, the first job was to place it securely on stands, try to use larger stands as this puts the chassis up to a comfortable working height.

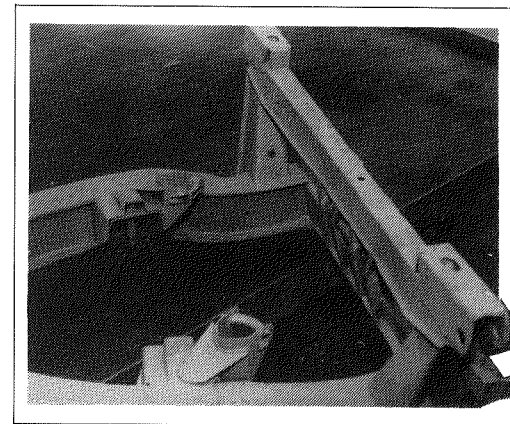


Fig. 5.

The areas either side of the diff mount can rust through, as this area is difficult to keep clear of road dirt when the diff is in position. Luckily our diff leaked badly and the coating of oil did a fine job in protecting this area.

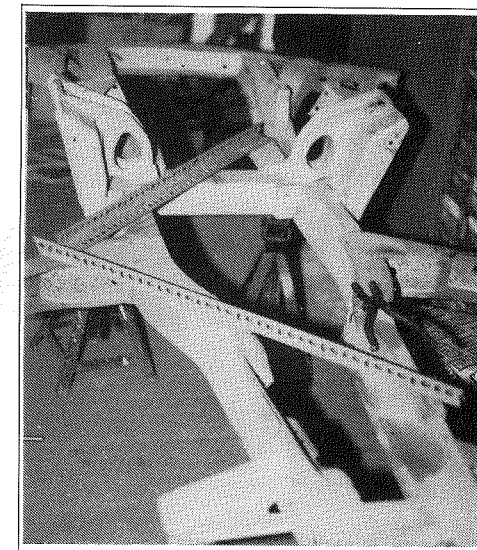


Fig. 6.

Taking a leaf out of Pete William's article on the outrigger replacement on Quasi (Courier, July 1993, no. 157) I first made up an alignment jig from Dexion, lining up over the body mount hole and then bolting it down front and rear. Then I mark along the sides of the Dexion where it crossed the main rails with a felt tip pen to aid accurate placing of the jig. Later, a couple of tack welds made the jig secure.

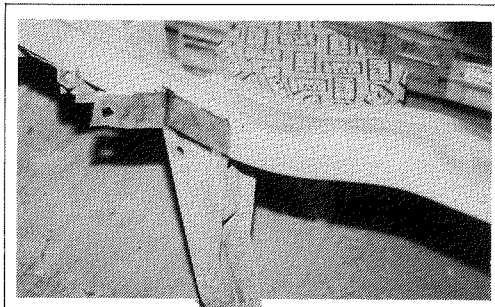


Fig. 7. Grind off the weld under the chassis where the outrigger is attached (note the rust hole), and when thin enough, peel it back and off. Then taking great care not to damage the main rail, grind through the weld on the front and rear of the outrigger.

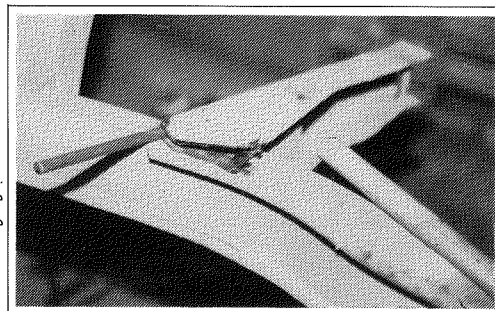


Fig. 8. Repeat the same on the top, then chisel up the top plate. The rigger should now be clear of the main rail.

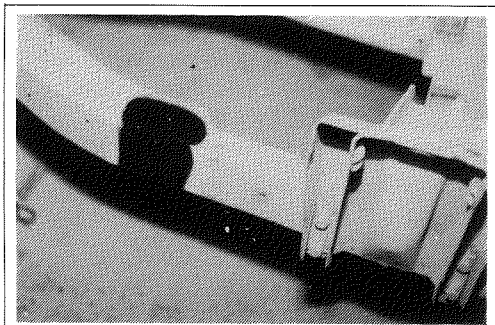


Fig. 9. Clean up the area prior to welding, then I (unlike the factory) spray the area with paint to try and stop the rust re-occurring once more.

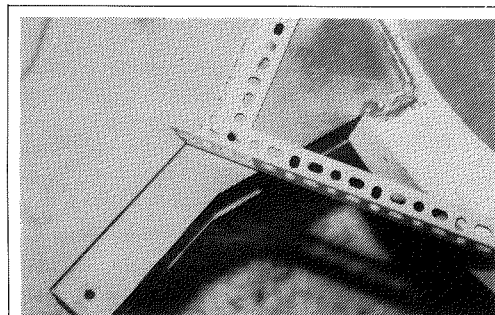


Fig. 10. Using the felt tip lines and your alignment jig, wiggle on your new rigger until everything lines up perfectly. Then tack weld it in place to secure. Our riggers from Rimmer Bros were a perfect fit and are a close match to the originals, using the SIP Migmate, easily achieved a pleasing seam weld to finish off.

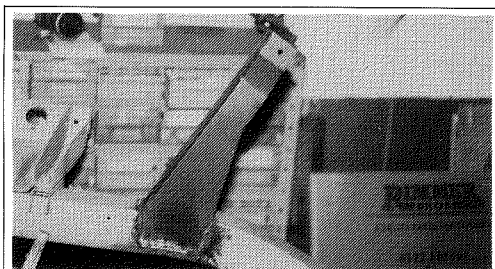


Fig. 11. A good seam weld was then applied all round. To finish off these welds were lightly smoothed off with the grinder.

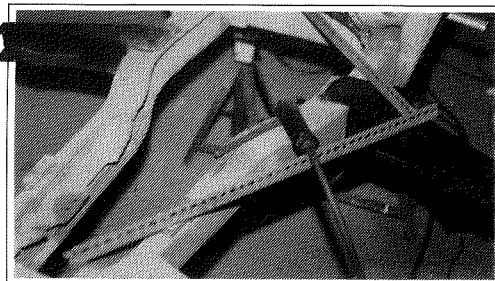


Fig. 12. This whole process was now repeated on the other side and here you can see how good the outriggers fitted before and after welding was completed. All in all, a pleasing result for this, the first part of our 'restoration'.

BY the time you read this we shall be about to start the rally from Lands End — Saturday, December 4th is D-day. For those of you who are hoping to see something of the run, hopefully a more detailed itinerary will have been published in something like *Classic Car Weekly*.

However, a brief schedule should see us in the Bristol area for a supper halt on Saturday, followed by a night's driving through Wales (Rhayader, Devils Bridge, Machynlleth, Dolgellau, Llangollen) to breakfast at Charnock Richards on the M6 on Sunday morning.

Sunday lunchtime should see us in the Richmond area of Yorkshire, arriving in Edinburgh during the evening. Monday will be spent getting lost in Scotland, to the finish at John O'Groats on Tuesday morning . . . we hope!

Meanwhile, in early November, plans have been changed again. Paul Johns has finally decided on Plan C, which means the third member of our team is now a Vitesse 2-Litre!

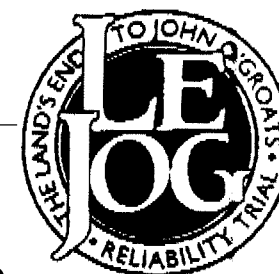
I also understand that there are at least two more Club cars entered. Bryan Halliday has entered his 1961 1200 Coupé, and there is also a Cactus Green 1200 saloon entered. That makes at least five Club cars in the entry, and there may be more which I don't know about.

On the home front, my preparations have been proceeding in fits and starts, a large reversing light and an ex-WD map lamp have been fitted, and a set of knobbly tyres have been bought at great expense, which should ensure that we won't see any snow, more's the pity! I don't suppose I shall manage a report next month, as publication date will be only a day or two after the event is over, so look out for a full report in the February Courier . . . and wish us luck! O

LE JOG

Part 6

Mike Costigan



PROVISIONAL ENTRY LIST as at 5 November 1993

Class E2: Fifties and Sixties saloons up to 1300cc (except Minis)

			CC	YEAR
Vic Ryland	Peter Terry	Ford Anglia 105E	1198	1960
Henry Kozslowski	Melody Revelle	Saab 96	841	1965
Mike Costigan	Roger Cotterell	Triumph Herald Coupe	948	1959
Bryan Halliday	Rowand Prentice	Triumph Herald Coupe	1147	1961
Clive Hall	Mark Bentham	Triumph Herald	1147	1964
Evan Mackenzie	John Kiff	Triumph Herald	1147	1966
Dennis Greenslade	Mike Hindle	Volkswagen	1296	1957

. . . on the home front, my preparations have been proceeding in fits and starts, a large reversing light and an ex WD map lamp have been fitted, and a set of knobbly tyres have been bought at great expense . . .



G.J. Holt



5 the time for the 7th North East Area Camping Weekend at Witton Castle approached, the elements appeared to be conspiring against us and my proud boast of sunshine in the Area News looked unlikely. Thursday (12.8.93) was spent making notices for the road signs and a new trophy for the 'wooden spoon'.

This became the 'broken piston award'. Awakening Friday, I was amazed to find excellent sunshine (as Wednesday and Thursday were fit only for ducks!), but no doubt some folk had already been put off coming.



The 'New Monkey' pub lunch.

I packed the Herald, featured in Courier, hitched the Volvo to the trailer tent and the family convoy set off, pausing en-route to put up TSSC pointer boards (did anyone see them?!).

Arriving at about 2pm, no one else was there! We set up and waited. Would anyone come? At tea time, Joy arrived with BMW! and we helped put up her tent, as Ian had to work late. Practical advice: 'Check your campsite for 'doggy doings' before choosing your living quarters!

The sight of the tent marching several yards to the left must have been something. Friday evening proved to be very quiet as few people camped — but the sun shone! Would more come on Saturday?

Saturday morning again saw fine weather, although it clouded towards lunchtime. More campers arrived and Club cars for the lunch time pub drive. On discussion with Ian (whose wheel fell off the Special on the way to work on Friday), I decided he should lead off to the north and forested scenic areas as planned last year (but abandoned due to bad weather). Accordingly a 40-50 miles mad dash — or so it

seemed — via Hansterley took place with a very respectable convoy, which was only just joined by Bill (Spitfire) and Mick (GT6). Some fine scenery was viewed, albeit fleetingly! Mick remarked later that next time he'd rather do the Monte Carlo Rallye but Ian said: 'We didn't want to be late for lunch, did we?'. There were times on the cattle grids when my old suspension groaned (and the cars!), but all survived to an excellent lunch (giant Yorkshire puds for us!).

Saturday afternoon saw a hectic gymkhana with 20 cars doing 3 rounds. Highlights were 2 girls, a dog and a smokey

Witton Castle: Retrospective

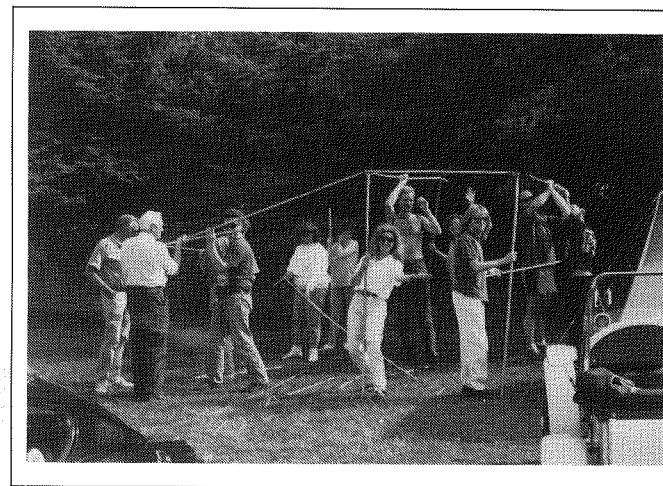
An A.C.'s View



Spitfire, and Mick's friend coming second in Mick's GT6, which he had never driven before! Paul of 'Triumph Scene' also had a go in his Tristan Herald.

There was then a loosely-formed cricket match while the barbeque's warmed. During all these events, amazing scenes of tent erection were performed by Mick's group, who provided much entertainment in the record for shambolic tenting (4 hours). Their barbecue made from a chair and wire mesh from the wood was also worth a look and almost a work of art (photo over). . . . A raffle for wine and beer was held and the food consumed. Then ghost stories

were told round the fire, while others sought out the pub in the castle and 'Match of the Day' (cricket had continued until fielding involved the ball hitting you!). My lawn candles were



a useful guide back to the tent (final relaxation for AO!).

Sunday again dawned fine, but started to cloud up — but again no rain! There was a fine line-up of cars for the concours, and the car boot sale stalls were raided. It must be noted that the standard of cars is getting very high. This was mentioned at the AOs meeting at Stafford, where low numbers of cars in regular use and not just show pieces were bemoaned.



It must be said that this has changed dramatically the nature of our concours in the North East, although some of our members tried to offset this in their voting! I'm not sure 'frugal fiscality' is a reason for 'Best in Show Award', however . . .

We have since had much discussion around prizes for professional, home restoration and regular user cars, but the issue is a difficult one. Strong views are certainly held in some quarters about 'trophy hunters', but people do like to see these cars. Certainly the Herald, Spitfire and concours were strongly contested with excellent cars. GUG — the school bus — stood out as the 'Broken Piston' winner,



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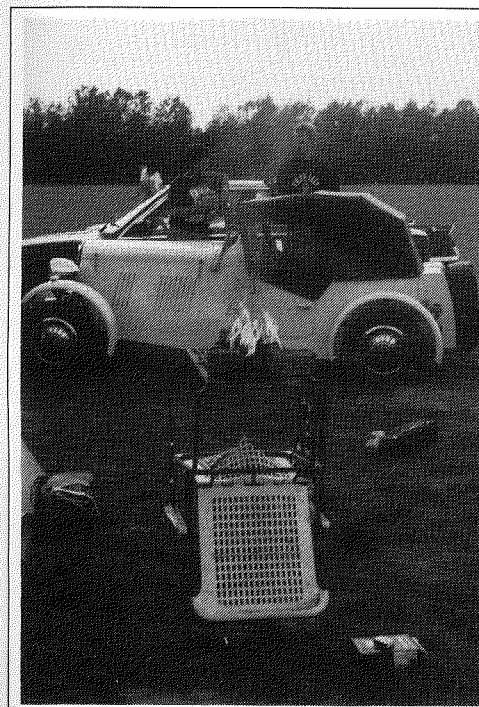
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A 'Special' barbeque.

especially after my son spent Saturday p.m. squashing flying ants on the bonnet, and I had no time to clean it. I must say that I have neither the time, money, patience or inclination to compete at concours level.

The winners were:-

Best in Show — J McKeown (1200 convertible CLG 863B).

Best GT6 — M Barratt VJE 454L.

Best Spitfire — V Thompson ULT 922M.

Best Herald — J McKeown CLG 863B.

Best Vitesse — P Vipand DBR 864D (Mk1 2L Convertible).

Best Special — I Worthington (Midge) EWX 85H.

Best Other Triumph — M Peach (Bond 2L Convertible) SDD 317G. 'Broken Piston' — G Holt GUG 285 (1200 Herald saloon).

Distance Award — V Thompson, Yorkshire (Doncaster).

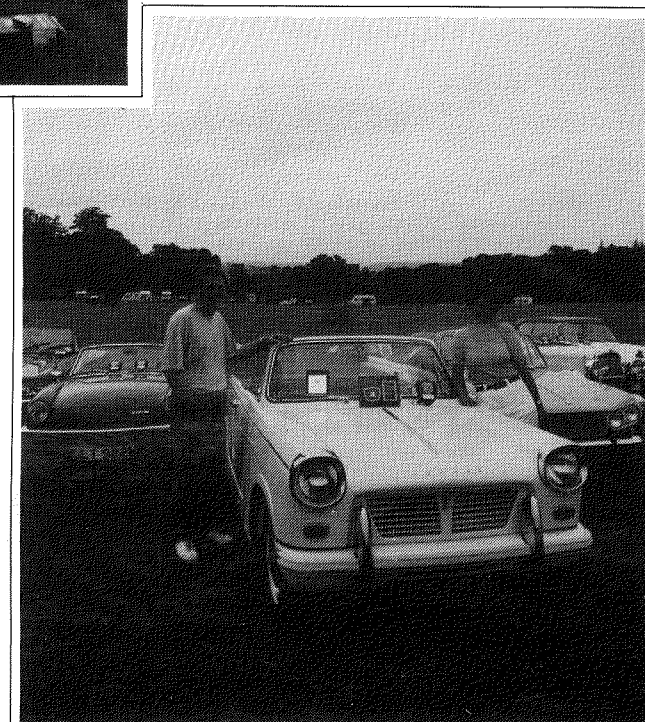
Gymkhana — K Stewart 1500 Spitfire.
Ladies Gymkhana — J Worthington, Special.

Words of sympathy are due to Terry's beautiful GT6 and Greg & David with their TR7 who arrived too late for the voting. It happened to me once with my Vitesse!

Also thanks to Bob and friends from Carlisle for the cars and regalia — hope the CD player worked and the plasterings finished. Thanks to Steve for calling in, but no Tony or Jim or Anthony this year — or a Stag for that matter — but at least we had a Bond!

There was an excellent turnout considering the week's weather, but we'd like to see more strangers enjoying the N.E. scenery next year!

There are many cars in the area being restored, so I know that next year's event will be even better — hopefully on the AO's nerves also! If anyone has any hints or suggestions, then please let me know.



McKearn's and trophies.

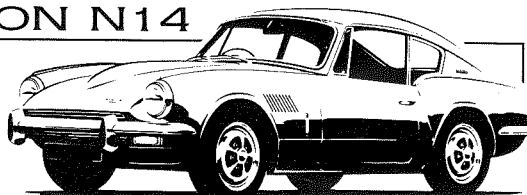
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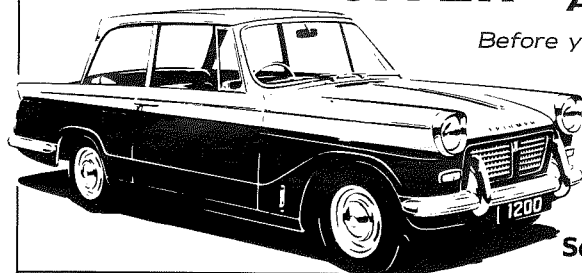
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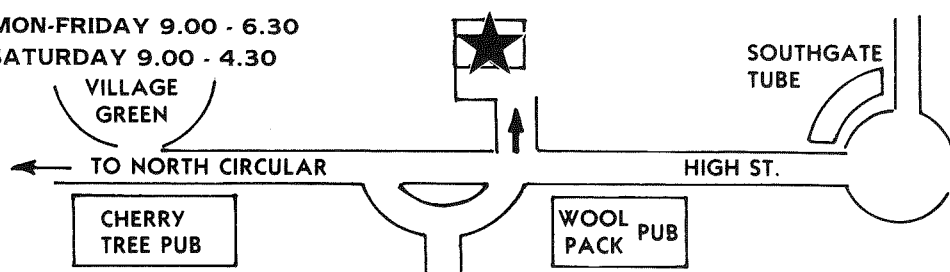
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HOLY NIGHT - ALL IS CALM



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

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

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