

Spitfire/GT6 Panelwork



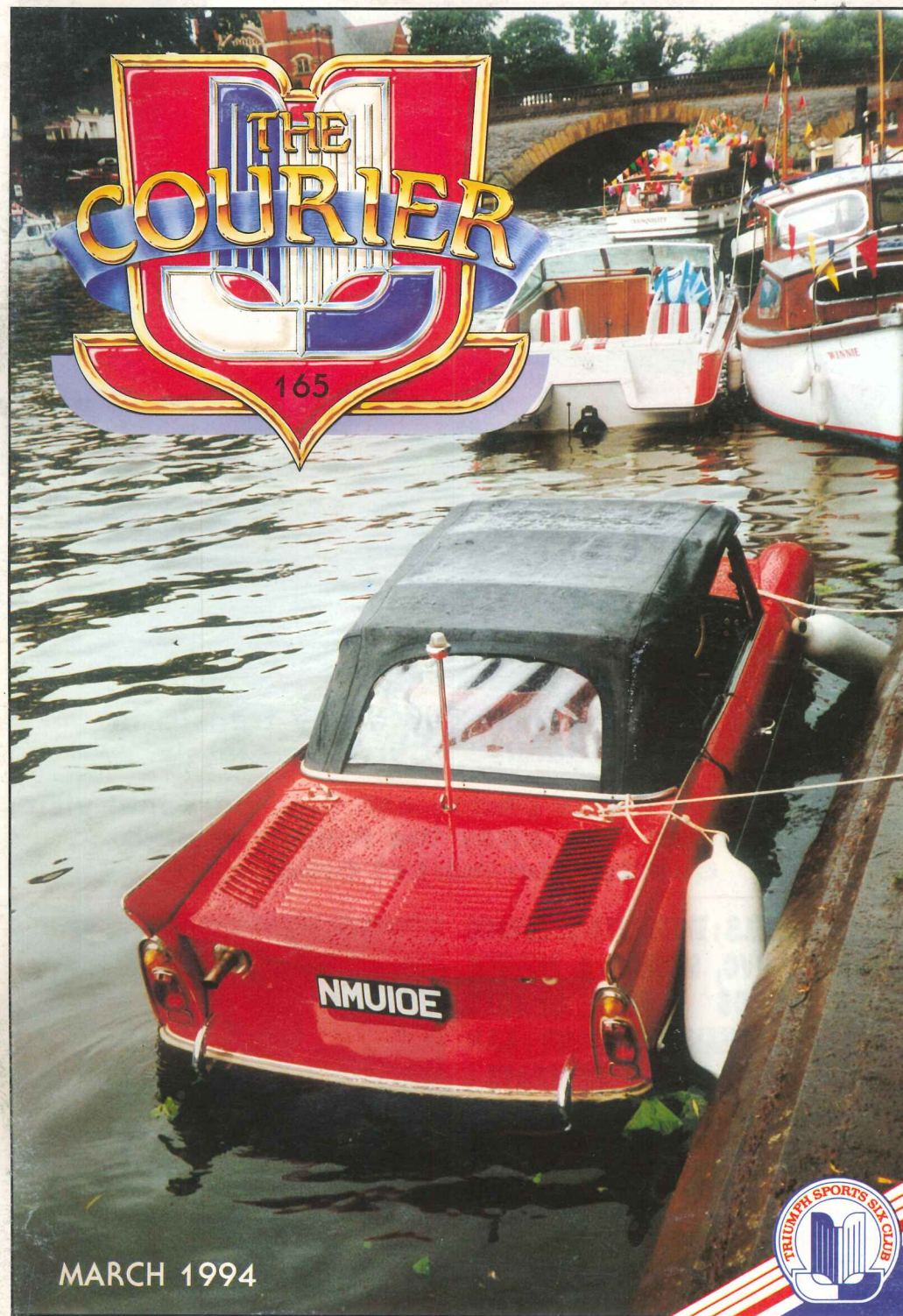
British Sports Car Centre



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MARCH 1994



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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.14 No. 165 MARCH 1994
Price £1.50 Free to Club Members

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

For a full list of TSSC Officials see page 82

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Cover photo,
Amphicar.
David Chapman.

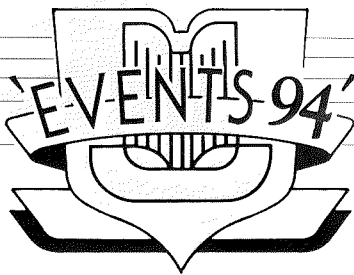
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Plus Area News Review/Classified Newspaper

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. 'EVENTS 94' Calendar



This is the official TSSC Events Calendar for 1994 / 1995 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

TSSC ORGANISED EVENTS MARCH

12/13 SAT/SUN - BRISTOL CLASSIC CAR SHOW, Club Stand by Swindon Area.

MAY

7/8 SAT/SUN - SEM (SOUTH OF ENGLAND MEET), Leatherhead Leisure Centre, Surrey.

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 year when the weather is fine and warm. Join Triumph 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.

14/15 SAT/SUN - SHETLAND CLASSIC CAR SHOW, Clickimin Leisure Centre, Lochside, Lerwick, Shetland. Contact Rob Jenner 0595 89204.

14/15 SAT/SUN - "HEARTBEAT" 50's/60's Weekend, N. Yorks Moors Railway, Goathland. Contact Graham Holt 091 371 1577.

15 SUNDAY - A64 RUN AND TEDDY BEARS PICNIC (N. YORKS AREA) Contact Judy Teesdale 0904 656095

15 SUNDAY WESSEX AREA NEW FOREST RUN
Contact Trevor 0202 548482

22 SUNDAY - CAR 94 (COVENTRY AREA RALLY) The Shire Horse Centre, Stratford On Avon. All Club cars welcome but with special awards to mark 35th and 30th year milestones in the history of the Herald models.

29/30 SUN/MON - BROADLANDS EVENT - Wessex Area.

JUNE

5 SUNDAY - BREAMORE SHOW - Wessex Area.

17/18 FRI/SAT - COTSWOLD 94 SHOW, Chedworth, Contact Phil Williams 0453 755069

18 SATURDAY - HOLY ISLAND RUN, Cricket, BBQ, (possible camp, return Sunday?) Contact Graham Holt 091 371 1577

18/19 SAT/SUN - BEAULIEU SHOW - Wessex Area.

26 SUNDAY - DERWENT VALLEY PEAK RUN & CONCOURS Contact Anthony Richardson 0332 367215

JULY

**15/16/17 FRI-SUN
TSSC INTERNATIONAL
WEEKEND. STAFFORD
SHOWGROUND. CONTACT
CLUB HEADQUARTERS FOR
DETAILS (0858) 434424**

23/24 SAT/SUN VETERAN, VINTAGE, CLASSIC WEEKEND at N.Yorks Moors Railway, Goathland. Contact Graham Holt 091 371 1577

AUGUST

7 SUNDAY - SUNSHINE RALLY, Stanford Hall, Nr Luttenworth, Leics.

12-14 FRI-SUN - WITTON CASTLE CAMPING WEEKEND, Convoy, Gymkhana, Informal Concours. The N.E. Year's Event - Be there! Contact Graham Holt 091 371 1577.

21 SUNDAY - ANGLIA TRIUMPH SHOW, for all Triumph cars, Sheldford Rugby Club, Cambridge details. Contact TSSC H.Q.

SEPTEMBER

3/4 SAT/SUN - 13TH ANNUAL N. YORKS MOORS CONCOURS & CONVOY WEEKEND Contact Judy Teesdale 0904 656095

11 SUNDAY - WORCESTER AREA CONCOURS, Avoncroft Museum of Buildings, Bromsgrove.

17/18 SAT/SUN - LONGLEAT SHOW - Wessex Area.

NATIONAL & LOCAL EVENTS TSSC INVITED

MARCH

5/6 SAT/SUN - WESTON SUPER MARE CLASSIC CAR SHOW, Beach Lawns, Weston Super Mare.

12/13 SAT/SUN - SPORTS & REPLICA CAR SHOW, Bingley Hall, Stafford Showground, Stafford.

APRIL

3/4 SUN/MON - CLASSIC CAR ROADSHOW, Classics & Balloons, Penshurst Place, Tonbridge, Kent.

3/4 SUN / MON - THE FOOTMAN JAMES STONELEIGH EASTER CLASSIC, National Agricultural Centre, Stoneleigh, Warks.

16/17 SAT/SUN - INAUGURAL LLUNIAIDD CLASSIC CAR RALLY, Padarn Country Park, Llanberis at foot of Snowdon, 48 hour tour of Snowdonia.

17 SUNDAY - BMC/BL DAY, East of England Showground, Peterborough.

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

23/24 SAT/SUN - RACMSA TWO DAY CLASSIC, Starts in Worcester, finish in Wilt/Somerset, 320 mile route.

30 APR-2 MAY - SAT-MON - BBC TOP GEAR & SPORTSCAR SHOW, NEC, Birmingham.

MAY

1/2 SUN/MON - CLASSIC CAR ROADSHOW, Luton Hoo House, (M1, J10), Luton, Beds.

1/2 SUN/MON - CLASSIC CAR ROADSHOW, Shugborough Hall, Milford, Nr Stafford.

8 SUNDAY - 1994 COLCHESTER CLASSIC VEHICLE SHOW, Colchester Institute, Sheepen Road, Colchester, Essex.

19 SUNDAY - MIDSUMMER MOTORING LEGENDS, Whittbread Hop Farm, Paddock Wood, Kent.

29 SUNDAY - NORWICH UNION RAC CLASSIC RUN, Routes cover 130/150 miles, finishes at Silverstone.

28/29/30 SAT-MON - ENFIELD PAGEANT OF MOTORING & COLLECTORS BAZAAR, Great Cambridge Rd, (A10) Enfield.

29/30 SUN/MON - THE YORK MOTOR & LEISURE SHOW, York Racecourse.

29/30 SUN/MON - CLASSIC CAR ROADSHOW, Broadlands, Romsey, Hants.

29/30 SUN/MON - CLASSIC CAR ROADSHOW, Mapledurham House, Nr Reading, Berks.

29/30 SUN/MON - PETERBOROUGH KIT & CLASSIC CAR SHOW, East of England Showground, Peterborough.

JUNE

12 SUNDAY - LONDON TO BRIGHTON CLASSIC CAR RUN & BROOKLANDS TO BRIGHTON, Pre 1950 Car Run.

18 SATURDAY - CORBY CARNIVAL & CAR SHOW, Boating Lake, Corby, Northants.

20-28 MON-MON - RALLYE DES PYRENEES - SPAIN/FRANCE.

25/26 SAT/SUN - FOLKESTONE CLASSIC VEHICLE & GAME FAIR SHOW.

26 SUNDAY - BROMLEY PAGEANT OF MOTORING, Norman Park, Bromley, Kent.

JULY

9 SATURDAY - FILKINS FESTIVAL, Interesting & Historic Vehicles Rally, Filkins, off A361, West Oxfordshire.

24 SUNDAY - CLASSIC CAR ROADSHOW, Hoghton Tower, Preston, Lancs.

30/31 SAT/SUN - NATIONAL MEETING OF STAG OWNERS CLUB, Donnington Park. Invitation to all Triumph Clubs.

31 SUNDAY - CLASSIC CAR ROADSHOW, Gt Yorkshire Showground, Harrogate, North Yorks.

AUGUST

7 SUNDAY - BMC/BL RALLY by Cambridge Oxford Owners Club, Grimsthorpe Castle, Bourne, Lincs.

6/7 SAT/SUN - LOSELEY PARK CLASSIC CAR SHOW & COUNTRY FAYRE, Loseley House, Guildford, Surrey.

18-21 THURS - SUN - HEALEY INTERNATIONAL SPORTSCAR WEEKEND, Royal Agricultural College, Cirencester, Glos.

20-21 SAT-SUN SCOTTISH CLASSIC CAR SHOW & ROUND 6 OF THE AUTOGLYM CONCOURS, Scottish Exhibition & Conference Centre, Glasgow.

26-27-28 FRI-SAT-SUN - DOUNE CLASSIC WEEKEND, Doune Motor Museum, Doune, Nr Stirling.

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

28/29 SUN/MON - KNEBWORTH '94, Knebworth Park, Stevenage, Herts.

28/29 SUN/MON - CLASSIC CAR ROADSHOW, Sudeley Castle, Winchcombe, Cheltenham, Glos.

SEPTEMBER

4 SUNDAY - THE TRANS-PENNINE CLASSIC RUN, from British Commercial Motor Museum at Leyland to Temple Newsam Park, Leeds.

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"



W HICHEVER way you look at it, BMW taking over Rover has given us the best chance yet to see the name Triumph return.

Not that it's on everyone's agenda to see the name return, but having given various radio interviews in the past three weeks, the highlighting feature is that Triumph took BMW out in one, throughout the late sixties, early seventies, with such cars as the Triumph 2000 and Dolomite variants. BMW firmly respect the quality and value of Triumph cars. Whatever transpires, we have now lost one of the last bastions of British engineering, giving Germany some of the best products and names to grace this land. I hope that BMW keep and increase the heritage side to Rover and further possibilities of re-manufactured parts for Triumph cars, let's start by giving Mr. David Bishop of BMHT the go-ahead for the Spitfire bodyshell.

I commented last month on the excitement in the motor industry, if BMW are serious, we could have many more individual *driving machines* wearing British badges!

PROJECT SPITFIRE

Due to the major upheavals at Club HQ, we have had to stop work for a few months on our project Spitfire. Therefore it will be summer time before we recommence the rebuild.

MEMBERS HANDBOOK

We have just completed the most comprehensive edition yet in a radically new format.

This new edition will be mailed on renewal of TSSC membership. The success of the Handbook is an industry standard for the TSSC and many other clubs now emulate it. I thank all members who have contributed to this 1994/95 edition.



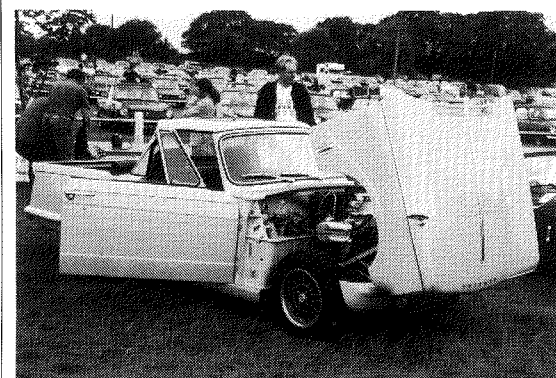
TRIUMPH RETURNS

METHODS OF PAYMENT

As we go further into the electronic age, the Club has recognised that many people wish to pay for TSSC services in an ever increasing choice of credit/charge cards. The Club now accepts Access/Mastercard/Barclaycard/Visa/Delta/American Express and very soon, Switch.

EVENTS CALENDAR

This month we have a very comprehensive diary of dates. Please note your outings for the year, not forgetting July 16/17th for the TSSC International Wkd. A lot of members will be putting their cars' on the road for the summer soon - remember to give TSSC Insurance a ring for the best quote.





TRGB PRESS RELEASE

Cambridge Triumph of Chatteris, Cambridge have now ceased trading.

However, TRGB have purchased most of their remaining stock and are now supplying all Triumph Herald, Vitesse, Spitfire and GT6 spares. TRGB have also agreed to ensure that all outstanding orders are supplied. TRGB are well known for supplying a full range of new and second hand TR spares and have been trading for approximately 9 years. They hold the largest stock of Triumph spares both new and second hand in East Anglia. Please see TRGB's main advert for some special offers you won't believe! Tel: 0487 842168. Unit 1, Sycamore Farm Industrial Estate, Long Drove, Somersham, Cambridgeshire.

AA TRACKER

I AM writing to you to introduce the new AA TRACKER stolen vehicle tracking system.

You may have seen this revolutionary device on Tomorrow's World last year or even have read of it in the newspapers and the success of units already installed in cars in this country.

Contact me on 0689 862040 or write to me at 10 Ash Road, Green Street Green, Orpington Kent. BR6 6AZ.



THE INNES IRELAND MEMORIAL RALLY

AN INVITATION

WE are hopeful that you will have already noted the Press coverage given to our plans to stage a motor sports 'Band Aid' in our endeavour to honour the name of the late Innes Ireland by raising the largest sum of money possible to benefit CRAB (Cancer Research at Birmingham) and The McMillan Nurses Appeal.

Everyone is responding marvellously from the NEC management to the local Police, who have given us the 'green light' for our motorway skirmish around Birmingham, to the curators at The Jaguar Heritage Museum and The BMH Centre at Gaydon and finally the BRDC and the management at Silverstone Circuit where our 1000 car parade 3 abreast will provide a one and half mile spectacular for the commentators to demonstrate their skills whilst doing several laps of the Grand Prix Circuit.

We promise your club will receive its appropriate mention, both in the planned commemorative programme and when parading in front of the St. John Horsfall meeting at Silverstone doing two laps of the Grand Prix Circuit.

Entry forms available from TSSC Headquarters.

BBC TOP GEAR CLASSIC AND SPORTSCAR TOUR SATURDAY 30TH APRIL 1994.

ROUTE co-ordinator Mike Summerfield commented:- 'The routes we have chosen have been picked to give a good flavour of the British countryside. At every venue I have been to so far, there has been great enthusiasm for the Tour and I am sure that entrants can look forward to a varied and interesting day.

The Motor Industry Research Association (MIRA) will be the final Checkpoint before the NEC on all four routes. This will give entrants the opportunity to drive on a venue where not only a lot of motoring records have been achieved but a lot of secret motor research is undertaken'.

A development which has excited the Tour Office is the decision to award a series of prizes to those crews who have dressed most appropriately to the period of the car. The condition of the car will play a roll in this but we are more interested in the overall display.

One of the prizes is an unbelievable trip to the USA to visit the amazing British Invasion, a classic weekend where British car enthusiasts descend in their hordes for a couple of days of merriment.

For a copy of the regulations, write to Jeanette Open, Entries Secretary, Unit 20, Old Mills Industrial Estate, Poulton, Bristol. BS18 5SU.

SANDBLASTING SERVICES

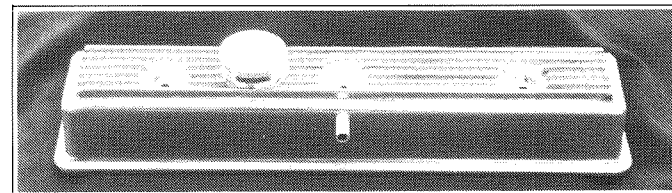
HAVING read the article regarding Neil Syson's Sandblasting service in January's Courier, I would like to advise you that I can offer a similar service to all members in the north east London/Essex area.

I have a cabinet 34" long with a door opening of 24" x 24", using either glass beads for aluminium parts or aluminium oxide/iron grit for sandblasting steel parts. I can offer free collection/delivery for orders over £15 within a five mile radius or collection/delivery at the Essex (Stanford Rivers) meeting. For more information, I can be contacted after 5pm on 081 505 7854 or anytime on Mobile 0851 460547.

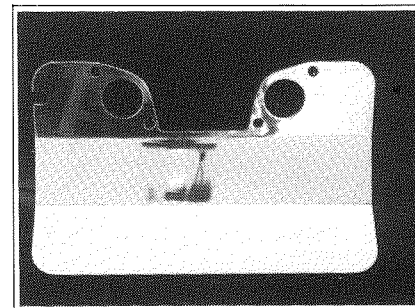
Arnie Gobel

POLISHED ALLOY ROCKER COVERS & HEATSHIELDS FOR SPITFIRE IV/1500

TSSC OFFERS are now supplying two new product lines for 1994.



For Spitfire III/IV/1500, GT6, Vitesse. A direct replacement for your rusty/dented original. Comes complete with polished spring loaded filler cap and chrome fixing nuts.

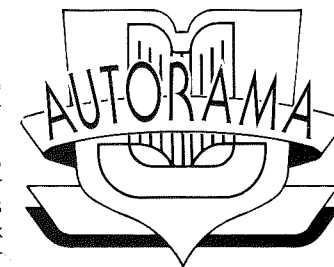
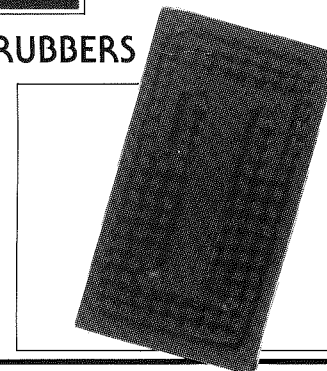


An ingenious new product designed to give far superior protection and life span than the original shields, finished in highly polished aluminium. A must for the summer.

PEDAL RUBBERS

PICTURED here is a Triumph pedal rubber which is one of a batch that SIX SPARES have recently had re-manufactured.

It fits clutch and brake pedals on all Herald, Vitesse and Spitfire I, II, III and GT6 I, II. This re-manufactured item will be available from them to all TSSC members at a cost of £2.00 each, inc. VAT.



*In and Around
the Trade Scene*

ZINC PLATING SERVICE

MY zinc plating service is by post or collection and delivery basis. Upon receipt, the items are listed, then the process begins by degreasing and paint removal, then they are soaked in Hydrochloric acid until the rust is killed.

Then the final process of electroplating begins which coats the old metal with new and can be dyed in a choice of finishes eg. gold, silver and black.

Another service is steel or aluminium polishing, unfortunately I do not chrome steel or alloy.

The final service, a definite time saver for restorers is body panel stripping, which involves soaking doors etc, in a chemical solution to remove all paint back to bare metal in all nooks and crannies saving hours of labour.

Prices are by kilograms and polishing per hour, plus postage (insured). Prices for panels are for customers bringing and collecting when finished. Members can expect 10% discount. Callers by appointment, please ring me for further details:- Pro Zinc, U.K.

Nottingham (0602) 792417.

Car Values March 1994

	Body	Prod	CC/Cyls	Concours	A1 +	A1	A2	A3
Triumph Herald	sal	1959-61	948/4	3000	2200	1400	600	250
Triumph Herald	fhc	1959-61	948/4	3500	2300	1700	1000	400
Triumph Herald	dhc	1960-61	948/4	4200	2900	1900	1200	500
Triumph Herald "S"	sal	1961-64	948/4	2800	2100	1500	800	350
Triumph Herald 1200	sal	1961-70	1147/4	2700	2000	1400	700	300
Triumph Herald 1200	fhc	1961-64	1147/4	3600	2400	1800	1100	450
Triumph Herald 1200	dhc	1961-67	1147/4	4600	3200	2000	1300	500
Triumph Courier Van	van	1961-64	1147/4	3300	2200	1500	800	400
Triumph Herald 1200	est	1961-67	1147/4	3500	2300	1700	1000	400
Triumph Herald 12/50	sal	1963-67	1147/4	3300	2250	1600	1000	450
Triumph Herald 13/60	sal	1967-71	1296/4	3600	2400	2000	1300	450
Triumph Herald 13/60	dhc	1967-71	1296/4	5000	3400	2800	1700	550
Triumph Herald 13/60	est	1967-71	1296/4	3800	2500	2200	1300	500
Triumph Spitfire 4	sp	1962-64	1147/4	4400	3500	2500	1500	500
Triumph Spitfire II	sp	1965-67	1147/4	4600	3400	2700	1600	500
Triumph Spitfire III	sp	1967-70	1296/4	5500	3900	3200	1800	600
Triumph Spitfire IV	sp	1970-74	1296/4	4800	3650	2900	1650	600
Triumph Spitfire 1500	sp	1975-78	1493/4	5500	4200	3500	2000	700
Triumph Spitfire 1500	sp	1979-81	1493/4	6800	4700	4200	2400	850
Triumph GT6 Mkl	fhc	1966-68	1998/6	6800	4600	4000	2000	750
Triumph GT6 MkII	fhc	1968-70	1998/6	8000	5700	4700	2400	900
Triumph GT6 MkIII	fhc	1970-73	1998/6	8500	6300	5000	2700	1100
Triumph Vitesse 1600	sal	1962-66	1596/6	4800	3200	2600	1300	500
Triumph Vitesse 1600	con	1962-66	1596/6	5300	4100	3000	1600	600
Triumph Vitesse 2L Mkl	sal	1966-68	1998/6	4800	3200	2600	1400	600
Triumph Vitesse 2L Mkl	con	1966-68	1998/6	6200	4200	3300	1700	700
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5800	4300	3400	1800	700
Triumph Vitesse 2L MkII	con	1968-71	1998/6	8500	5300	4200	2200	900
Bond GT 2+2		1963-64	1147/4	3000	2200	1600	900	450
Bond GT4S		1964-67	1147/4	3000	2200	1600	900	450
Bond GT4S 1300		1967-70	1296/4	3300	2300	1800	950	500
Bond Equipe 2L	sal	1967-70	1998/6	3600	2400	2000	1300	550
Bond Equipe 2L	conv	1968-70	1998/6	4000	2400	2000	1400	600
Amphicar		1960-63	1147/4	10,000	6500	5000	2500	1000

Convertible GT6s: Valued at Spitfire 1500 prices, only on proper conversions otherwise MkIV Spitfire prices.

Fibreglass panels: Highest value A1 in car category (except Bonds!)

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

NOTES ON COMPLETING THE VALUATION FORM:

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

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



VEHICLES registered before 1st January 1973, may have registration marks of white, silver or light grey letters and figures on a reflex reflecting plate that conforms with BS A6145:1967. Vehicles registered after 1st January 1973, must display the reflex reflecting registration plates (Regulation 8). There are exemptions but cars are not amongst them.

RBD 345 G

A registration plate fixed to the rear of a trailer must conform with the requirements of the vehicle towing it; the same type of plates must be displayed (Regulation 8b). It is also worth noting that if you tow a trailer, the vehicle towing it need not display a rear registration mark whilst the trailer is towed. This is so that, if necessary, the rear registration plate may be taken off the towing vehicle and fixed to the trailer. The registration number displayed on the trailer MUST be the same as that displayed on the towing vehicle.

The registration number must be displayed on flat, rectangular plates or on a flat, rectangular unbroken area on the surface of the vehicle (Regulation 9). This means that strictly speaking, sticking it to a bonnet is out.

Yes, I know E Type Jaguars fit them this way, but they do occasionally get prosecuted.

Each letter and figure shall be 3½" high and ¾" broad. The total width taken up by each letter or

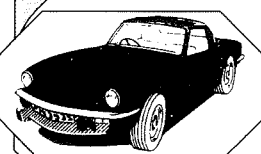
figure shall be 2½" except figure 1 (Regulation 10). All letters and figures shall be of the prescribed type. There must be an upper and lower margin of at least ½" and a side margin of at least 1". The space between the nearest parts of adjoining letters and adjoining figures shall be ½", except figure 1, where it shall not be less than ½" nor more than 1-7/16". Between two 1 digits must be more than ½" but less than 2" (Regulation 11). If the registration mark is in two or three lines the distance between the lines must be ¾". The distance between letters and figures must 1½" (Regulation 12). Embossed or pressed plates do have more tolerance in the spaces, but I think that if you buy these plates they will normally conform. Motorcycles have different measurements which are available on request. There are also regulations for letters and figures that are only 3½" high, but these plates are rare, specifications available on request. This is also the smallest size characters that you may display. . . .



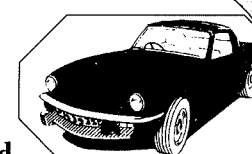
Mike Crewes

That, briefly is the regulations regarding Registration plates. **ALL** registration numbers MUST comply with these regulations, even if they are personalised or cherished numbers. If your registration mark is incorrectly displayed you face prosecution. Many spares shops will tell you that stick-on number plates will not pass the DoT test. This is incorrect, providing they conform to the regulations there will be no problem. Many trailers are fitted with stick-on registration plates that have been made by their owners and which conform to the regulations. They are perfectly legal. If you have any queries or topic on Road Traffic Legislation, why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire. SL5 8EN. enclosing a S.A.E. b

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These are not counted as 'new' entries as their chassis (commission) numbers are already recorded in this historical register.

As a % of production (465,639 - 948/1200) we have 0.45% on the register. As might be expected the more 'exotic' models have a greater percentage of survivors:-

Courier Van
1.2 %
1200 Coupé
1.2 %
1200 Convertible
1.1 %

This contrasts with 0.4% of 1200 saloons and 0.1% of 948 saloons.



HERALD
REGISTER
Chris Longhurst



HERE has only been a small increase in new entries to the 948/1200 Register since the beginning of 1993.

As with the previous year a number of cars which had first appeared on the Register in the 80's are coming back with new owners.



HERALD REGISTER (948/1200) JANUARY 1994

	U.K.	OV/SEAS	TOTAL	GROUP TOTAL	COMM. NO. SEQ.
948					
Saloon	71	8	79		G -
T.C. Saloon	23	-	23		GY -
'S' Saloon	18	-	18	202	G - SP
Convertible	18	5	23		Y - CV
Coupe	42	17	58		Y -
1200 MkI (GA1 - GA80000)					
Saloon	93	8	101		GA - DL
Convertible	29	6	35		GA - CV
Coupe	35	2	37	207	GA - CP
Estate	6	1	7		GA - SC
Van	21	6	27		GA - V
1200 MkII (GA80001 +)					
Saloon	695	7	702	GA - DL	
Convertible	409	9	418		GA - CV
Coupe	24	2	26	1291	GA - CP
Estate	108	2	110		GA - SC
Van	26**	9	35		GA - V
1200 Export					
Saloon	8	43	51		GB - DL
Convertible	10	21	31		GB - CV
Coupe	-	2	2	86	GB - CP
Estate	1	-	1		GB - SC
12/50					
Saloon	303	4	307		GD - RS
Coupe (*)	-	1	1	310	(GB - CP)
Sedan (*)	-	2	2		(GB - DL)
TOTALS			2096		

(*) Australia (**) Cars without Commission No. assigned to MkII.



HIS month I am pleased to turn over my column to Mr. Geoff Briggs who lives in dear old Devon. Take it away Geoff (I don't expect I will be able to resist coming back at the end).

It wasn't me that did it sir, it wasn't my fault. I had first come across FUO 160D as a collection of bits in a lot of cardboard boxes. The engine was partly rebuilt and included in the deal was a newly made Burlington chassis. All the body and interior parts were gone, together with the original chassis, so I don't think I can be accused of potentially denying the Vitesse Register of one of its cars. No, as I drove away with a trailer full of

SPECIALS Specials Specials REGISTER

Trevor Collett

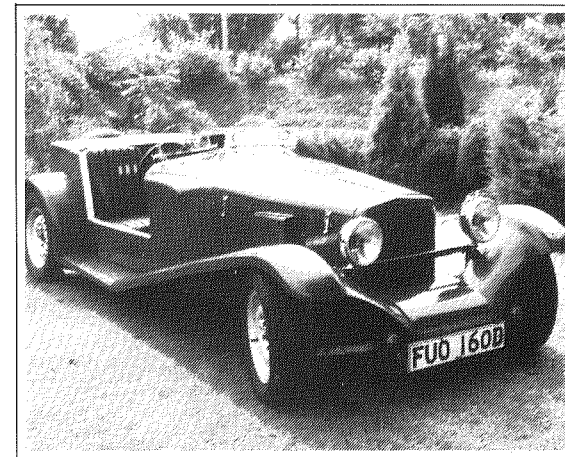
from my home. As well as sorting, grading, identifying and supplying parts, Bill and Mark did wonders for my morale throughout the rebuild.

I have tried refining the aesthetic aspects of the original design, a paramount factor to be being to have the radiator grill in line with the front axle à la Aston Martin etc. In order to do this I had to move the 1600cc six cylinder engine some 18 inches to the rear of its normal mounts on the suspension towers. This has yielded a most impressive bonnet line and a very true impression that you are driving the car from the back seat!

I had set my heart on having fully flowing wings and running boards

ALL STEEL BURLINGTON ARROW

junk, I thought I had done quite well for £250. Over the next few years I sifted through all the boxes and of course it wasn't the bargain it had seemed. Many of the parts came from other vehicles. Good parts had been excessively improved, like the rear suspension that had had too many leaves removed and to top it all off the Burlington method of car construction did not appeal to me. Now I know that



there are hundreds of worthy folk out there who have built these cars in the method prescribed. That is bodywork of plywood held in place with nuts, bolts and diddy bits of aluminium angle, the lot capped off with ally foil held on with Evostik, but it does sound like something out of Blue Peter! I thought I could do better and as I had the time and thought I had the skill I resolved to make the car to the overall Burlington concept but to have the bodywork entirely of

steel. Only body components that might at some time have to be removed were to be held in place with bolts, the body frames were welded directly to the chassis and the steel heat shield welded to the frames to form a neat body tub and a very stiff overall structure.

Sorting out the mechanical components formed a large part of the project than I had thought and I count myself fortunate that the firm 'Spits and Pieces' of Teignmouth are only a couple of miles

and although such things can be bought in fibreglass I hate the stuff and again determined to build in steel. However I am no panel-beater and had no access to a set of rolls so I worked out my own technique. Using 20 swg sheet I formed the curve along the length of the wing over a piece of scaffold tubing. The secret I found to a smooth curve was to hold the sheet to the scaffolding with a

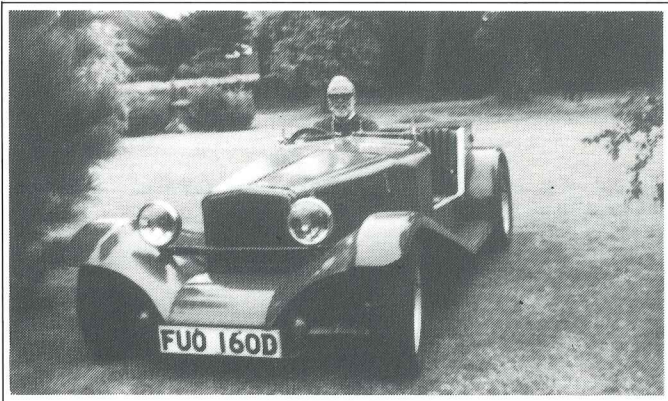
length of 2" x 4" softwood and lots of clamps whilst you form the shape via another piece of 2" x 4". Hammer blows should be regular and spread along the length.

The second part of shaping the front wing was to form the curve around the front wheel. Cutting in from what would be the outer edge of the wing with my angle grinder I made a series of slots each about 1/2" from its neighbour and cutting right through the first curve.

This enabled me to pull the wing into the shape I wanted and I could then weld it up. All this was rather expensive in welding wire and gas and it took me quite a time, but after grinding, filling, grinding some more, filling some more and eventually flattening off and spraying, the result was pretty good and I think well worth the effort.

The rear wings were the only area where I cheated a little on my target of making everything myself. It seemed perverse to try and make them from flat sheet in my rather laborious way when an easier method was to buy a trailer mudguard, split it down the middle and weld in sheet steel as needed to fill the gap. This I did and believe me, you can't see the join!

What seats I was going to put in the car had been perplexing me since the start of the project and as it advanced it became more and more obvious that they would have to be, like so much of the rest of the car, home-made. It all turned out easier than I had thought. A friend was renovating a MkII Jaguar and had a supply of antique grained maroon leathercloth which would be a good contrast to my B.R.G. coachwork. Although he main tained that he barely had enough for his project only minor blackmail was needed to persuade him to let me have a couple of yards and



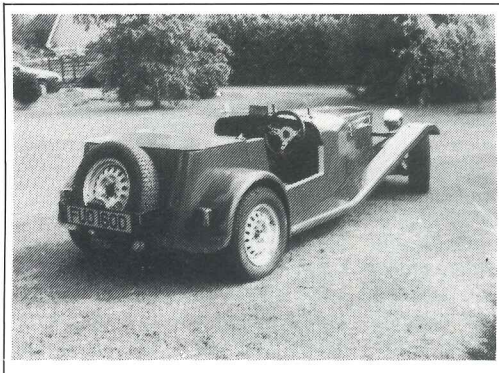
away we went. The making up was surprisingly easy and with my wife Pat's help and the use of her sewing machine the job was done. The fibre filling of the flutes is not quite even nor are the corners quite as smoothly rounded as a professional would have it, but these seats are meant to be used, not just gawped at, so there!

The electrics gave me less trouble than some folk seem to have. I think a good move was to throw away the original loom and start again. Using my very early Haynes manual on the Vitesse with some caution (I don't think proof reading had been invented in those days) I drew up separate diagrams for each aspect of the electrics, lights, norms, ignition etc. Wiring this up in reality used more wire than necessary but each section worked first time and it was easier to take out duplicated wires once the system was proved. My source for rear lights for the car was a new trailer board which came with several yards of multicore cable and once stripped of the outer sheath provided most of the wiring for the car. I have no faith in chassis earth returns. A few chassis points were used but they were all linked with thick copper wire.

I used what available electrical parts I could, although I changed to alternator charging and made the Earth negative. I turned the steering column switch cluster upside down to bring the indicator switch to the more familiar left hand and used a dash mounted horn switch.

Time came when I thought I should contact the local DVLA office to find out the procedure for registering the car even though I was still a long

way from getting it on the road. Anyone going down this path — **BEWARE** — Whilst the DVLA were very helpful, answering my questions, etc, once I was on their books and they had given me a serial number (17 digit Euro-number!) for the new chassis I found I was on a sort of roller coaster. When would the car be on the road? How soon could they come and see the vehicle? Let them know when they could check the numbers! I still had many months work to do and I had to stall like mad but eventually the day was set for the man from the Ministry to call. Very amiable he turned out to be and having looked the car over and checked the numbers he spoke the words I'd been longing to hear. 'I'm going to recommend to my superior that you keep the original registration number'. Great celebration all round! However the

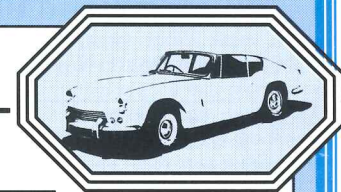


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sting was in the tail. A few days later came the letter of confirmation which allowed me one month to complete the car, insure it, have it successfully MoTd and to pay for the Road Tax.

Failure to meet the deadline and they would assume I did not wish to continue and my application for registration would be cancelled.

This turned out to be a hell of a challenge but with the burning of a lot of midnight oil and much help from my car mechanic friend Phil I got the car on the road for its first MoT inspection with a week to spare. It failed on six easily rectified items and passed at the next attempt.

Early drives in the car were more frightening than the exhilarating experience that I had been told to expect.

Having never in my 61 years driven an open sports car the combination of wind, noise and movement was potent.

However it's all come down to size now. The suspension is standard Spitfire, and the car has an all-up weight of 14½ cwt, so although firm, the ride is very acceptable.

A few things are still left to do, like doors, windscreen, tonneau and hood but I wanted to get the car on the road last summer, hence the aero screens!

YES, it's me again. Firstly let me thank Geoff for taking the time to put his experience down on paper.

You have obviously worked hard on this car and the result looks very good to me. I cannot resist a short rejoinder to your remarks about car body construction. Whilst I commend your efforts to produce an all steel car you must admit some very fine cars have been built out of fibre glass. It could be argued that GRP is a better medium than steel. Steel's only advantage is the way it lends itself to mass-production. I hope you have many thousands of miles of pleasure out of your creation, send us a picture with doors and windscreen, oh and don't forget the Waxoyl. ○

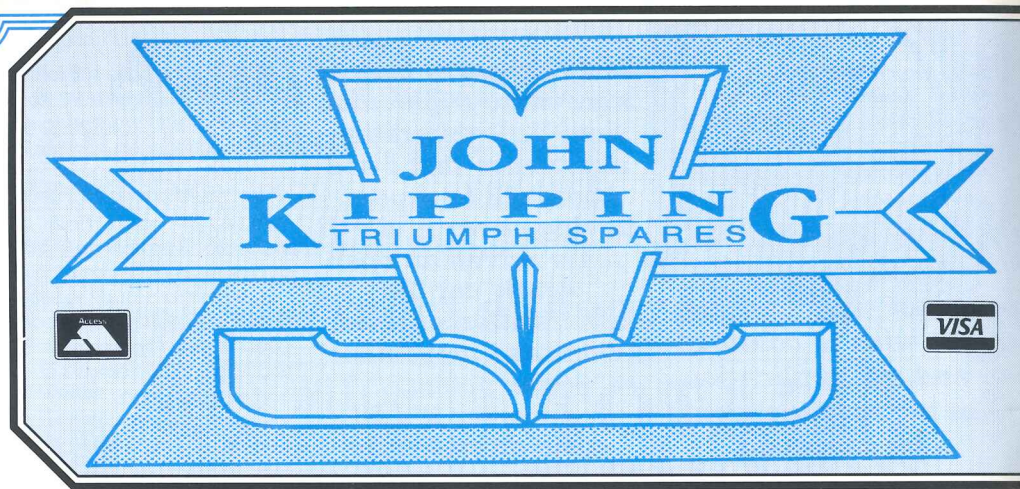
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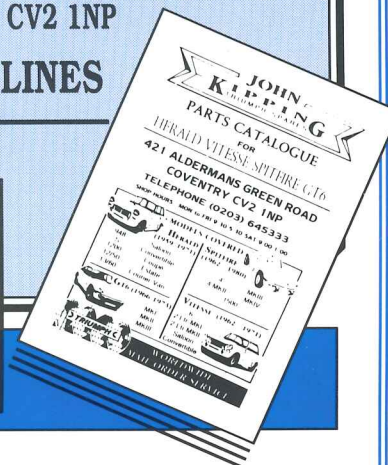
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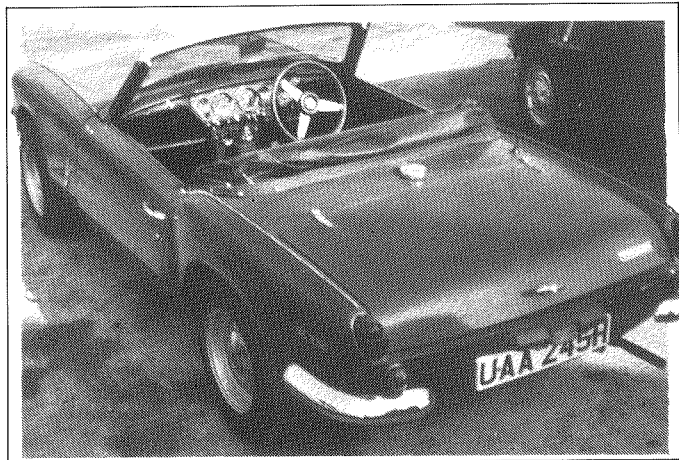


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HERALD VITESSE SPITFIRE GT6



TRIUMPH Spitfire REGISTER Brett Dennis

PLEASE keep sending your photos and information in on your Spitfires. I do enjoy reading them so much.

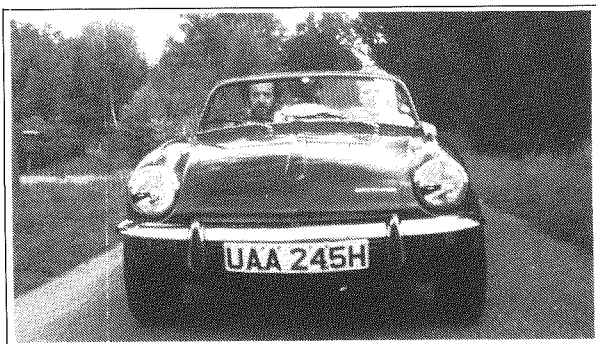
The 1st couple of photos were sent in by Albert Bishop of his Signal Red MkIII Spitfire. UAA 245H was purchased from Portsmouth on 26th February 1993 for the princely sum of £950. Mileage, 39,047 from new.

The original owner used the car up until October 1981 covering 31,162 miles from new. It was then garaged until July 1967 when it was purchased by Mr D. R. Neal. He and his wife used the car until August 1990 running the mileage up to 39,047. It was then garaged until Albert purchased the vehicle.

The car is totally original except for MkIV seats and steering wheel. It has had no welding or new panels fitted. The wheels are of standard design but deeper than original and are now very sort after. The commission number for this car is FD 75843.

I received a very interesting letter

from Paul Read from Perivale, Middlesex. Paul's father used to buy salvaged cars etc. in the late 60's. He bought a left hand drive Spitfire from the U.S.A.F. base in Lakenheath, Suffolk. An American fighter pilot had bought it to take back to the U.S.A. but he was killed in it after he ran out of road and hit a tree. Paul's father then sold it on to Mr McDonald.



20 years later Mr McDonald contacted Paul's father again to ask if he was interested in some spares he had in a couple of lock-ups. When they opened these lock-ups it was like an Alladin's cave for Triumphs. Loads of new STANPART panels and spares in boxes plus some GT6 MkI bits. But, right at the

back was the MkIII Spitfire he had sold over 20 years ago, as new, no rust.

Paul and his father bought all the cars and spares and are currently rebuilding the Spitfire and a GT6 MkI to concours condition. Most interesting, please send in some photos for us to see.

Another letter I received is from Arthur Williams from Germany.

He is nearing completion of a total rebuild of a left hand drive MkI Spitfire, commission number FC 23059L.

He bought the car from Germany three years ago. It had been imported from New Mexico with the engine 'Kaput', pretty good body-work, suspension and running gear not so good. The car

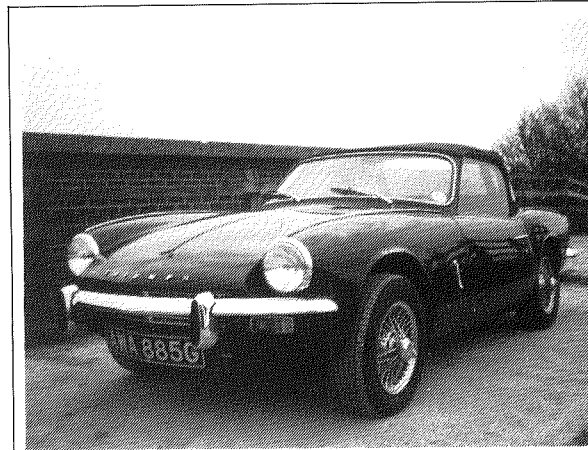
is intended to provide everyday summer transport for his wife.

The last photo is of a handsome black MkIII owned by that chap Dennis. First registered 01-05-69. FD 45699. Since completely renovating the car he has bolted on a few bits to the engine including full stainless steel sports

exhaust system, K&N filters, heavier springs, plus richer H6 needles. The idea being not to make a racing car but to make the engine have an easier time.

A chap at work has just acquired a Triumph Dolomite 1300. Well this car needed a new clutch and he asked me if I knew where to get one from. I said I would have a look at it first for him.

So when I did I was amazed to find a 1500 Spitfire single rail gearbox mated to a 1300 engine. Certain Triumph manuals state this is not possible as a driven plate is not available unless you change the flywheel etc. That is too much



trouble for most people. So I thought I would look into this further. So using my Quinton Hazell Clutch Components index plus John Kipping's parts catalogue and, hey presto, there is a 6½" driven plate that used a 21 spline centre for a

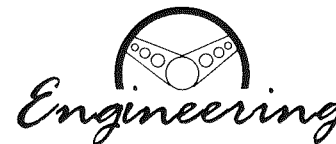
Spitfire 1500 gearbox that still uses the earlier pressure plate and release bearing. So, if you want to fit a 1500 gearbox to your Spitfire MkII or MkIII, all you have to do is change the driven plate. If you own a MkI Spitfire (coil spring clutch) you will first have to change the flywheel to the later driven plate. To know whether you have bought the correct

plate, measure the diameter which should be 6½".

Also there should be 21 splines in the centre hole.

John Kipping also sells this plate under catalogue number C18.

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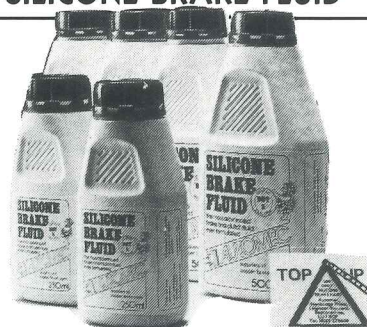


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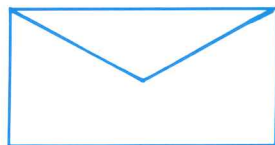
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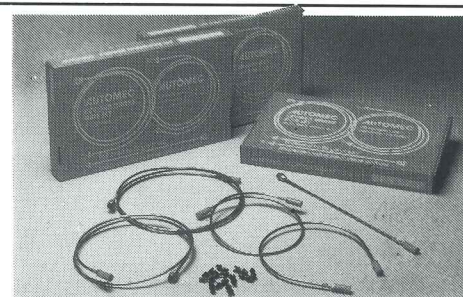
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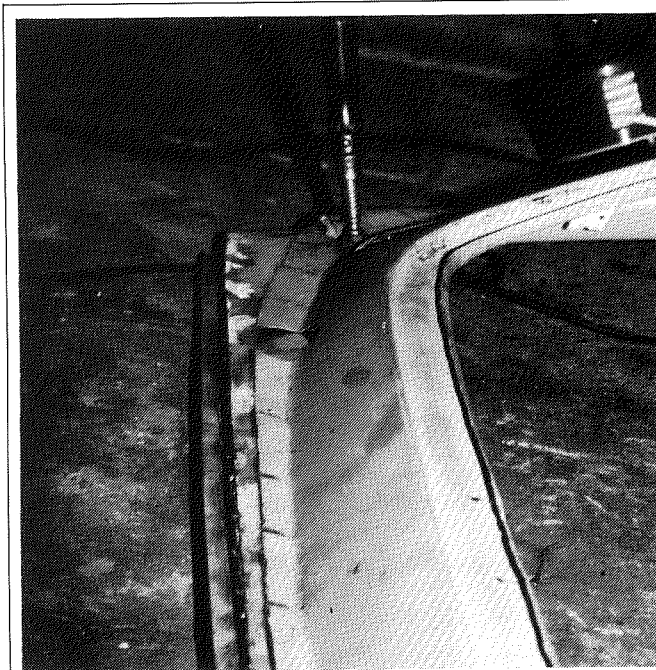
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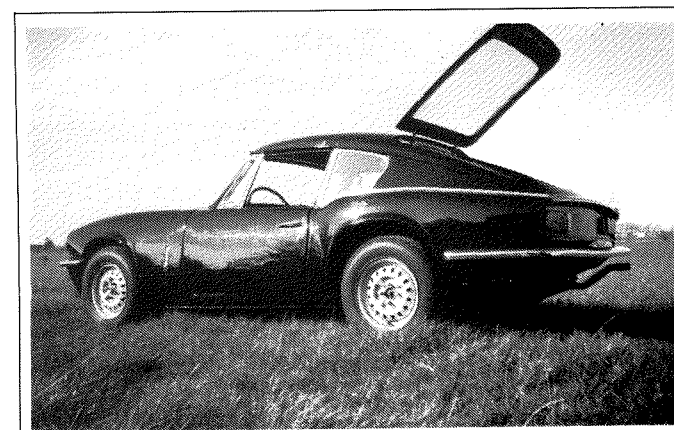
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SING a Spitfire body tub to replace a rotten GT6 body is a fairly common practice, bringing the added pleasure of open-air motoring to the obvious pleasures of the straight-six. Willi Weber from Dusseldorf did this then put the roof back on. This has resulted in a nice MkIII (almost) GT6 from a MkI GT6 and a MkIV Spitfire.

He found an English RHD GT6 MkIII in Germany 'as a box of bits'. The mechanical parts and chassis were usable but the body was badly decayed, so he bought a Spitfire MkIV body and fitted this. He says that only minor modifications were needed to do this — the gearbox cover and the connection to the bonnet (all marks of GT6 had differing bonnet hinging arrangements, the MkI GT6 and MkIV Spitfire being incompatible). At this point, most people would dig deep into their pockets, send their creation off to the paint shop then go out for a long drive with a smug expression on their face. Not Willi, he wanted a GT-GT6, not a convertible.

Luckily the GT6 roof was in reasonable condition so he cut it off, cutting around the rear hatch. Since he was mating a MkI GT6 roof to a MkIV Spitfire body, he had to fabricate the rear 'deck' to fill the gap where the Spitfire body used



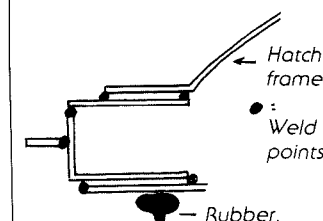
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GT6

REGISTER

Gordon Hulmes

Fig. 1.



to be. Picture 1 shows him offering this panel up to the hatch frame prior to welding. This assembly (described in cross section in fig. 1) had to be made slightly curved (across the car) to join to the top of the rear light panel since the Spitfire boot was slightly curved. As a point of detail, the rear light panels of the MkIV Spitfire and the MkIII GT6 are different because the Spitfire boot is slightly curved whereas the GT6s

'deck' is almost straight.

Joining the roof front edge to the windscreen surround was no problem, they connect together correctly and Willi bolted them together.

To join the roof to the body in the middle, he made use of the Spitfire soft top connection points inside the car, making up two brackets from 6mm steel, one bolted to the soft top holes and the other welded to the roof, the two brackets were then bolted together (Fig. 2).

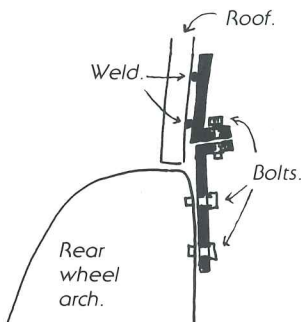
SPOT THE DIFFERENCE

If you spotted Willi's '6 on the street you would probably simply comment on its condition, or its superb paint job, but look closely and the little details give the game away. Firstly the rear quarter lights are more rounded on the MkIII and behind them should be the air extraction louvers.

The door handles and lock are combined on the MkIII as on the Spitfire IV. The hatch handle became a small lock with a rotating bezel. The fuel filler cap should be on the left hand wing (at the moment, the original Spitfire fuel tank complete with filler

is still in place beneath the hatch, just visible on picture 3) and the steering wheel is from the GT6 MkI.

Fig. 2.



Finally the hatch glass is given away as MkI since it does not contain the heating element.

None of the above is meant as a criticism as Willi readily admits that his conversion is not quite a GT6 MkIII and I am sure that was not his intention. What he has got is a very clean and well restored GT6 that is instantly recognisable but subtly unique.

Whether such a conversion is viable in this country, where parts are more readily available, I'm not sure, but if anyone wants further details of the work involved, Willi has kindly offered to provide them, contact me if you do. Thanks for the offer and the article Willi, it's nice to see our cars appreciated over there . . .

... my girlfriend is besotted by those bulbous devices that used to come from your country, the ones that sound as if they are running on two cylinders and colloquially known to enthusiasts as 'Vee-Dubs' Well at least VW had the good sense to package production off to South America. Only joking, I'm just trying to wind Michelle up, she does like GT6s as well, she just won't admit to it.

OVER TO YOU

It's request time again . . .

... last month, I had a query from a lady on the West Coast of America on the ever popular subject of rear seats.

She wanted to know if a MkIII rear seat would fit in her GT6+ (MkII).

By comparing numbers I was able to tell her that the seat would fit (the backing boards, foam, hinges etc were the same) but the trim had changed part numbers. Can anyone out there tell me what exactly changed, was it simply a change in texture or stitching.

If you have a rear seat I would be grateful for a photo or just a sketch and description.

NEXT MONTH

That's all for this month, next month, I'll report on the type of people who bought a GT6 new all those years ago.

Also, this month, the second oldest GT6 on the register turned up so there must be some interesting GT6s out there, keep the details coming . . . Bye for now.

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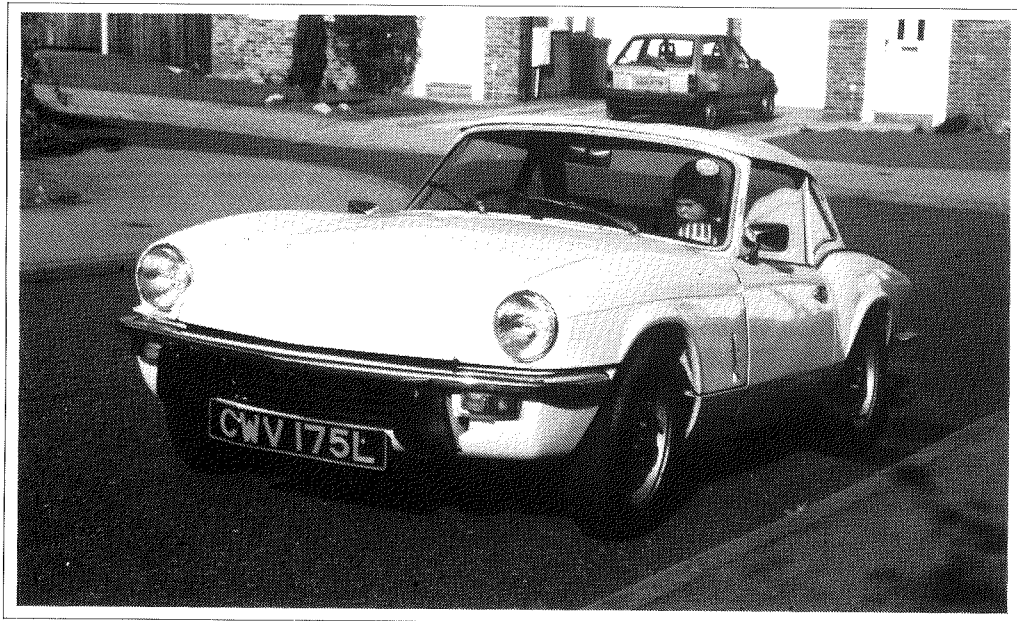
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fears that it may not be able to keep it for much longer, since his son pictured, has laid claim to the car, already calling it his!

WEATHER PROOFING

With April showers just around the corner, now and the winter are the times of the year when we discover just how weatherproof the Spitfire is. As with any convertible if the hood is not effective the Spitfire can end up quite inhospitable, smelling damp with soggy carpets and water in the footwells. It must be remembered that the Spitfire was produced as a cheap and cheerful sports car and that the weather protection afforded the likes of the Jaguar XJS convertible etc. cannot be expected. None the less the following should give a few pointers to keeping those footwells dry!

THE HOOD

The hood itself rarely leaks, and properly maintained and looked after will continue to do so for a good many years. The only maintenance recommended by the Owners Handbook is regular

cleaning with soapy water. Having said that, I note that at the time of the Spitfire MkII, Triumph sold 'Hood Sealer — Black or Clear' as an accessory priced at 12.0d. Other care really involves common sense, such as not trapping the hood in the frame when raising or lowering, avoiding creases when stowing and undoing all the press studs before lowering. If on those fine crisp winter days you wish to brave the cold it is worth warming the hood with the car heater for a few minutes before lowering the hood to avoid cracking the hood material.

The problem with the hood is where it interfaces with the rest of the car, in particular around the windscreen and side windows, and this depends on how well it has been fitted.

Hood fitting has been covered many times before, but the following are a few areas to check.

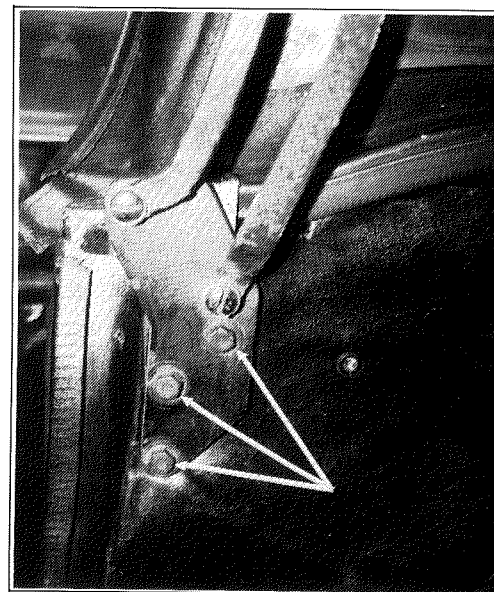
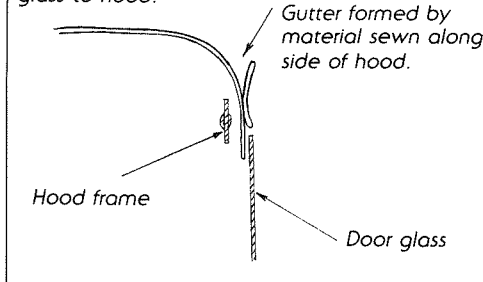


Fig. 1. Loosening of the three hood frame attachment bolts will allow some vertical adjustment.

The hood frame is actually adjustable. The captive plate in the B-post to which the hood frame is bolted will allow approximately 10mm of vertical adjustment of the frame. Fig. 1. This can be used to adjust the tension of the hood material at the back of the door glass as well as adjusting the all important gap at the top of the door glass.

Fig. 2. Intended method of sealing top of door glass to hood.



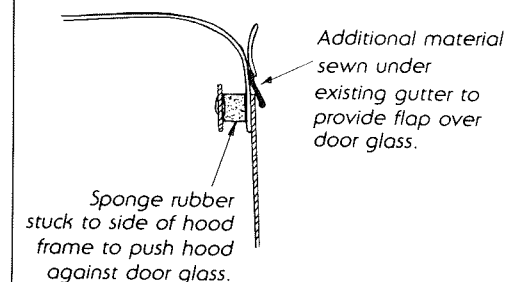
The top of the door glass should close onto the side of the hood as shown in Fig. 2. This alone would not provide effective weather proofing and so a lip is sewn along the side of the hood which acts as a gutter as shown. Even so, at best the sealing is marginal.

DOOR SEALS

Door glass seals must be in good condition. Not only

do they keep water out of the door but perform the important function of helping to stop the door glass from rattling about, which as mentioned before is important for a good seal with the hood.

Fig. 3. Hood mods suggested by Harry Giles.



Unfortunately, even with good seals, water still manages to get inside the doors, and so it is very important that the drain holes at the bottom of the door are kept clear. It is worth coating the inside of the door with waxoyl etc. as well as items such as the window winder mechanism and internal door lock to keep them operating smoothly and prevent seizure through corrosion. Although not as bad as on the Herald and Vitesse, water dripping down from the door seal, can fall onto the back of the door trim panel, causing it to rot and warp. This is why originally Triumph put a plastic 'weather curtain', Fig. 7, inside the door to deflect water off the trim panels. It is also the reason why door trim panels were originally backed with a sheet of polythene. It is well worth fixing such a polythene sheet to the back of new trim panels to avoid future problems.

Fig. 4. Tucking the door glass under the hood. N.B. If the side of the hood is too long then this can't be done.



WINDSCREEN

The most obvious and most common leak here is the windscreen seal. With age and continual bashing by the windscreen wipers, the rubber seal loses its

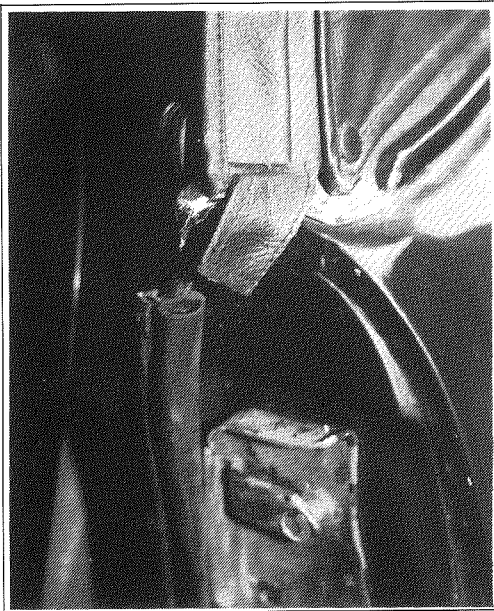


Fig. 5. Ensure that the tag at the base of the hood stays to the outside of the seal. N.B. The door surround seal cut short here is going to be a major source of leaks with water running down the side of the hood.

resilience and perishes allowing water to drip down into the footwells. A number of after-market windscreen sealant products are available which promise an easy and quick fix. However I have found after trying many over the years and getting 'Goo' all over myself and the car that they really only effect a temporary repair which is never really 100% effective against British weather. It is far better to bite the bullet and have a new windscreen fitted. Removing the old seal also gives the opportunity to check for any unseen rust holes in the windscreen frame itself.

Early Spitfire windscreen frames were not provided with a gutter down the side of the windscreen of the pillar. However a gutter was fitted once it was found that at speed, there was nothing to prevent water from the windscreen blowing up and around the pillar and into the car by the leading

edge of the door glass. A similar effect is noticed if the gutter has been filled.

Unfortunately the incorporation of the windscreen gutter created a double skin which if not properly sealed, trapped water and allowed rust to start.

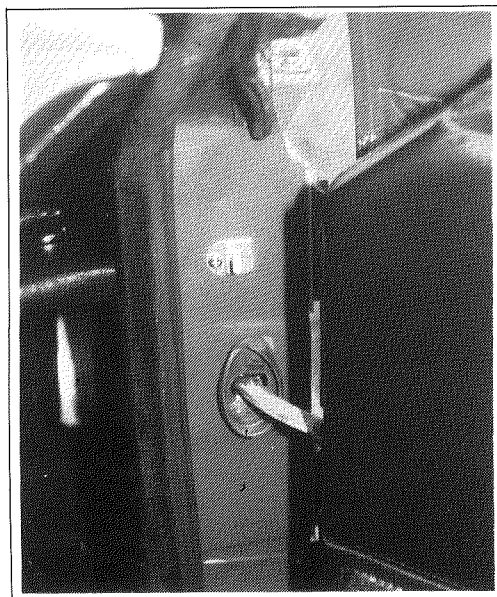


Fig. 6. The door check link should be fitted with a rubber seal. N.B. The end of the secondary rubber seal, just visible at the top of the plate.

Rusty windscreen pillars are not uncommon on the Spitfire, and allow water into the pillar which runs down the A-Post and starts to rust the footwells and inner sill. In really bad cases the base of the windscreen pillar can also rust away allowing further water in and also weakening the strength of the windscreen frame.

Try and catch any rusting in the pillar early on and treat it with a suitable rust curer. Using a flexible sealant that will not crack with age, carefully fill the gap between the gutter and pillar. However don't fill the gutter flush, otherwise we're back to square one!

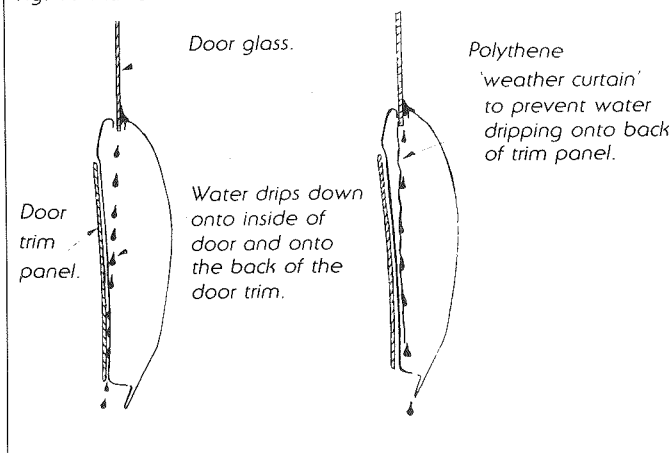
REAR DECK

Water in the corners of the rear parcel shelf behind the seats took me a long time to trace to a leak

around the petrol filler Fig. 8. Located on a near flat surface and subject to all the rain water running off the back of the hood this seal needs to be in good condition. Unfortunately with age and as a result of having petrol spilt on it, the rubber perishes and cracks. Water drips on to the top of the petrol tank, down its side onto the raised transmission tunnel and finally collects in the corners of the rear parcel shelf.

Another less than obvious place is the top of the B-Post. Fig. 9. Between the chrome B-Post finisher and the top corner of the rear wing there should be a good helping of black mastic sealant. Otherwise water running down from the rear deck can get underneath and into the car where the raised lip of the rear deck finishes.

Fig. 7. With and without 'weather curtain' in door.



FRONT BULKHEAD

Not very common but water can get in around the windscreen wiper pivots. There should be a rubberised canvas seal between the chrome ferrule and the front bulkhead.

On cars that have been standing outside for long periods of time, particularly under trees, debris can build up in the heater air box, trapping water and allowing a hole to rust through into the interior. Check that the air box drain hole

located behind the rubber flap is kept clear.

Fig. 10.

One problem with the air box drain hole is that in heavy rain it allows a lot of water to lay on the flat engine bulkhead. Any bolt holes, such as those securing the coil and heater valve bracket, or holes such as that for the accelerator cable, can then become a source of leaks. The best way of detecting such leaks is from within the car looking up at the underside of the bulkhead for any

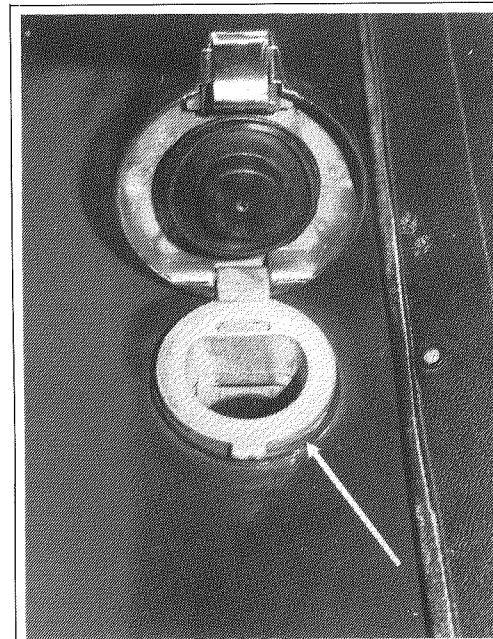


Fig. 8. Check the condition of the petrol filler seal.

tell tail rust or water marks. At the same time it is worth checking that there are no leaks from the car heater matrix.

A most unusual leak that I have come across, was around the lip of the battery box as shown in Fig. 11. Aided by capillary action water was seeping under the lip (due to poor spot welding), and down into the footwell. It can be easily remedied with either a thin smear of sealant or a build of paint. However I am still not sure how water was getting there in the first place, possibly it was thrown up by the front wheel.

Whilst at the battery box it is worth checking that the drain hole in the corner is not blocked or rusty. A coat hanger usually does the job. Check also that the rubber pipe is still connected to the drain hole otherwise it will drain straight into the foot well!

FOOTWELLS

If water still enters the foot wells then it is as well to minimise the damage as much as possible. Consider removing the rubber grommet from the footwell drain hole. If you are not happy about removing it completely, then just cut the top third of the grommet away such that water can still drain away. It is also worthwhile giving the footwell a coating of Waxoyl. A ribbed rubber mat cut to shape and placed in the footwell underneath the carpet may be useful in lifting the carpet out of any water that may still collect in the footwell.

If you have found any other sources of leaks or cures, then write in and let us know.

Check the condition of the door window winder slides (there is some adjustment) since if they are worn or loose they will allow the door glass to rattle and pull away from the side of the hood.

Harry Giles of Wymond, Norfolk has written in with details of a mod he has undertaken to his hood in which he has stuck strips of 1 1/4" square foam rubber to the

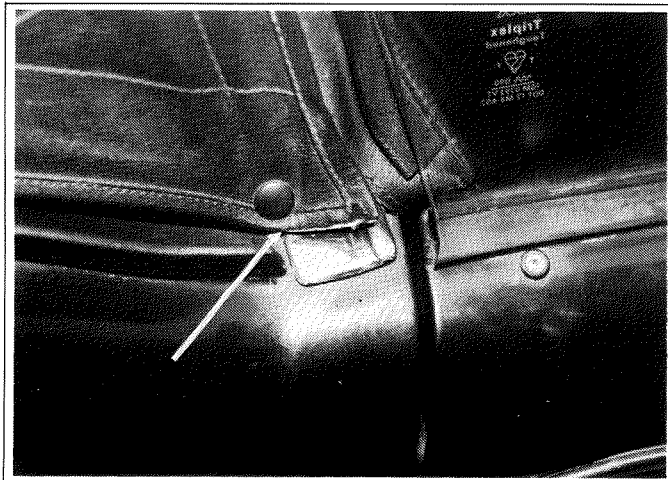


Fig. 9. Check the underside of the B-Post finisher is well sealed.

side of the hood frame to ensure better contact of the hood with the top of the door glass. Fig. 3. Harry has also sewn an additional strip of material down the side of the hood to overhang the door glass more. I have to say that as regards door window sealing I cheat a little.

Once in the car I wind down the window about half an inch and then wind it up again but on the inside of the hood as shown in Fig. 4. Doing this also has the advantage of preventing the windows from 'blowing out' when travelling at speed and allowing

rain and draughts in. On leaving the car there is sufficient give in the side of the hood to feed it over the side of the door glass as the door is closed. It only takes a minute. (N.B. on some replacement hoods, the flap on the side of the hood is deeper than the original making this dodge very difficult).

I have been doing this for about 10 years now with no damage to the hood and it is far more weatherproof.

One of the worst areas of the hood is its interface with the back of the door glass. When travelling at speed it is not usually that bad but when stationary in anything more than light rain it can be a major source of leaks, hence those rusty seat belt anchors. To minimise the problem it is important that the tag at the base of the hood is kept to the outside of the door surround seal as shown in Fig. 5., to guide water down onto the tread plate and out of the car.

This tag when trapped by the closed door, also serves the function (albeit not very well), of preventing the side of the hood from being pulled away to gain entry to the interior.

Unfortunately some replacement hoods do not include this tag or make it too short to perform either of these functions satisfactorily. If this is the case it is not that difficult to extend the length of the tag with extra material.

SEALS

Ensure that you have the secondary rubber seal

SEALS

Ensure that you have the secondary rubber seal fitted down the inside of the windscreen pillar to ensure a good seal with the leading edge of the door glass. Again check that the door glass runners are adjusted correctly such that the angle of the leading edge of the door glass is parallel to the angle of the windscreen pillar. Whilst in this area, check that the hole in the A-Post for the door check link is fitted with a seal. Fig. 6.

The other important seal to check is that fitted to the hood frame header rail which seals with the top of the windscreen. With age, it loses its spring and splits and perishes. Although not a problem when stationary, when travelling at speed, water is blown up the windscreen and forced past the seal between the hood and the top of the windscreen. A rather annoying leak, as the water drips straight down onto your knees!

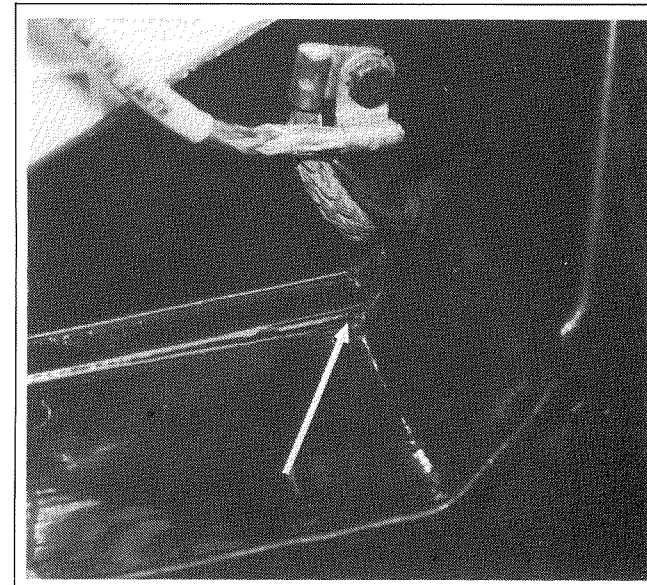


Fig. 11. An unusual leak around the battery box.

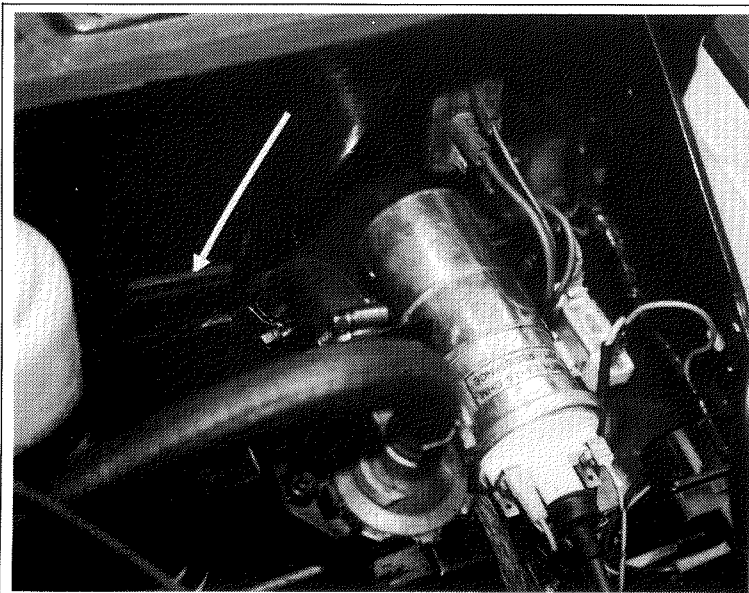


Fig. 10. Keep the drain hole under the rubber flap clear.



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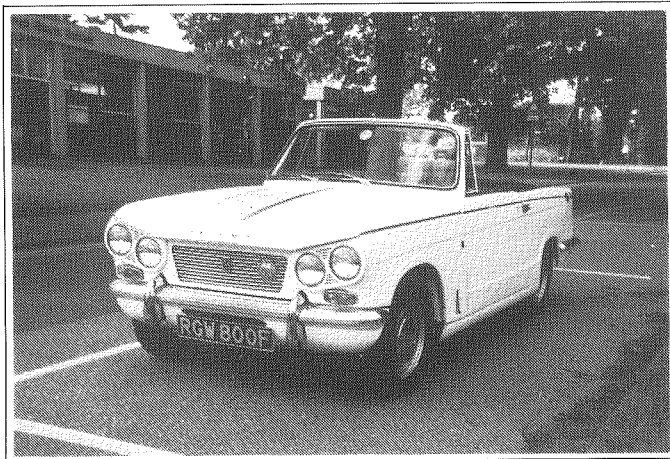
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THE REGISTER

MAC REYNOLDS



!! . . . No I haven't fitted my window to glass seals yet . . . but I do have the clips now . . . How the months pass . . . so onto March's featured Vitesse . . . the first hails from Kent and belongs to a gentleman by the name of Michael, he has owned RGW 800F since May 93, a Mkl 2 Litre convertible finished in white, having been restored from the ground-up to original specification in 1991/1992 . . .

. . . . He comments that RGW is his first classic venture . . . The choice of a Vitesse was a natural one as I owned a white 1200 convertible, a 12/50 saloon and a 13/60 estate throughout the 60's and 70's as everyday cars' . . . Michael intends to use RGW as much as possible avoiding the salty winter roads and

ordered these from the Club . . . so by now the wire part of the wheels should be in place, KAM also has overdrive and servo assisted brakes, John says . . . 'It looks great' . . . it certainly does . . . but a 4" x 6" picture can never do a Vitesse justice . . . you can't beat seeing one . . . 'in the flesh' . . . wonderful machines . . . You will remember that in the January Courier I mentioned/asked if anyone knew anything re. the possible different speedo fitments to standard/overdrive transmissions . . . I had only one reply from a Mr Weller (London) who must have spent ages searching (thanks for all your time!) . . . he sent in the following information for servicing/fault finding . . . flexible drives and speedos . . . as several of my own Heralds/Vitesse over the years have suffered from inaccurate, noisy? or wavering speedos . . . I found it very interesting and useful . . . so I thought it may be of benefit to all to reproduce it. Part one this month is on flexible drives.

SERVICING INFORMATION ON FLEXIBLE DRIVES

The condition of the flexible drive to a great extent controls the performance of the speedometer or revolution indicator, and poor installation or subsequent damage to the flexible drive will be shown up as an apparent instrument fault. It is, therefore, important that the flexible drive be correctly fitted and properly maintained.

The following illustrations give general information for fitting and maintaining your flexible drive.

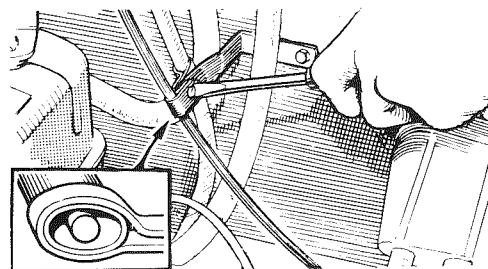


bad conditions . . . the photograph was taken after cleaning and polishing her for two weeks solid . . . WOW! . . . she does look to be excellent . . . keep it up!

Another Mkl 2 Litre convertible KAM 548F, first registered 23rd October 1967, this time finished in black, belonging to John Atchison (Herts). It also has a black interior and carpet . . . the wheels are TSSC (WH003 Classic Wires), the centre fixing bosses were missing when John purchased her . . . he has since

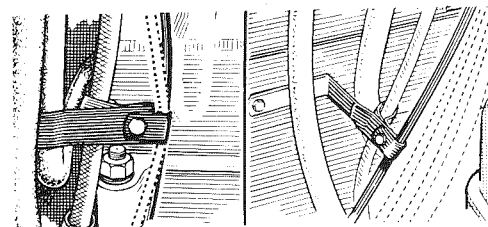
1 Smooth Run

Run of flexible drive must be smooth. Minimum bend radius 6". No bend within 2" of connections.



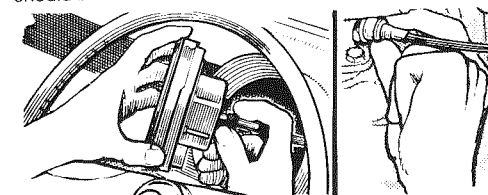
2 Securing

Avoid crushing flexible drive by over-tightening clip. Flex can be crushed between moving components.



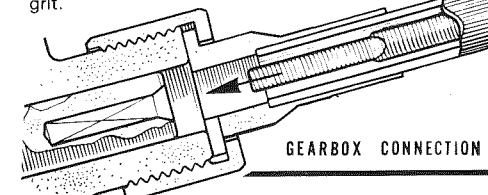
3 Securing

Avoid sharp bends at clips. If necessary alter position of clips. Excessive free movement of the flexible drive should be avoided. Fit extra clip if necessary.



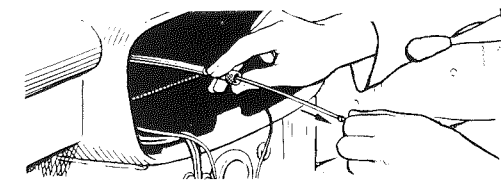
4 Connection

Ensure that threaded end connections are secure with no looseness of the outer casing end collars. Connecting nuts should be tightened by hand. Spanner or pliers should not be used. It is important that the drive to which the flexible drive connects is free from dirt and grit.



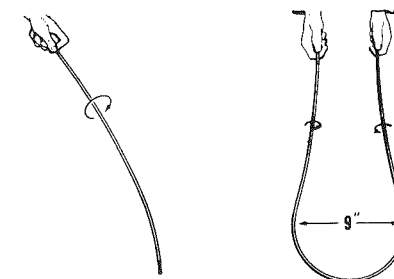
5 Connection of Inner Flex

Where possible, slightly withdraw inner flex and connect outer casing first to point of drive. Then slide inner flex into engagement from the other end. It may be necessary to rotate flex.



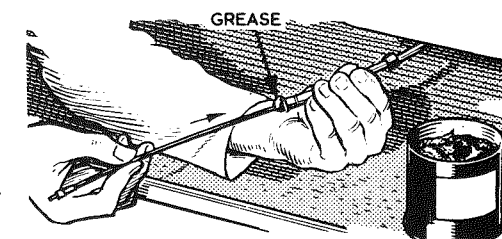
6 Removal of Inner Flex

Most inner flexes can be removed by disconnecting instrument end and pulling out flex. Some must be removed from point of drive end after first taking off C washer at instrument end. Broken inner flex will have to be withdrawn from both ends.



7 Check for Inner Flex

Lay out flex straight on flat clean table and roll. Any 'kinks' or obvious signs of damage will be seen. Then take an end in each hand allowing flex to hang in a loop of approximately 9" diameter. Rotate it slowly with the fingers. A satisfactory flex will turn smoothly without 'snatch'.



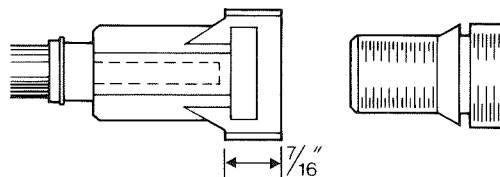
8 Lubrication of Replacement Inners

Apply grease sparingly to replacement flex. Feed flex back into its casing. Then withdraw approximately 8" and wipe off surplus grease. Use SHELL SB2628 GREASE. Do NOT use oil.

It has been found that the replacement of an inner flex does not always solve the problem of erratic speedometer or rev. counter performance, and in many instances it will be necessary to fit a new complete flexible drive. When the time for renewal of flex drive comes the following points should be considered.

On a car covering 12,000 miles a year the number of turns of the inner flex is approximately 12,000,000 and even with proper maintenance a certain amount of wear is inevitable. If the inner flex needs replacing it is correct to assume that the outer flex will also need replacing as a corresponding amount of internal wear will have taken place, especially on the curve of an outer flex with an awkward run. Concentric rotation of the inner flex is essential for accurate readings and long service; and the insertion of a new inner in an internally worn outer flex does not lend itself to this. The only answer is to fit a complete new flexible drive.

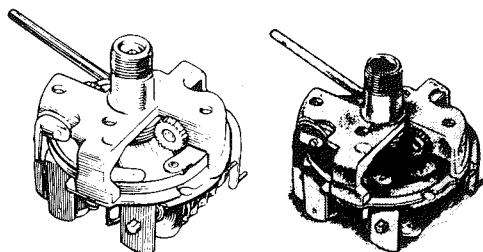
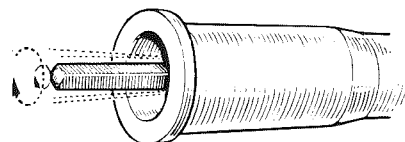
D EURO SNAPFIT CONNECTION



10 Inner Projection

Check that the inner cable projection is correct as detailed previously.

If the inner flex does not seat properly, check at the gearbox end to ensure that no obstruction to its proper engagement is evident.

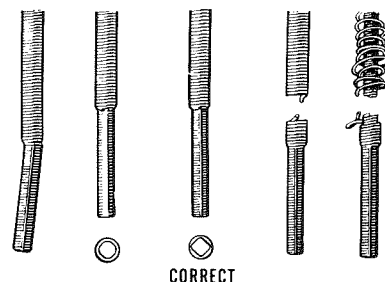


9 Excessive Lubrication

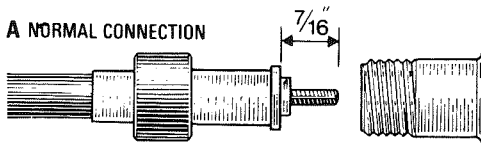
Avoid excessive lubrication. If oil appears in flexible drive, suspect faulty oil-seal at point of drive. If this condition exists, it is necessary to replace oil seal at point of drive before fitting a new flexible drive. Illustration shows oiled-up speedometer movement.

11 Concentric Rotation

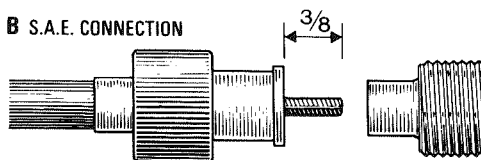
Check that inner flex rotates concentrically when fitted in outer casing, and not eccentrically, as shown by the dotted lines.



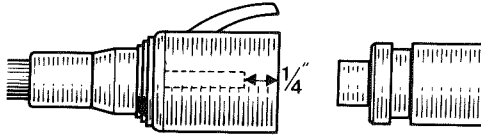
A NORMAL CONNECTION



B S.A.E. CONNECTION

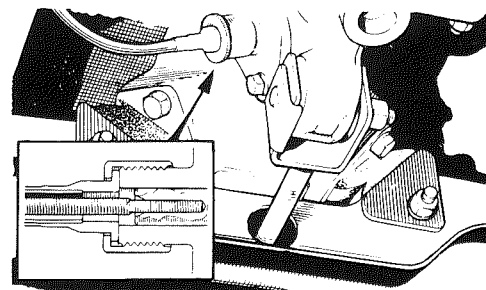


C TRIGGER RELEASE CONNECTION



12 Damaged Inner Flex

Examine inner flex ends for wear or other damage. Before fitting new inner flex ensure instrument main spindle is free.



13 Damaged Drive End Connections

Examine point of drive for dirt or possible damage. Check driving key to ensure tightness between it and its gear in gearbox.



14 Flexible Drive Storage

Flexible drives should remain boxed as supplied by Smiths Industries until required for use.

There . . . you should be able (I hope) to cure some annoying faults with all that information . . . amongst all the other papers Mr Weller sent in was some references to speedometer fitments . . . they appear to be the same for both standard and overdrive transmissions, but a difference is mentioned when fitting either G8 or G800 tyres (cross ply or radial) . . . unusual? I'm still not sure or convinced yet . . . so more research required . . . no one else know anything?? Another question aimed at the convertible owners amongst you . . . re. the rear finishers around the back seat . . . finished in white vinyl . . . anyone had these recovered? One suggestion from Stan at S.W. Classics is to spray them with a coat of Stonechip prior to finishing off in white to obtain that textured look (he has used this method successfully) . . . Finally this month to end on a happy note . . . NCO has once again passed her MoT . . . no problems . . . this may be the last time that Paul . . . with his pipe and plastic hammer get's to read this as Mavis is thinking about selling her Spitfire (no more Couriers) . . . thanks Paul! . . . don't do it Mavis!! . . .

P. S. Thanks to Stan at S. W. Classics for his continuing FOC's . . . and to Alan King (Carlisle area) and Mick Dolphin re. the mudflaps . . . another search fulfilled . . .

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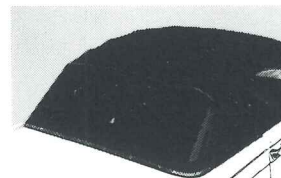
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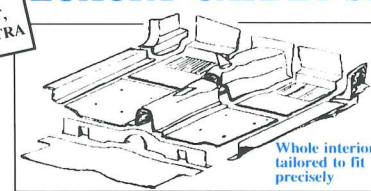
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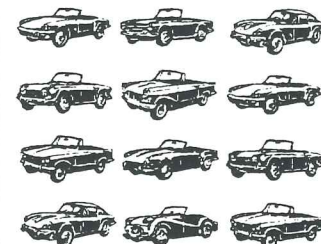
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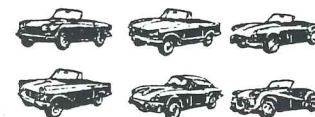
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JUBILATION in the household as the 13/60 once again passes its MoT. While it was in the garage I thought I would have it properly tuned as well.

The emission figures for the Herald were not on the chart so the mechanic adjusted it for the best figure he could get which turned out to be 3.46% CO and 144 parts per million unburned hydrocarbons. Both figures he assured me are good for a car of that vintage. The CO figures quoted for the 1500 Spitfire and the 1300/1500 Dolomite are, in fact, 3.5% plus or minus 0.5% or so which bears this out. Therefore, in the absence of any better information, I would suggest that these are the figures to be aimed at.

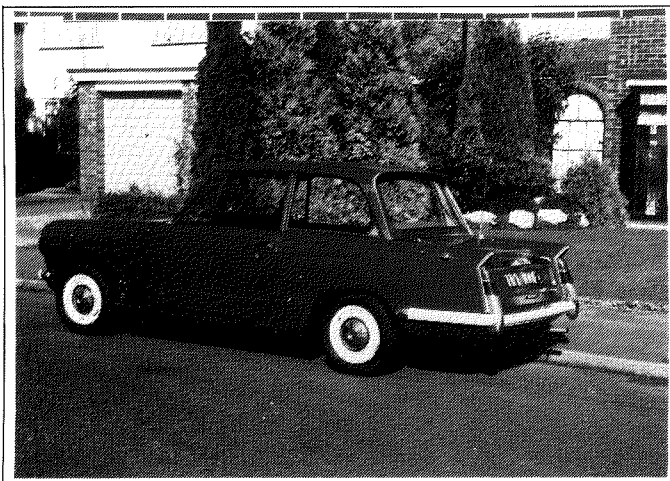
Since my engine runs on unleaded petrol courtesy of a John Kipping head, I had the timing set at 6 degrees BTDC static (the standard setting is 9) which I have found by experiment to be the best.

January has been a very busy month for me and I apologise for delays in responding to members' enquiries. Before going on to show some more of your cars I would like to make an observation. Most 13/60's that appear here tend to



be convertibles, with saloons coming in second and estates running a poor third. Is this because there are more convertibles in the club? The Register, which probably only contains about 10 to 15% of 13/60's owned by members, shows the following (approximate number built in brackets): saloons 147 (40,000), convertibles 227 (12,000), estates 56 (15,500). It would be very gratifying if more saloons and estates appeared on these pages AND in the Register. If you have never completed an International Vehicle Register (IVR) form please get one from the Club office, fill in the details and return it. It will take very little of your time and would help the club and me considerably. Annual plea now over till 1995.

In order to redress the balance here are some saloons to ogle at. The first one, captured by my roving lens at Stafford last year, is FYH 861J belonging to Mr Siddorn or Rednal and resplendent in its laurel green. Although it didn't win anything it certainly must have been a serious contender.



Herald



13/60 Register

Phil Willson

The second is a view of TRT 108F, a Valencia blue example belonging to Mr Young of Kings Lynn. Mr Young bought this car in November 1984 and dry stored it until quite recently.

The photograph shows that it has stood up well to the lack of use and, hopefully, we shall see it at a few rallies in the future.

Last, but not least, is the beautiful white example of Martyn Chapman from Nottingham pictured on the Notts Area 'Robin Hood Run' in 1993.

Martyn has raised a very important point in his letter about the electrical system. In particular it concerns the almost complete lack of fuses. To my mind, this is the most serious defect in the Herald design overall. So far this has caused me no problem but Martyn was forced to make an emergency evacuation from his car on one occasion when smoke billowed from behind the dash and the engine cut out. He followed the correct procedure by switching off the ignition before he went. After a few minutes he returned to the car to find that all was well apart from non-functioning indicators. The cause had been a malfunction within the flasher unit which had caused a dead short and the white feed wire from the ignition switch to burn. The same wire feeds the ignition coil which is why the engine cut out — the faulty unit pulling so much current that the voltage at the ignition circuit fell too far for it to operate. Luckily, though, the wire did not fail completely so the engine was able to be restarted. Martyn recommends the fitting of an in-line fuse in the wire to prevent

such a thing re-occurring. As to the question of fuse rating, the flashers take about 4 amps when on and the ignition circuit a similar amount so a fuse rating around 15 amps should be ok. I know that some members have fitted proper multiple fuse blocks to their cars and this is to be applauded. I will try to work out how such a task

I have just acquired a large number of magazines dating back to the late 60's and early 70's which cover the era of the genuine 'boy racer' with flared trousers and long hair (I think I was probably almost one of them, I bet our Editor was!). There are several articles about mods of various sorts for TSSC cars including a Jag engined Vitesse



should be undertaken for a future issue but in the meantime perhaps one or two of you who have already undertaken this task could write to me with a few ideas.

Above all though, do not undertake any electrical work on your car unless you really know what you are doing. Find a more experienced person if necessary because badly made wiring connections can at best be unreliable and at worst catastrophic! . . . You have been warned!

(actually a Vitesse body mounted on a cut down XK150 chassis).

The magazines are not complete sets but there are 69 editions of 'Car and Car Conversions' dated from March 1968 to September 1974 and 108 editions of 'Hot Car' from April 1968 (the first edition) to December 1978.

I am selling these to raise much needed cash for running the 2 London buses with which I'm involved (see Courier January 1993).

I am looking for a minimum of £25 and, I'm afraid they have to be collected.

Finally, just to prove that it's a funny old world, the only reply I received concerning the idea of German 13/60 owners contacting each other has come from an Englishman in Taiwan! ○



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Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.16
Chrome door aperture seal cappings	£9.99
Door aperture seal, saloon	£14.04
Front valance seal	£1.18
Door check link seal	£2.29
Gear lever gaitor	£7.64
Handbrake gaitor	£9.34
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal — as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal — original	£23.50
Rear quarter window seal, saloon	£17.63
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.11
7" Headlamp seal	£3.53
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£3.53

SEALS — SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£19.92
Hood header rail/hard top seal, front	£6.46
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Handbrake gaitor, SPITFIRE I, II, III, IV	£9.34
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£3.53
7" Headlamp seal	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING.



CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HERALD, VITESSE, SPITFIRE I, II, III, GT6 I, II	£5.88
Tailgate rubber insert GT6 III/III	£5.88
Cover clip for inserts	£1.18
Door handle 1/4 HERALD, VITESSE	£14.10
Barrel and keys, right hand, HERALD, VITESSE	£6.46
Outer door handle ass. SPITFIRE I/III/III, GT6 I/II	£14.04
Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE I/III/III, GT6 I/II	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.29
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE I/III/III	£19.98
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE I/III/III	£12.34
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle, and lock assembly GT6 I/II	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£22.33
Lock barrel and keys for GT6 petrol cap	£8.17
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£7.64
Chrome wiper arm assembly all models	£7.05
Stainless wiper blade all models	£6.40
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£16.74
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models	£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I/III/III, HERALD, VITESSE, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY	£8.52
Matched lock set GT6 I/II, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPITFIRE I, door boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE I/III/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HER/VIT, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy, HERALD, VITESSE	£7.64
Rear overrider HERALD, VITESSE, fully pressed (each)	£32.00
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6	£3.53
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.64
Rear number plate light aluminium cowl, orig. HER 13/60	£5.58
Windscreen frame ally capping	£34.08
Front bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£164.50
Rear bumper, SPITFIRE IV/GT6-III (EXCHANGE)	£164.50

ALL CHROME, LOCKS, BRIGHTWORK AND BADGES
DECALS & COMMISSION PLATES STOCKED
PLEASE RING

PANELS — HERALD/VITESSE

Front valance quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing HERALD 13/60 ORIGINAL PRESSING	£57.58
Front wing VITESSE	£82.25
Front wing HERALD 1200	£88.13
Front wing arch repair	£12.87
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£37.60
Door under section repair panel, HERALD, VITESSE	£14.69
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.87
Rear quarter valance, steel (with or without bumper strip)	£16.45
Rear centre valance, VITESSE, original	£40.83
Rear centre valance, HERALD, original	£44.36

PANELS — SPITFIRE/GT6

Battery box	£12.93
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£76.38
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£19.98
Front wing, original, SPITFIRE I, II, III, GT6 I	£61.69
Front wing, original, GT6 II	£84.60
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)	£38.89
Front inner wheelarch, outer section, IV/1500, GT6 III	£25.50
Sill, all SPITFIRE, GT6, as original	£18.80
Door skin, SPITFIRE I, II, III, GT6 I, II	£18.21
Door skin, SPITFIRE IV/1500, GT6 III	£18.21
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Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£79.90
Rear wing, SPITFIRE IV/1500, GT6 III, original	£141.00
Rear inner wheelarch, outer section, IV/1500, GT6 III	£31.64
Rear valance, SPITFIRE I, II, III, GT6 I, original	£45.83
Rear valance, SPITFIRE I, II, III, GT6 I, II	£35.50
Rear valance, SPITFIRE IV/1500, GT6 III	£30.55
Boot floor, all models	£54.05

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£13.98
Front lower w/bone assy. inc. bushes, all models	£44.65
Adjustment shims for above	£1.18
Front wishbone bushes	£1.00
Steering rack exchange	£34.08
Driveshaft all models non rotoflex	£58.75
Rear hub and stud assy. Non Rotoflex, ORIGINAL	£79.90
UJ flange to diff, small or large	£15.28
NEW propshafts from	£88.13
Front vertical link VITESSE, GT6, original	£44.65
Front vertical link HERALD, SPITFIRE, original	£44.65
Front wheel bearing kit (Inc. hub felt)	£11.75
Top ball joint all models	£11.16
Track rod end all models	£7.05
Universal joint with grease nipple, all models	£5.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, state model	£14.10
Front coil spring HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes), all models	£22.33
Rear shock absorbers (inc. bushes), all models	£19.95
Rear full wheel bearing kit rotoflex models	£16.45
Rear full wheel bearing kit non rotoflex models	£14.69
Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE I/III/III NEW	£56.99
Rear leaf spring GT6 I/III/III, rotoflex NEW	£58.16
Rear leaf spring HERALD, NEW	£68.15
Rear leaf spring VITESSE 1600/1 NEW	£68.15
Rear leaf spring VITESSE II NEW	£70.50

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£25.85
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£23.38
Carb repair kit (Stromberg) inc. needle valve	£12.93
Carb repair kit (S.U.'s) inc. jet	£15.28

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CARBS AND SPARES AVAILABLE. PLEASE RING

BRAKES ETC.

Brake disc 4 cyl models	£14.39
Brake discs 6 cyl models	£16.39
Brake drum, late GT6 MkIII (ORIGINAL)	£19.98
Wheel cylinders — state model	£8.23
Brake hoses front/rear — state model	£8.23

MOUNTS & BUSHES

Engine mounts 4 cylinder	£4.70
Engine mounts 6 cylinder	£6.46
Overdrive gear box mounting	£16.39
Standard gear box mounting	£1.88
Steering column bushes (excluding late 1500)	£4.35
Bump stop rotoflex suspension	£4.99
Rear inner wishbone bush rotoflex models	£6.46
Rear spring eye bush, all models	£5.88

BUMPERS ETC.

Rubber bumper set HERALD	£88.13
Bumper end cap aluminium HERALD	£8.52

MARCH SPECIAL!!

Herald 948 ORIGINAL £4.70

Vitesse 1600 ORIGINAL £7.05

Herald 13/60, Spit I, II, III,

ORIGINAL £4.70

Spit IV, 1500,

ORIGINAL £4.70

Vitesse II/GT6 I/III ORIGINAL £8.65

GT6 III recessed, ORIGINAL £7.65



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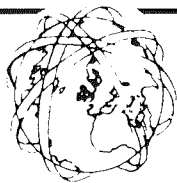
Hoods HERALD, VITESSE — original quality	£88.13
Hoods, SPITFIRE zip rear window — original quality	£88.13
Hoods, HERALD/VITESSE — double duck/canvas	£164.50
Hoods, SPITFIRE — double duck/canvas	£152.75
Headlining, HERALD/VITESSE, saloon, Coupé	£44.65
Pair of front seat recovering kits HERALD/VITESSE	£117.50
Rear seat covering kit HERALD/VITESSE	£111.63
Pair of door trim panels, HERALD	£42.30
Pair of door trim panels, VITESSE	£47.00
Pair of rear quarter trim panels, convertible HERALD	£51.70
Front scuttle side panel, HERALD	£9.40
As above, left hand for VITESSE, with pocket	£17.04
Under dash mill board panel HERALD/VITESSE	£15.28
Seat base diaphragm HERALD/VITESSE	£14.69
Carpet set, SPITFIRE, tufted and bound	£70.50
Moulded carpet set, SPITFIRE	£146.88
Moulded carpet set, GT6 (state model)	£196.23
Moulded carpet set, HERALD/VITESSE	£108.10
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£21.15
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 — state model	£23.50
Glove box SPITFIRE, GT6 each	£15.28
Pair of sun visors SPITFIRE IV/1500, GT6 III	£29.38
Engine bay valance GT6	£19.68
Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

LIGHTS AND MISCELLANEOUS

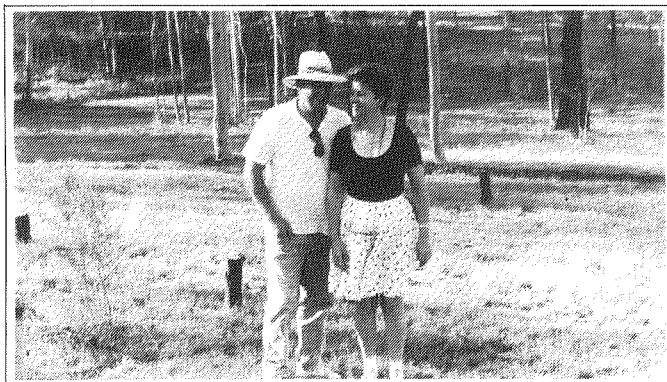
Indicator light unit, Spit III, IV/1500, GT6 I/III	£17.04
Halogen headlight conversion set HERALD, SPITFIRE & GT6	£34.08
Halogen headlight kit, Vitesse	£47.00
Wood rim steering wheel all models	£49.35
Leather rim steering wheel all models	£32.90
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Badge bar inc. fixings, all models	£29.95

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AROUND THE TSSC WORLD IN 40 DAYS - IX



Léon F Guyot



ATER, that day (20 Dec. '92), we all went for a drive up highway 54 out of Lyn and Rick's land at Hutton Vale, halfway between Ipswich and Toowoomba, where they were soon to begin building their new home together, here are Lyn and Rick standing in front of where here kitchen sink is due to be sited!

We then repaired to her future neighbour's place for evening Steak Barbie, they turned out to be Kiwi's with an evil sense of humour, especially the lady of the house and a 'Ripper' of an evening was had by one and all. I was intrigued by the 'dam' where they kept their non-drinking water supply, it was in fact, a circular pit, some 30 feet or so deep

with water at the bottom, but with no mains supply out here, apparently the most effective way of storing water!

Even Santa called, a big fellow, but feeling rather weak as he was still recovering from having recently been bitten on a bare foot by a vicious Northern Funnel Web Spider who's bite can be fatal if not treated quite quickly! Once Santa had climbed down from his 'Ute', I received a really nice and unexpected Chrissy pressie, a book all about Christmas in Oz, the Oz way. We then proceeded to make serious inroads into the beer supply! That put a stop to any more photography by yours truly!

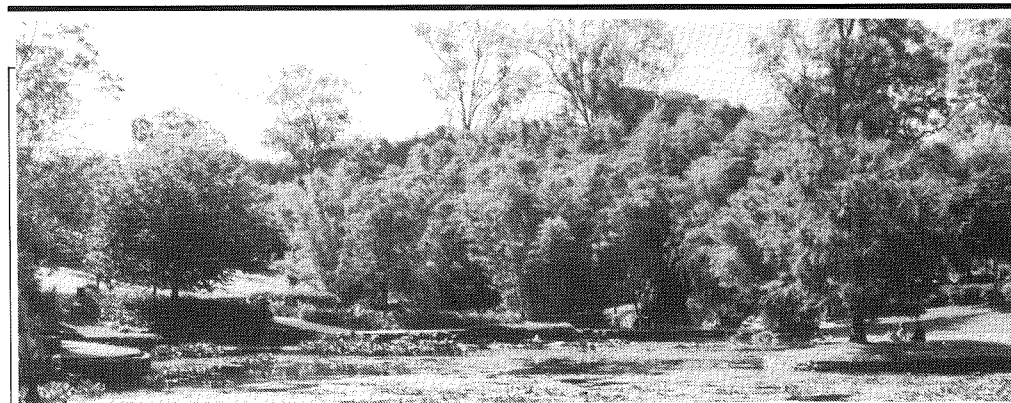
My diary seems to be blank until the next day, when we found ourselves in Brisbane's Mt. Coot-Tha Botanic Gardens, near Toowong, Qld, opened in 1976, these beautiful gardens are a living museum of ornamental and interesting plants with labels and interpretive signs, some 10,000 species have been established from local and overseas sources.

Here we had the chance to feed the wild lizards (little dragons), and birds, such as Rainbow Lorikeets and watch the Ibis and Scrub Turkeys. We were then lucky enough to be driven around the entire gardens on a personal guided tour by the head groundsman who as another ex-pat pommie from Yorkshire, that Lyn had been sweet-talking on the telephone! Good one Lyn!

On the way back to Lyn and Rick's place, I kept my eyes open for Triumphs and noted lots of Triumph 2000/2500 Saloons, a few Dolomites and just one very shiny red Triumph TR4.

This is certainly one Christmas that I won't forget in a hurry with some powerful memories including listening to the creaking and cracking of overheating weatherboards and expanding roofing irons, ice cold beer in sweating glasses, eating outdoors, decorated pine trees wilting in the afternoon heat, cooling southerly breezes rattling the Cotton palms and the pervading smell of the Eucalyptus almost everywhere.

Next day, Tuesday 22 Dec '92, we set off for the Gold Coast in Lyn's battered Datsun 180B, but the taxi



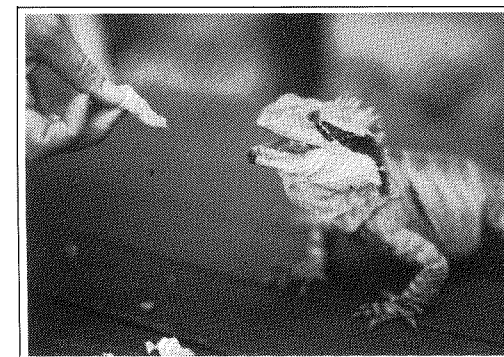
damaged bonnet would not stay down, and was in imminent danger of lifting, despite being tied down, so we returned to her house and then made a change of plan, heading instead for Booval railway station by 1.45pm, aiming to get me in to Roma Street Transit Centre by 2.30pm to connect with the pre-booked McCafferty's Express coach departing at 3pm for Sydney in New South Wales. The train soon arrived and I said my farewells to Lyn, and on boarding, I was pleasantly

surprised that the overhead cable powered aluminium bodied train was air conditioned, and that each station was announced by the driver as we approached it, ie, Booval, Bundamba, Ebbw Vale, Dinmore, Riverview, Redbank, Goodna, Gailes, Taringa, Toowong, Auchenflower, Milton and finally, Roma Street, I couldn't help but wonder how some of these places got their names? I noticed that the metal platform benches on each station were identical to those on our own British Rail stations, but cheerfully in different colours on different stations instead of being in one corporate colour!

Signs within the train indicated that the Salvation Army was big here in Brisbane, and whilst reading them, I couldn't fail to notice that one rather inebriated individual was rather unceremoniously 'removed' from the carriage at Indooroopilly by a couple of burly guards, for bothering an elderly woman passenger nearby, they certainly don't tolerate any nonsense these Ozzys! As the train pulled away, I saw him looking at the Indooroopilly sign in some

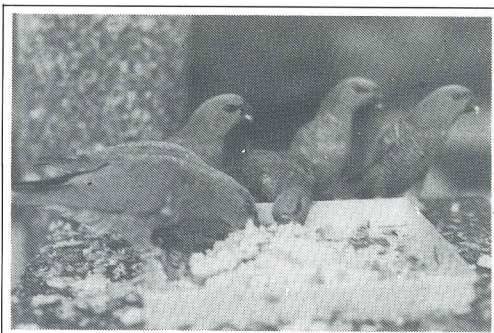
confusion, I'm not surprised! As the train drew in to Roma Street, I noticed the absolutely massive brewery with the yellow and red CASTLEMAIN FOUR XXXX all along the side, Strewth! I thought, I can see the brewery from here . . .

The Express Coach was obviously a last chance method of travel for many people anxious to get to Sydney before Chrissey, as it was double-booked and McCafferty's, a



50 year old service out of Toowoomba had to lay on an extra coach and two drivers on service 115 for the 1000 km haul.

We set off at 3.10pm, and after settling down as best I could beside the somewhat 'differently sized' (Fat) man in the next seat with a stinking cold! Luckily he had his nose firmly stuck in a golfing magazine for the entire trip



and all I got from him was a curt 'G day', never mind, such is life, and for just AUS \$60 (£27.30), who's complaining!

Passengers were warned several times that should anyone be caught smoking (I don't), on board, they would be 'dealt with' and I noticed the furtive young man getting out at the ten minute Gold Coast pick-up point (where I was supposed to alight), and smoke a ciggy just as fast as he was able!

We soon set off south again and passing Burleigh Heads, some 90 km south of Brissy, on the Gold Coast, I managed to grab this shot, of some rather incongruous christmas decorations with the breakers of the Pacific foaming in the background! We had our first, welcome, meal stop at 8 pm for one hour at the Viennaworld, Ballina, memorable for quite excellent Black Forest Gateaux and a gigantic illuminated prawn on the roof, Surreal!

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Back on the road, after trying to watch 'Father of the Bride' with Steve Martin and Goldie Hawn on the overhead T.V. monitor for a while, it went on the blink and was turned off. Unable to sleep, I stared out into the darkness but couldn't see anything much, although I certainly felt plenty as the Pacific Highway constantly undulated beneath the rolling wheels

of our vehicle, a very bumpy road this, leading to our next meal stop, a short half hours respite at 3.30am. I have no idea where it was, but I had a chat with some of the other passengers about the 'interesting' journey and they said this was one of the better roads!

I believe that it was shortly after leaving this stop, wherever it was, that our furtive chain-smoking passenger was finally thrown from the coach, into the darkness, followed about half a mile later by his bag! (glad I don't smoke!). The 'Express' coach finally drew in to Chatswood, near Dee Why at 8.25 am (NSW time) on 23rd Dec. '92, just 15 minutes late, not too bad after 17 hours on the road. TSSC member and NSW Area Organiser Carl Grady, very kindly went to the trouble of collecting me (scraping me up more like it!), and took me back to his comfortable



apartment and a very nice, very soft, very quiet bed where I slept for another two and a half hours...

When I awoke, I had a very welcome shower and read my book, Needful Things by Stephen King, spooky! but it did help me to

chill out. This Avo (afternoon, sorry), we went sailing with a very good, old friend of Carl's (sorry mate, your name's misfiled itself in my memory!).

This was the first time I've been out on such a small yacht, it bounced up and down from wave crest to wave crest and I loved it, mine was the important task of 'Just hold the (Coopers) beer mate!'. As we sailed away from Sydney, right out of the mouth of Port Jackson into the Tasman Sea, and back again, fabulous stuff which I'll never allow myself to forget, thanks guys, now I've seen the same view of Australia that Captain Cook and the very first Englishmen to come here, experienced when they discovered this fabulous natural harbour back in 1770!

Don't you just love it?

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Herald **£14.50 inc. VAT**
GT6, Vit. **£21.00 inc. VAT**

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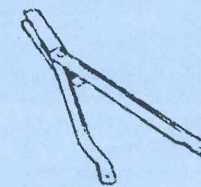
2 x shocker lower bushes, 2 x
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kits, 8 x wishbone bushes, 1 x
complete bolt kit. All models:
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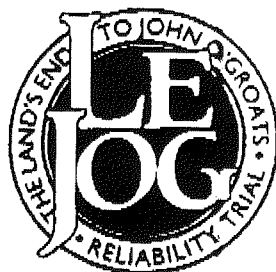


The start of it all, Lands End at dawn, waiting to start the first driving test. Photo: Courtwood Film Services.

THURSDAY, December 2nd saw the car packed up — tools and the bare minimum of spares in the boot, clothing, camera and emergency rations joining the maps and other rally essentials on the back seat.

Anything not done now will not get done! A leisurely run to Birmingham to pick up Roger, my brother-in-law and co-driver, was modified at the last minute to include a visit to Club HQ to buy a Lucas service kit — I was very aware that I had not had time to give the electrics a proper check over, and at least I could carry a box of bits in the boot. I was also able to have a quick look round the latest building developments which will certainly make a big difference to Club visitors in the future.

Then it was off to Birmingham, where I tried to persuade Roger to leave half his baggage behind — a 948 Herald is struggling at the best of times, and I was keen to keep the load down to the bare minimum. We broke our journey with relations in Bath, leaving us with a gentle run to Lands End on



The Event

the Friday. As we progressed through Devon and Cornwall, we encountered more competitors on their way — Bryan Halliday's Herald and an MG (on a trailer!) near Exeter, an MG Magnette, a Rochdale Olympic and a Ford Anglia in Cornwall, Tony Dron's Ford Zephyr near Penzance, where he

had been hit in the side by an ex-policeman in a Volvo.

Signing on was completed without a hitch, competition numbers and plates fitted to the car in a Force 9 gale, and then it was back up the road to Sennen for scrutineering. The compulsory noise test caused a minor panic, when the Herald's puny little exhaust note failed to register on the meter, and requests to increase the revs nearly resulted in a burst engine before we had even started! Then it was back to the hotel, where we were given the Road Book, containing all (!) the information needed to plot the route — two hours later we were reasonably happy that we had sorted things out, and were able to relax before the splendid pre-event dinner, where the TSSC Team took over one of the tables, although we did allow three mad Irish men to join us (well, I was driving an Irish car!). By the end of the meal I think were all thinking of an early bed, and could not face the last course of mince pies — so Roger and Julian persuaded the

waitress to fetch a large tupperware box, which somehow materialised in duplicate, and about twenty mince pies were liberated from the table. Paul and Julian were volunteered to take charge, since the Vitesse has more power than the two Herolds put together.

Up before dawn on Saturday morning, and fortified by breakfast

was a killer — forward down a steep left-hand hairpin, stop **AND REVERSE** at the steepest point, then forward again round the outside of the cone to the finish. The first problem appeared at the start, when I discovered that the handbrake had lost all its adjustment and would not hold on the hill — which meant I then had



The first regularity section was quite straight-forward, easy roads, simple navigation and time to enjoy the sights! Photo: Mary Harvey.

selected from the most comprehensive buffet I have ever seen — everything from a traditional fried breakfast, to danish pastries, sweet cakes and bananas — we ventured outside to pack the car and prepare for the start.

Fortunately the previous night's gales had subsided (slightly!), and after having our photograph taken under the famous signpost, we were all lined up to start at 8.21am, straight into the first driving test. This was quite long — over one third of a mile and included a 360° turn round a cone in the centre of a loose cinder

car park, which allowed the hooligan in us to come out very early on, but there were still 1,620 miles to go! A short run along the north Cornish coast took us to the start of the first regularity section — simple navigation and fairly easy running fooled us into a false sense of security — things would not be this easy for much longer! Test 2 was at Perranporth airfield, and consisted of a Le Mans start (fortunately with the wind behind us) and then a quarter-mile sprint to a flying finish. Simple enough, if a little slow in a 948cc Herald!

Test 3, at Lanner Mill near Truro,

a problem trying to hold the car and attempt the restart in reverse without rolling forward or stalling the engine. Once that was achieved, at least the Herald's lock allowed us to complete the test without any extra manoeuvring, unlike the Aston Martin just in front of us, which nearly ended up halfway up the bank. Test 4 was hooligan time again, with a one and a quarter mile blast round the Hendra Holiday Park — great fun even in the Herald, although an Austin Healey ended its rally against a concrete post.

We then had a thirty mile drive to

Jamaica Inn on Bodmin Moor, where I was able to adjust the brakes — only I couldn't! the thread in the offside adjuster had stripped, losing all braking effort on that side, and giving us almost no handbrake at all, and only another 1,540 miles to go!

Warrington Park was the site for the next test, where we had a quick (well, some people were) tour of the estate roads, discovering that the snow tyres did funny things on slippery cattle grids! From here we had a straightforward drive to the next Main Control, at South Molton, and even had time to do a bit

of shopping, acquiring some genuine Devon 'Cornish' pasties for our lunch. Little did we realise that would be all the food we would see until breakfast next day! Fortunately at South Molton a friendly TSSC face appeared, and on hearing of our brake problem, a plan was hatched — using the Club Breakdown Scheme, it was agreed that unsuspecting Club members further north would be contacted, and hopefully an adjuster might just appear en-route! However, we

couldn't wait, as it was now straight into the next regularity section — 35 miles across Exmoor. Here I was very

section, it was only a short run to Porlock Hill, which we descended, before turning into the toll road,



Paul Johns and Julian Clutterbuck in their Vitesse, crossing Pennycombe Water on Exmoor.

Photo: Mary Harvey.

pleased to discover that the 1200 gear ratios fitted WERE the right answer, at one point near Luccombe, we must have travelled a mile and a half, flat out in first gear. Not only would the old second gear have been too high, but we had the satisfaction of leaving a Mini Cooper behind, gaining eight seconds on him at the next control. Mind you, we had just made a wrong approach at the previous control which rather spoilt things!

From the end of the regularity

which had been closed for us to perform a series of tests. At the end of the first of these, we were required to stop on the finish line, so you can imagine the look on the marshal's face as we shot through at high speed, having suffered complete brake failure...

Was this a ploy to catch up lost time? Will our intrepid heroes overcome this latest problem? or is their rally run? See next month's Courier to find out the secret of the nine sixteenths bolt! ○

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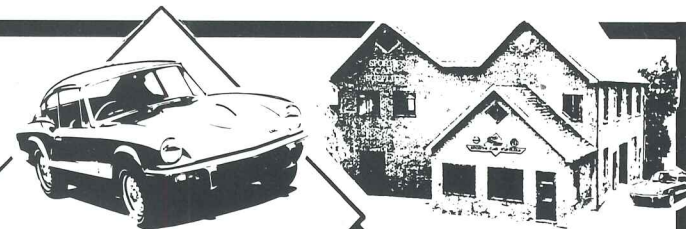
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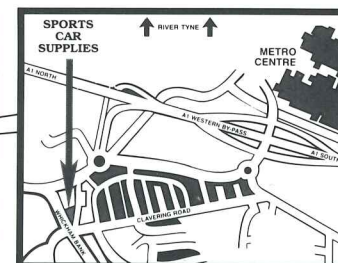
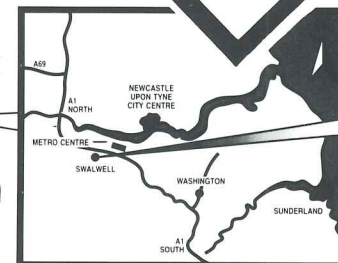
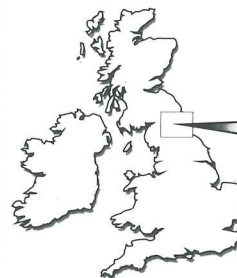
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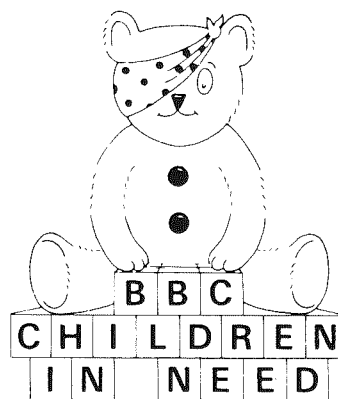
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(or what a bunch of us big kids did to help little kids).

Paul Robinson



IKE all good adventures, it started with maidens in distress calling for help. Specifically, it started when four female medical students (Jackie, Kelly, Marisa and Christine) were interviewed on Belfast Community Radio about a sponsored jail break for Children in Need.

The idea was to get from Belfast to Paris without spending any money but collect money and sponsorship for doing so. The radio broadcast was on the evening of Tuesday 9th November. The girls had to leave Belfast on Friday 12th. Their chosen route was to travel down through Ireland to the port of Rosslare (well over 200 miles from Belfast), from there they would get the ferry to Cherbourg and then by lorry to Paris.

However their plea on the radio that night was for some way of getting to Rosslare! A member of the TSSC, David Edwards, while no Knight in Shining Armour (more looney in unwashed Spitfire), heard the broadcast and thought — **WE COULD DO THAT.**

He promptly tracked me down at Norman Edmond's house in Bangor where Norman and I were discussing the 2.7 litre engine in his GT6. Would the TSSC come to the girls rescue? Well, there would not be much time to organise anything and there was a Club run on the Saturday but, what the hell, yes, we could get them to Rosslare.

Between Tuesday night and Friday morning there were a lot of phone calls made to members to arrange four Club cars for 12.30pm at Queens University Students Union for 12.00. David, Norman, Alan and Mark volunteered to take one girl in each car as far as Newry. After that they would travel down in two cars to Dublin. In Dublin the cars would meet up with members of the Enniscorthy Veteran & Classic Car Club.

With David still with them in his Spitfire and Jackie as passenger,

the other girls would transfer to EVCC members cars and hence to Rosslare for the 10.30pm ferry.

On Friday morning, our side of things was organised. We got a good plug on the radio for the event and at least one newspaper promised to cover the start. Then at 11.30am I got a phone call from David — the girls had only three tickets to fly home from Paris — did I know anyone who could help.

By 11.45am I had tracked down Michael Osbourne, club member and owner of the Pizza Production Company — yes, he would help, what did he have to do — meet me outside Queens Students Union in half an hour, with his cheque book!

At 12.00, David, Norman and Alan turned up at the Students Union in their Triumphs. Mark turned up in a Post Office van! As he is a postman I was not particularly surprised but I was expecting a Spitfire. However Mark said he was

on his way back to the depot and would return complete with Spitfire.

We met the four girls complete with their convicts clothes (this being a sponsored jail break) and in one case a hot water bottle. They had been warned that despite it being November, unless raining heavily, the cars would have the soft tops down!

At 12.15 Michael and the Pizza Production Company came to the rescue and sponsored the girls for the badly needed plane ticket (so there is a Knight in Shining Armour in this story after all!).

The photographer from the Newsletter turned up and took some shots, all using David's car. Apparently Java Green is particularly photogenic (I remember last year on a Club run to France being able to spot David's car in a car park full of cars when I was standing at the top of Mont Saint Michelle - it's that bright).

Then, to the cheers of students and other spectators, they were off! Stopping at all the major towns on their route, they got to Newry and then transferred into 2 cars. The handover at Dublin went without obvious problems and David, the

EVCC member and the girls set off for Rosslare.

On the way back to Belfast Alan picked up a flask to get some

reached Arklow, the girls realised the tickets were missing — instant panic! David suggested that they ring the police (Garda) and ask

them to keep an eye out for Alan and Norman in their distinctive Triumph. David knew they would be stopping in either Drogheda or Dundalk for smoked cod and chips. The police said they would look out for them.

As they stood outside cursing their stupidity and anything else they could think of, David heard a familiar sound — the sound of a Triumph with Triumphtune exhaust being driven at speed. Then, over the hill, virtually airborne came Alan and Norman complete with plane tickets. After that with the help of Pat and the boys from the EVCC, Jackie, Maris, Kelly and Christine made it to the ferry on time (they even got a mention on the local Wexford Radio as well as a financial contribution from the Enniscorthy Club).

Like all good stories, this one has a happy

ending. The girls reached Paris on time and got home safely and in the process raised just over £1000 for Children in Need. . . . Not bad, now what could we do for next years event?



Christine, Marisa, Jackie and Kelly with TSSC members at start of the Belfast to Paris jail break.

coffee and found . . . the return flight tickets. He and Norman turned the car round and headed after the others.

Eventually, by the time they

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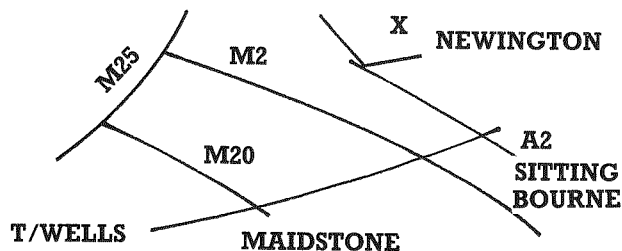
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HIS is the tale of a Spitfire called Alison and a GT6 known as Cuthbert, and how the purchase of the former led by a tortuous but inevitable route to the acquisition of the latter. The GT6 soliders on to this day, but the Spitfire has never really gone away as we shall see.

In 1985 an excess of money (Ah, happy days!) led me to consider buying a second car. Our main means of transport at that time was very old Austin Mini, known as Montmerency, which was getting a bit long in the tooth, and needed some assistance in the shape of an automotive companion.

For some reason the idea of buying a Spitfire formed itself in my mind. I can't really explain why. My first and only encounter with the breed had been years before when I had nicked (sorry - borrowed) a friend's MkIV and blasted it round some waste ground. My main memories of the incident were that she had not been amused, and that I did not think I could get used to that bent gear lever!

So, what to buy? Lack of children at the time allowed it to be a two-seater, and riding briefly in a friend's MGB a few summers previously had endeared me to convertibles. However, getting my hands on the wheel of another friend's MGB GT (also when he wasn't looking) suggested that their ride and

handling did not quite live up to their reputation and looks. Foreign cars were out - obviously - as were Midgets, since they are unutterably cramped and nasty.

Scouring the local paper led me to an advert for a Spitfire MkIII not a million miles away in Haddenham, and one phone call later my good lady and myself drove over for a quick inspection.

After an exhilarating test drive - topless in the dark and rain, I might add - I immediately left a deposit, if you'll pardon the expression! . . .

Alison provided sterling service for many years, including ferrying my wife to and from her place of work in Oxford every day. But her moment of glory was conveying us and our luggage from our home in Aylesbury to a lovely remote part of Scotland just north of Inverness in a single day. She took us over 500 miles each day without missing a beat, save for breaking her speedometer cable on the way up and thus forcing us to brush up on 16 x table in order to work out our speed from the rev-counter. A word of warning here. We drove back from Glen Affric in blazing

ALISON AND CUTHBERT

A tale of unfulfilled love

Peter R Barker

sunshine, with the roof down and without headgear. In those days I had more hair than I do now, but even so when we stopped for petrol the combination of sun and wind made the skin on my forehead feel as if it no longer fitted my head! How we didn't suffer from sun-stroke I'll never know.

Also on the return journey, we espied a fellow Spitfire broken (sorry - resting) at the side of the M6. We, of course, did the decent, albeit illegal thing and stopped to render assistance. The owner had had the car only a week and thought he had some sort of flooding problem in one of his carburettors. He had rung the AA well over an hour ago and was getting hot and bored waiting. It gave me great pleasure to effect a repair using part of his AA book's cover as a makeshift gasket on his front float chamber. I only hope it got him home and that his experience did not put him off Spitfires for life.

Alison's part in our story came to an end in 1988 when a front

trunnion failure sent her straight on at an inopportune moment in Chenies. She hit the kerb hard, buckling the chassis and the resultant damage, allied to some dreadful rust I found when subsequently dismantling her has kept her in my garage ever since.

This accident was particularly galling since I had just finished running in her newly rebuilt engine and gearbox, both of which had and still have covered only 1,500 miles. The installation of the engine two months before the crash is worth mentioning, if only because it highlights the dangers of using local cowboy services instead of Triumph specialists.



When noises from the engine had dictated a rebuild, I had foolishly gone for the cheapest local quote. They seemed nice people but when I had collected and installed the engine in the car, and plumbed it in, filling the cooling system resulted in water pouring out of the head joint like a cascade at Niagara! To give them their due, the perpetrators of this cock-up collected the car from my house and put right the problem. But there was worse to come!

When they returned Alison to me, sure enough, the engine was now water-tight. But would it start? Would it hell? Of course, at this point I suffered a serious attack of self-doubt. Had I fitted the distributor properly? We've all heard stories of people fitting them 180° out. Had I connected the carburettors correctly? YES! BLOODY WELL HAD!

What was wrong was that the timing chain had been fitted incorrectly! One tooth out on the camshaft to be precise! Pretty fundamental to rebuilding an engine you might think! I can supply the name of people who did this to any enquirers if requested, if only to ensure that no Club member ever uses them again!

Here endeth the story of Alison the red MkIII, except to say that there might conceivably be a connection between her traumatic suspension collapse in Chenies and an incident a year or so previously when my wife had hit a patch of standing water down a country lane in Oxfordshire and had ended up parking Alison violently in a ditch. She subsequently had to be towed out sporting a nice line in grassy frills around the beading on all four tyres.

So now we turn our attention to Cuthbert the GT6. After Alison's demise, I was left without a means of

transport with any class (no offence to Montmerency) and something had to be done.

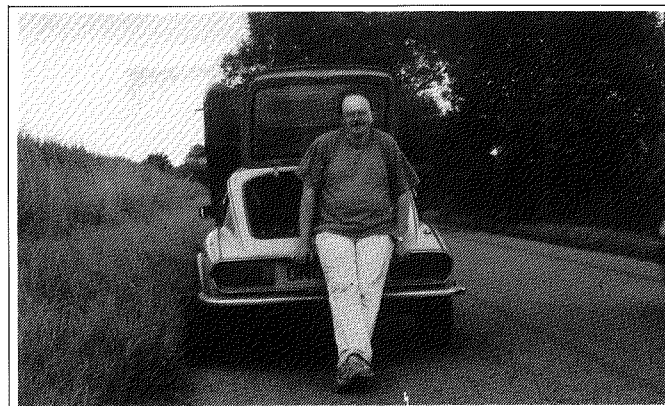
I had had the opportunity to test drive a couple of 2-litre Spitfires some time before, and while both had been rather badly bodged examples of the genre, the smoothness and above all NOISE of their engines had rather stuck in my mind. However, before fate led me to Cuthbert (and at this point I must don my sackcloth), I came perilously close to replacing Alison with an MGB! I sort of bought said MGB from a friend who runs a business restoring these antiques, and had used it for a weekend to drive around looking for GT6s. Stepping out of the MG and test-driving even an appalling GT6 MkII with no brakes or clutch only served to convince me that the 'B' had to go back! (It was on a sort of sale or return basis). For those of you who have not driven both, I can only compare it with getting off a carhorse and riding away on a thoroughbred.

Someone once described to me the MGB as a Morris Marina convertible and now I can only agree! Presumably that makes the MGB GT a Marina hatchback.

Anyway, that weekend I made the acquaintance of Cuthbert. He was all shiny and yellow and with his forked, stainless steel exhaust, he made that lovely NOISE! I test drove him around the streets of Chesham, leaving the MGB as security with his owner and proceeded to get lost in the town due to roadworks. When I finally returned his car over an hour later, the owner was convinced I had



nicked his pride and joy, and that the 'B' I had left with him was similarly dodgy! Incidentally, he confessed to me that he was replacing his GT6 with a Midget. What a sad man! Nevertheless, money changed hands and three days later I took possession of Cuthbert and thus began a long and sadly rather fraught association between us. Don't get me wrong: when Cuthbert is running well he is absolute bliss to be in - a real driver's car but he does not always run well. About a fortnight after I acquired him, I noticed that his overdrive was slipping when it got warm. The symptoms manifested themselves as a tendency to lose overdrive when accelerating, and for the engine revs to drop to tickover when descending a hill. Most disconcerting! I lived with this for a few weeks until, one day the gearbox broke and I put them in for repair together (as a job lot you might say). When I say the gearbox broke, what actually happened was that it spat out reverse rather violently one day in Devon and thereafter while first and reverse still worked, they both sounded all crunchy! With my unerring talent for finding cowboys, I gave the work to a brain-dead mechanic in Hitchin. It took three weeks longer than it should have, and although the gearbox was fine, the overdrive packed up within a month. It took two more visits to this clown before the problem was solved and the bill was about twice what it should have been! (I can supply this man's name as well if required).



After that I enjoyed some ten months of trouble-free driving, except for replacing the water pump, alternator, horns and carburettor diaphragms. Then in 1991, I took Cuthbert to an air show - the International Tattoo at Fairford, to be precise - and as it was a hot day and he had shown signs of overheating on the journey there, I decided to leave early before the traffic built up. I needn't have bothered! About a mile from the airfield, I ground to a sudden and ignominious halt. Inspection showed that the distributor had disintegrated quite terminally, and an expensive tow home followed. I later drove all the way to Coventry to get a new distributor; having checked with the supplier that they had the correct part in stock and also having threatened them with arson if they hadn't! Fortunately, they had, but they have moved premises since then!

But Cuthbert's piece de resistance was in June 1992 when a gentle and familiar rattle from the engine became rather more pronounced. I suspected that the rockers might be out of adjustment and, sure enough, they were. About 1/8" in some cases! Added to which the front half of the rocker shaft was turning brown with rust and did not appear to have received its fair share of oil for some time. More in hope than conviction, I tightened down the rockers and splashed the shaft with oil. A test run that evening revealed no problems, but in the morning on the way to work all hell broke loose! A noise akin to mating chainsaws reached my ears from under the bonnet, accompanied by a marked reluctance to do more than 15 mph. I limped

the car to a railway station and continued my journey courtesy of BR. A partial dismantling of the engine revealed some badly recessed valves in an unleaded head that had only covered about 20,000 miles. A more thorough examination disclosed a crankshaft that had so badly overheated at some time that it had blued. We found all sorts of shrapnel in the sump along with, believe it or not, a cigarette end! (all jokes about cars smoking to the Editor, please!). A reconditioned, unleaded engine was purchased and fitted - eventually. A minor hold-up was caused by the new engine missing its crankshaft bush for the gearbox input shaft to locate into. Since it is impossible to remove the old one, I should have thought a new one would have been fitted as a matter of course, but then I'm a naive old thing!

Cuthbert's been running with his new engine for about six months now. Apart from yet another new water pump, an oil leak, and the beginnings of a new tappet rattle just like the old one, all seems well. And as I said, he is great fun to drive. However, if I add to the above catalogue of disasters new wheel bearings all round, new front and rear trunnions, new UJs at the back (one of them twice!), a disintegrating ignition switch, a driver's door lock that sometimes won't let you in, a fuel sender that doesn't work, two new accelerator cables, a new overdrive solenoid and both sills so rotten that they had to be replaced, I can't help wondering if fun is quite enough. I just occasionally enjoy driving my wife's Suzuki jeep - especially as the roof comes off. And I cannot say that all Cuthbert's problems are behind him. His bonnet is rusting nicely and his headlights have recently taken to going out at inconvenient moments! Alison, the Spitfire still lies derelict in my garage awaiting funds for what has to be a total rebuild. With only a bonnet, engine and transmission that are useable, it is going to be a long job. But just think - if Cuthbert is still around when Alison is finally resurrected, I could end up with a breeding pair!

Watch this space.

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FOR our sixth entry to the Norwich Union / RAC Classic I had requested the Bath starting point, my son and family having moved there recently ensured accommodation for regular co-driver Rachel (daughter) and myself.

Eventually came the welcome news that we had been accepted for the Bath start. I immediately phoned Rachel, and in discussing the arrangement the date of the event was queried. 'Sunday the 30th of May' I replied. Realisation of the potentially disastrous situation dawning with remarkable rapidity as the grey cells struggled to come up with some excuse for failing to flag up at an earlier time the significance of that date.

... the 30th of May was our Ruby Wedding Anniversary! ...

Father and daughter now went into overdrive attempting to come up with some solution which might save the formers skin. Finally in a spirit of noble sacrifice, Rachel volunteered to forgo the co-driver seat in favour of her brother Paul, my wife agreed to travel 380 miles to Bath from our home in Scotland in the Spitfire, which left me somewhat in debt to the rest of the family.

Next action, quickline to Footman James to get Paul added to the Spitfire Insurance. By this time it had been decided that after the Classic we would spend some time in Bath and call on friends in Staffordshire on the way down, and my father in Derbyshire on the way home.

All this added up to something like 1200 miles and at short notice I decided that it would be a good move to join the RAC through the club. Thanks to Trudi for getting this arranged in time, it was to prove a very good move indeed!



One of those strange quirks of fate then intervened, about two weeks before the event Rachel suffered a broken arm in a riding accident so our revised arrangements seemed to have been pre-ordained. Looking

through the programme I was pleasantly surprised to see the large number of Club cars entered and spread fairly well over the 11 starting points. There were 5 Vitesse's, 6 Spitfires, 7 Heralds and no less than 14 GT6s.

Quite a change from our first Classic in 1987 when the only other club car was a Herald convertible ('Diary of a memorable Weekend' Courier, August 1987). On the Saturday afternoon prior to the Run, the Bath Motor Club had organised some fun driving tests in Victoria Park.

The Marshals kindly (?) shrank the Spitfire so it joined the Mini Coopers in the under 12ft class. Although

NORWICH UNION / RAC CLASSIC The Wedding Anniversary

Peter Sherrard

we did really well in some of the tests my idea of the distance from the rear overrider to a marker board was out by some 19 inches. Well, I was put off by the recently fitted rear luggage rack wasn't it?

Sunday morning dawned cold and damp with ominously dark clouds looming over Bath, both occupants of the Spitfire feeling down for power after a Ruby wedding dinner party, compounded in Paul's case by the onset of a heavy cold.

Having signed in and been scrutinised, we had chance to admire the assembled machinery. Next but one to our MkII was a very nice MkI in green (BRG??). I just had chance to say hail and farewell to owner and TSSC member Stephen Murten as he was called to the start. Glad to see you listed in the official finishers Stephen. We did not manage to meet the Pratts or the Haigs in their GT6s but they also made it safely to the finish. The most impressive piece of equipment on the Bath route had to be the 1931 8 litre Bentley with HRH Prince Michael of Kent at the helm.

Called to the start we enjoyed some friendly banter with the marshals relating to the Scottish flag flying from the redundant airfield aerial. OK so England won the Calcutta Cup, but who is the British Lions Captain? And so, at precisely 9.24am we were flagged off on the 129 mile route to Silverstone, in front of a Sunbeam Tiger and behind a Mini, a typical mix of machinery in this event.

The first checkpoint was Dyrham Park, a National Trust property where we obeyed the route book instruction to drive slowly up the former hill climb course through the park and were rewarded by a close up view of a herd of deer.

After a couple of miles on the relatively busy A46 we turned off onto country lanes by now in convoy with the Sunbeam Tiger, a Lotus 7 and an Austin Healey 3000.

Despite the weather, the Wiltshire scenery could be appreciated, since there was no requirement for 'press on' driving, the time allowance for the run being generous.

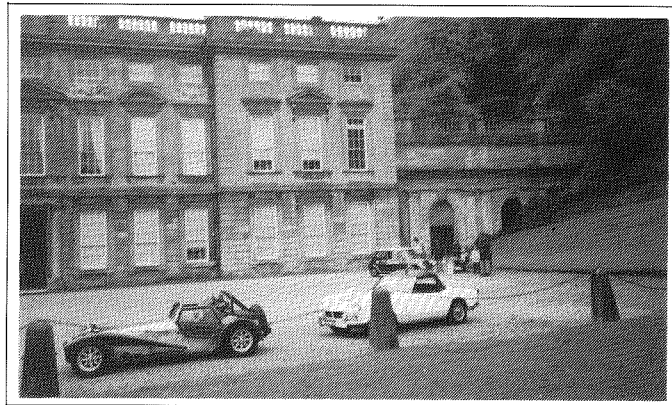
As we arrived at the Castle Combe checkpoint, the rain became a downpour which must have increased the pulse rate of Paul on his first experience of driving on a racing circuit. One lap of the circuit completed, we stopped at the Tavern Clubhouse for a short break.

The next leg of some 44 miles to Prescott was driven in company with a Daimler Dart and a Shelby Cobra.

From time to time the black bulk of a 1966 Tatra 603 appeared in the rear view mirror, being driven with some verve through the winding country roads. The route took us through some picturesque villages and in one of these we came across the 8 litre Bentley parked outside a pub which I believe was aptly named the Stirrup Cup. Shortly after this, the Cobra pulled off at a restaurant and our convoy became Sunbeam Alpine, Spitfire, Austin Healey 3000 and the ubiquitous Tatra.

Arriving at Prescott we were released on the climb as a three-

some, the track was quite dry and since the Sunbeam was driven with some elan, a good time was had by all. I used second and third gear all the way up except for a short burst of overdrive third on the finishing straight. We did have a moment on the Pardon Hairpin (well named) when the back end stepped out of line, but a really enjoyable experience. This may have influenced me to wrong slot on the exit from Prescott so that we arrived back at the entrance, however the marshalls were on the ball so we did not get a second bite at that particular cherry.



Dyrham Park House.

En route to the next checkpoint we were treated to another evocative spectacle. Arriving at a T junction and about to turn right we watched in awe as HRH in the 8 litre Bentley swept by from the left in a cloud of spray at a fair rate of knots overtaking an Austin Healey in the process.

The next checkpoint was at Broughton Castle, a most impressive pile with a long list of film and TV appearances to its credit. Here we visited the cafe for a warming drink to find a state of friendly chaos, the regular staff not being available, their temporary replacements having been press-ganged from other duties. As we departed a coachload of Japanese tourists were heading for the cafe — the mind boggles! . . . Finally, we arrived at Silverstone about one and a half hours ahead of schedule. Issued with our finishers medal and official photograph taken, we were let loose on the track, Paul at the wheel and me glued to the Camcorder. We did two laps on the full GP circuit taking it fairly circumspectly on the corners, as the track was flooded in places. I guess we reached about 85mph on Hangar Straight and it really brings home the extreme skill and raw courage in piloting a Formula 1 car at close to 200mph in similar circumstances. We parked reasonably close to the pits and near to a rare Tickford TA MG, which was the type my wife and I had set off on our honeymoon exactly 40 years before, quite an emotive way to finish the sixth Classic Run in the Spitfire. . . . On the run back to Bath the sun came out at Bicester so back to proper open top motoring.

The following day I took my son's nephew for a run in the Spitfire and about half a mile from home on the A35, the engine cut. The fault was rapidly traced to a total lack of sparks, all the usual checks having failed to reveal the fault, a call to the RAC who arrived within the promised time and eventually found a break in the wiring from the anti theft switch to the coil. The first year's membership probably more than covered compared to garage charges.

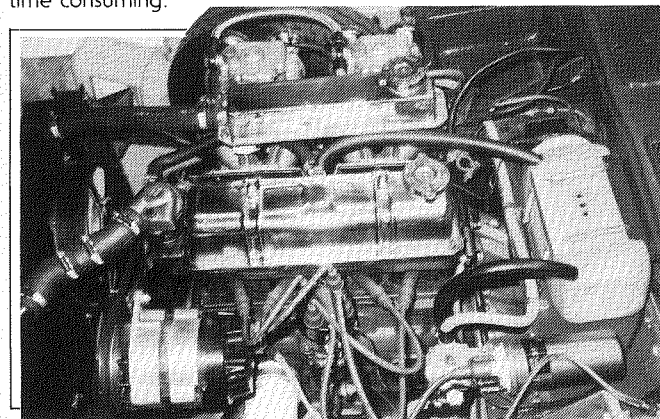
When we arrived home a week later, we had covered 1352 miles in GGD 5C, averaged better than 40mpg, used 250cc's of oil and no water. Not bad for a 28 year old car. ○



ELL, a good deal of correspondence since last month, thanks to you all, please keep it coming, even if I can't instantly respond to each one of you, I will, eventually!

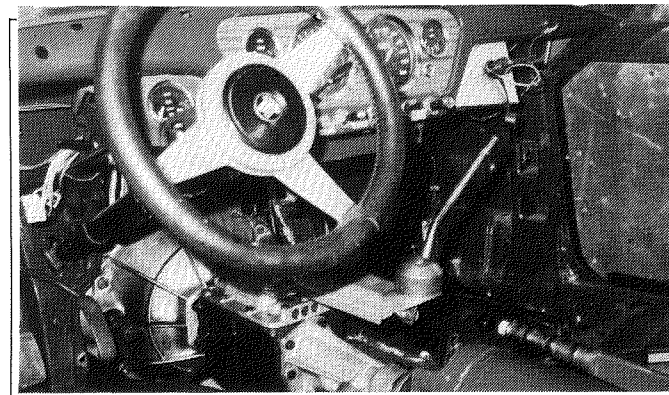
Exciting times abound - what with all the developments up at the TSSC HQ, taking shape day-by-day quite incredible, when you consider that the Club moved into its 'Mecca' just four short years ago!

On my Triumph car front, my Vitesse rebuild proceeds very slowly, just as it always has done, eight and a half years now, is this the slowest rebuild in TSSC history? The bulk of my 'spare time' has been spent on all those fiddly little jobs that build up on cars in regular use, and general small improvements to prepare it for the Practical Classics photo-shoot re-scheduled for this coming Sunday, 13th February, all so very time consuming.



Now to the international trail, Bordeaux in France is where member Ivan Souverain resides, he tells me of a friend of his who owns a Sports Car garage and workshop, he has built up an early race Spitfire in British Racing Green, registered rather appropriately as 1147 TR64, it is fitted with an 1147cc engine and is reported to have been timed on the Montlery circuit at 227 Kmh (142 Mph), some claim! but apparently most of the weight has been removed by fitting a GRP hard top, removing trim and spares seat. Minilite wheels and efficient brakes were added, but the main peculiarity of the car is provided by the cylinder head as shown in the following photo.

Sharp-eyed members will probably notice the two dual-choke Webers indicating an eight-port head, probably one of the 100 BL Special Tuning heads made by Triumph to homologate the Le Mans Spitfire? Ah, but that is where you are wrong, Mon Ami! (to paraphrase a certain Belgian detective), you will of course have noticed the strange angle at which the spark plugs enter the head, and as any well informed Triumph fanatic must know — that is not normal! for what we have here is no less than the real McCoy!



INTERNATIONAL LIAISON SECRETARY

An original Le Mans Spitfire cylinder head! Some guys have all the luck!

The second shot shows the use of a Vitesse type alloy bell housing with hole cut for Bendix drive on the left side, I'm not certain, but I suspect this to be a Vitesse close ratio gearbox modified to fit this rather special car. Tantalisingly, that is all the information that I have at present, but I'm sure we will hear more from Ivan on this special car etc.

To help locate this story in the Bordeaux region of France, here is a shot of two of Ivan's friends rather beautiful Spitfire MKIII's.

Some stuff from Steve J Perkin down in sunny Nairobi, Kenya. Firstly, a couple of photos of his

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* 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

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 cowl	806292
Her./Vit. sill, L/H, R/H	803070/1
Bulkhead side panel	803204
Vitesse light panel assy.	814029

* GT6 *

Bonnet, MkII	908116
Rear valance MkI	707006
Rear valance MkII	709807
Front wing MkII, L/H	908113
Door assy. MkII, 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

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

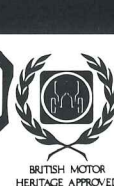
* SPITFIRE MKIV / 1500 *

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 cowl	911102
Front outer arch, R/H	909352
Front 1/4 valance, L/H, R/H	815391/2

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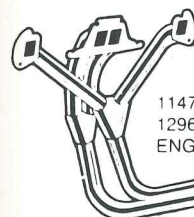


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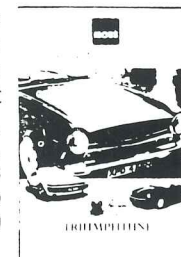
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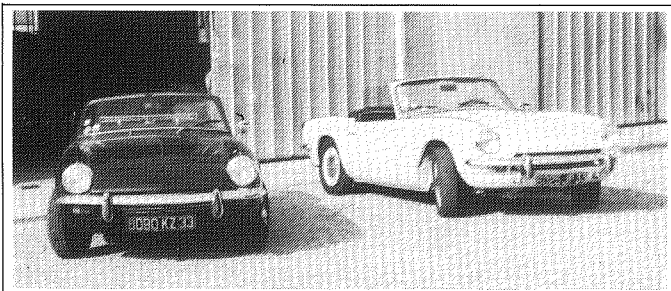
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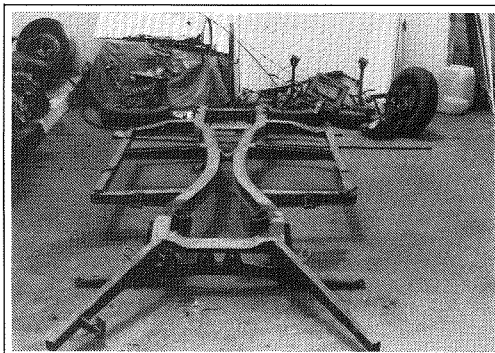
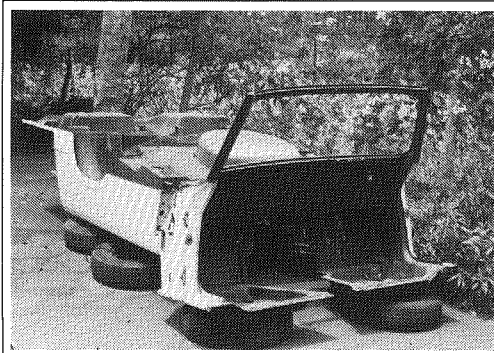


1971 13/60 convertible, Kenyan reg KQV 274, but originally UK reg BRX 777J, so if you ever wondered what became of that particular car, now you know, it is apparently under restoration by Steve, but at least he has nice weather to work in! More recently, Steve sent me a copy of the Kenyan 'Daily Nation' newspaper of 7th January 1994, within

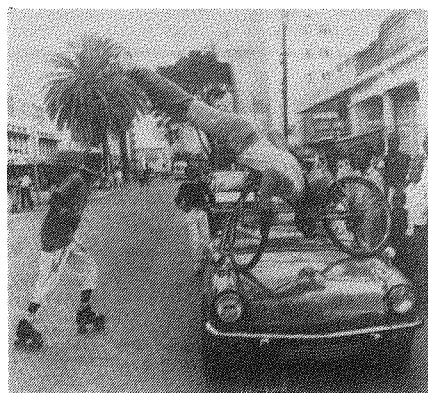
which appeared the following article and picture.

Amazing! Well, in the Los Angeles vernacular, 'I have no response to that'. So in complete contrast, here is a photo, of Jouni Harju's stunning 1200 convertible over in Kouvol, Southern Finland, apparently at a wedding, I know it's been on these pages before, but I'm putting it in again because I'm biased, I love Triumphs, OK!

I've received a nice letter plus photos from Marty Lodawer of the Triumph Register of Southern California, and here you can see the 1951 Triumph Renown Saloon



belonging to TRSC member, Bob Klope, complete with the much coveted TRSC Rubber Chicken Award for the most impressive auto failure while suffering from a major engine bearing failure whilst en-route to Moss Motors 'Triumph Marque Day' back in August 1993. You will notice that the poor old bendy bird has been inserted into the most convenient and appropriate orifice available, ie, the starting handle



The Crucial Wall Tight crew when they transformed the street into an open air stage. Picture by NICHOLAS RUKENYA.

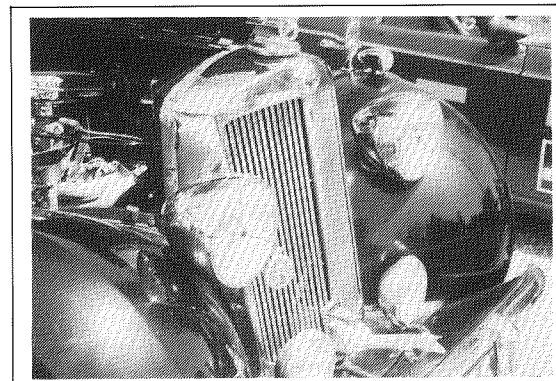
Street acrobats show their style

hole! Perhaps we in the TSSC should have a Rubber Chicken Award, but that I would most probably have it on permanent display here!

News now of yet another new International Area Organiser, this must be catching, as I've recently heard from David Stock (87/16784), who has volunteered to become TSSC AO for Canada (Ontario). You will doubtless recall his Vitesse MkII convertible in Mac Reynolds report last month (page 10), hopefully David should by now have

heard from our Area Organisers Liaison Secretary, Mike Crewes, on how to go about becoming an effective AO and valued member of our team. David tells me of his enthusiasm which has not diminished on moving from Devon to Picton, Ontario in Canada, he also belongs to the Toronto Triumph Club (TR's and a growing number of Spitfires) and the 'Boot 'N' Bonnet' car club (a small but growing club that he writes for, its aim being to represent all British cars in Canada) both arranging trips to the States, annual shows of around 1000 cars and other rallies etc. Both these clubs are based in Ontario, thus four days drive from some of the other TSSC members

in Vancouver on the West Coast. David goes on to tell me of his Vitesse and his GT6 MkII convertible/Spitfire MkIII conversion, as



detailed in Mac Reynolds' article, he says that once the snow has cleared away, he will be able to extricate his cars and take some photos to grace this column, we do look forward to that!

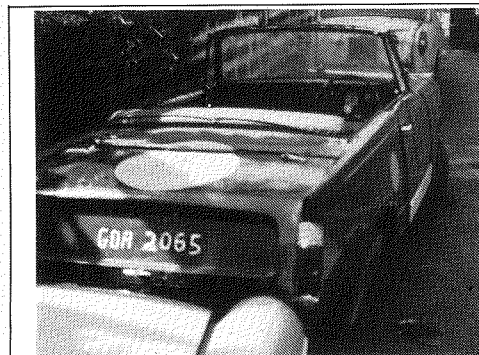
That letter was closely followed by a nice long phone call and FAX from member Bob MacDonald in Totonto, Canada, who has been a TSSC member for three years. He told me that it was 'only minus 20 degrees Celsius' there, to I suppose that I shouldn't keep complaining about our relatively mild, if wet weather here in the UK! Bob is rather unhappy about how much it finally costs him to belong to our Club, but unfortunately, most of his subs goes directly into the coffers

of the Post Office (too many heavy mags), and the balance goes in bank charges for just sending the money. Bob, I empathise with you,

as I change money far too often living in Europe, and also suffer equally high postage rates to my many International friends. But, I'm afraid that there is little the TSSC can do about either of these two problems, except to continue trying to improve the Courier, so you just can't imagine life without it!

Bob went on to tell me of his cars, namely his 1978 Spitfire, his VERY late (18th November 1973) GT6 MkIII and his TR7. He is also involved with the Canadian Saab club and tells me that if any members are considering visiting Toronto to give him a call, as he would be pleased to talk Triumph with them, ask Leon for contact details.

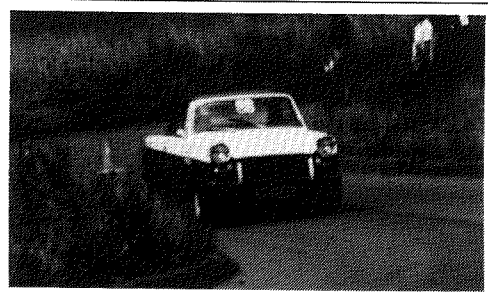
Showing a rather delapidated early Standard Gazelle, AKA Triumph Herald, apart from the rather colourful paint scheme, you will notice the lack of bonnet catches and welded-in radiator grille with no front indicator lenses as well as an opening bonnet top, this being usual practice on Indian Triumphs. It is of course a saloon



sans roof and appears to have welded on rear quarter valances. So, if any members, their friends or families visit India, remember to take photos of these poor cousins of our club cars before they vanish forever!

Pierre North from Brittany, a member of the French Triumph club 'Amicale Spitfire' recently contacted me re. the TSSC International meeting at Stafford in July, they wish to bring 10 people to the show, and desired advance info, so I take this opportunity to inform members that prices have been held since last year, for both entry and camping, advance entry forms will soon be published in this very magazine! I personally look forward to meeting just as many of our International members as possible over the BIG weekend, and this year I shall try extra hard to make myself as available as possible, a pity that there is but one of me to go around.

A nice long letter, the kind I like, arrived from member Sharon Gronli of Beaverton, nr. Portland, Oregon in the Pacific north-west of the USA. Sharon says, amongst other things, that Newton Commercial were 'very helpful' regarding new foams for her US specification Hi-back seats as fitted to her MkIII Spitfire (Lil Car). Apparently she has also had to order many interior trim pieces for her husband, Steve (Mr. Fanatic), required for his 1969 GT6 rebuild, it seems he wants to replace everything in his 'new' car (I've been there), Sharon says she would love to buy from TSSC Offers, but she is, understandably, concerned about the price of shipping and customs duty on anything bought from the UK. She wishes that TSSC Offers had a US division outlet, we're not that big, yet, but it's a fine idea for the future!



After much searching, Sharon has found a good engine and tranny (gearbox) rebuilder in Creswell, Oregon, south of Eugene, apparently he is an ex-pat English mechanic and Sharon expresses high hopes as to his abilities. Afterwards, her husband Steve, a talented self employed panel beater and sprayer is going to do a better paint job in Lil Cars' engine bay. Sharon really loves her Spitfire with a capital L, because she is having the seats recovered in leather! She says that they sand-blasted the seat frames and painted them prior to the 'masonite' wood boards within the frames being custom

made and replaced by a cabinet maker, quite a project by all accounts! Carpets are also to be custom made in loop, as original, by an upholsterer, because the only replacements are all pile, Yuk!

The top (hood), will then be replaced, most probably in Mohair, the best, or Acrylic Duck and then just maybe, she'll be done! (yeah right, you're never done when it comes to a Triumph!), sounds so familiar.

Sharon tells me that she has just got approval for the license (registration) plate 'LIL CAR' she naturally wanted the letter 'I' instead of '1' but a stupid '83 Isuzu Coupe has LIL CAR! But it's near enough for now. Steves GT6 already has vanity plates of '69 GT6'.

My grateful thanks to Sharon for sharing news of two Triumphs with us, it's always fun to read about other members' Triumphs in distant lands, photos as promised in due course.

Sharon has posed a few questions:

1) Were leather seats ever an optional extra in Spitfires or GT6's? 2) Does anyone still offer the rare back seat conversion for the GT6? 3) Can you get either new or used, the stainless steel seam finishing trip strips that run along the bottom edge of the rocker panel (sills) of the GT6? Answers please to Leon and I'll publish them on these pages and pass them on to Sharon.

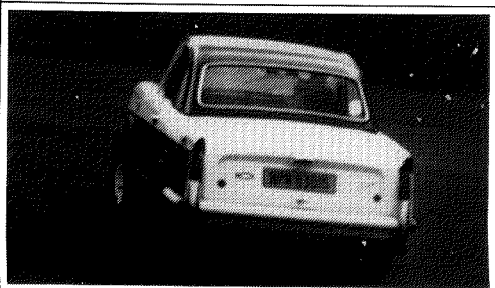
N.B. David Aspinall of Anglian Triumph Services says that in reply to question 3, he thinks that the stainless steel strips were probably only fitted to the late MkIII GT6's. Does anyone out there know different please?

Last, but not least, since I'm busy packing my bags again, this time for a visit to all our friends down in the Triumph Sports Car Club of Southern Africa, from 30th April (3 days after their election) to 23rd May, I thought I'd include a couple of shots of Graham Cheetham of Durban's 'Hot Herald Coupe' being driven in anger.

It sports a 1500 engine, from 1500 FWD Saloon, cam and Webers, Vitesse 6 gearbox, rear anti roll bar, disc brakes and Koni's. I hope to return with more details, such as driving impressions and photos of that particular car amongst others, to put in these very pages in the fullness of time.

P.S. Does anyone have a Pith helmet they might lend to me? It's required for a fancy dress dinner.

All the best until next time



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Readers **tucked away in the corner was a Spitfire**



FOR as long as I can remember I have always had a yearning to buy and restore a Triumph Spitfire.

I had looked at one a few years ago but my finances couldn't stand the expense. In 1991 I borrowed some money so that I could fulfill my yearning. . . . With the money in my pocket I started to look for my project car. The ones I looked at were either far too expensive or more in need of resurrection than restoration. One particular night I was playing a tennis match in a place about 10 miles away from home, after the match we adjourned to the nearby pub, through the rear entrance to the car park. I couldn't believe my eyes . . . tucked away in the corner was a Spitfire in obvious need of attention.



I am not sure what my wife Jenny and my 2 children thought, although I did hear my daughter tell all her friends her dad had bought a wreck.

Before I dared to remove the body, I had replaced both outer sills and strengtheners, 2 end sill panels. Both inner rear wings were completely rotten hence a 120 miles round trip to Telford to collect new ones, we also collected 2 front footwells, a new rear valance and numerous other panels.

At last with the help of several pairs of hands the body was lifted, or nearly lifted, off the chassis. I had forgot to undo the handbrake cable. Five minutes later the body was propped up against the garage wall.

The chassis was completely stripped and cleaned and apart from the front cross member, was in very sound condition.

The car was originally Burgundy with brown interior, I wanted a Inca Yellow body with a black interior, this meant everything had to be changed. With the chassis cleaned and wire brushed, I gave it two coats of primer and then two or three coats of yellow Hammerite Smooth were applied.

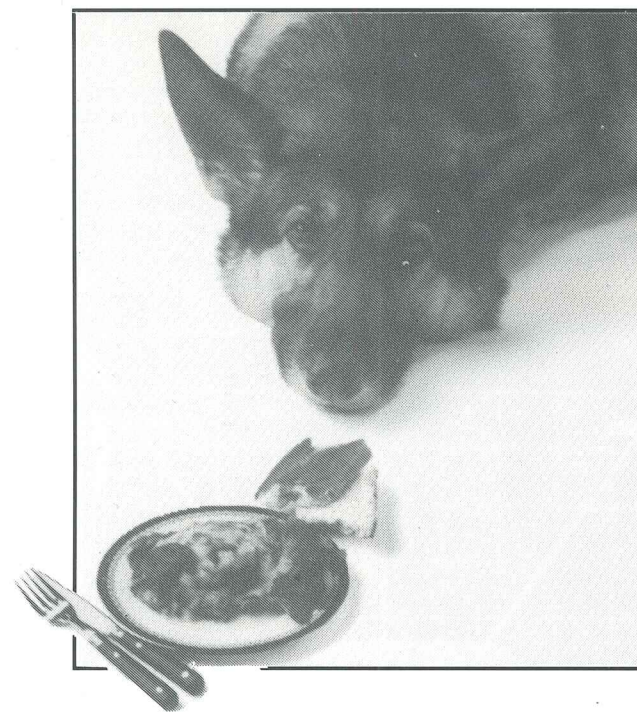
That night I was first to the bar. The car belonged to the publicans cousin who just happened to be there, he told me he had driven it there 2 years previously and just left it unlocked in the car park.

He said I could have it for the princely sum of £300. I bought it with my tracksuit on and tennis racket in one hand, there and then. After trailering it back to my garage I was very pleased with the latest addition to our family.

With the considerable help of my friend Alan Parish, also a car nut, we decided to do the job properly and strip every nut, bolt and washer off the car.

Three months and a thousand cups of tea and cut knuckles later, we had stripped all the old interior out which was well past repair. The engine was taken out and left in Alan's garage along with a Capri 3 litre, a V6 Ford and a 2 Litre Ford engine. My engine looked tiny alongside the rest.

Steve Crane



Unfortunately for Rex, His Owner Fits Moss Parts...

Unfortunate because tonight Rex will be eating boring old dog food again. Of course before Rex's owner started fitting Moss parts, 'a bit of work on the car before dinner' ended up consuming an entire evening. As a result Rex was treated to the lasagne while his owner ended up well and truly in the dog house. So if you want to keep your dinner out of the dog, fit Moss parts.

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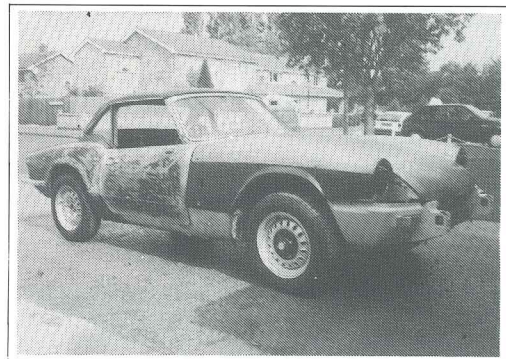
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In hindsight if I ever do this again I think I would have the chassis spray painted. All the usable parts were stripped and cleaned and repainted, new bushes all round, new trunnions and one universal joint were fitted, I also had to replace the oil seal in the differential after it leaked all over the floor.



The engine was what Alan really wanted to get his hands on. During the winter we stripped it completely and replaced one piston and all the rings. New mains and big end bearings were fitted as were all the seals and gaskets. The oil pump was inspected closely and found to be in good order. I kept a record of all the costs of components at work and the cost was rising every week.

In May 1992 the rolling chassis complete with engine was on display on the Leicester Area TSSC stand at the Leicester Historic Pageant. Both Alan and myself were astounded how many people had done the same or were in the process of rebuilding our Club cars.

During the summer of '92, the body was reunited with the chassis. Then the really hard work started. It took me three solid weeks every night of putting Nitromors and rubbing it like mad to completely take the car back to bare metal.

All this time the bonnet was stored in the shed, when I got it out it was worse than I thought, so off came the wings, the headlight panels and the complete wheel arches.

Luckily my birthday came at the right time, the next day I took the

family on a trip to John Hills at Redditch to collect all the new parts. Mind you, I did have to compromise and take the children to the zoo on the way back.

With all the new parts fitted and the bonnet put back together, it started to take shape at long last. It was ready for its final coat of

primer. I had loaned my garage to another friend of mine to respray his Ford Capri 3 Litre (absolutely mint condition for a 1970 car). He had offered to respray the Spitfire for me free of charge, except for the paint. After weeks of filling,

priming, rubbing down and filling again, Dave was ready to apply the yellow. . . . It was now February and definitely not the time of year for spraying. I had the heaters on in the garage for about a week before the day we had decided to spray.

With three of us in the garage it was a little cramped, we had to keep coming out for air at regular intervals. Using cellulose paint in a well ventilated garage is still not a pleasant or enjoyable experience, everything in the garage now has



yellow dust on it over 6 months later.

I purchased the interior trim and new seat covers from John Hills and everything fitted well. The car had to be ready for May 23rd, the date of the next Leicester Historic Pageant.

With only days to go, the engine was started for the first time . . . a bit of smoke perhaps but that can be sorted out. It was booked in for an MoT one Saturday morning, to my amazement it passed, first time, even the CO2 reading was well within the legal requirement.

It did help because the MoT man was a Triumph buff and had 2 Spitfires of his own up to recently.

The car has been used throughout the summer. I have to say not as much as I would have liked, but it is nearly finished now and I have fulfilled my ambition to own and drive a British Classic Sports Car.

I must thank my wife for her patience during the last 2 years, and also my friend Alan who without his help I would not have been able to finish this project. I have spent more time in the garage than in home!

The total cost from start to finish is a miserly £1800. The car is not and never will be in 'concours' condition, but it will do quite nicely, thank you very much.

Would I ever do a complete restoration again I was asked by a colleague . . . at the moment I think once is enough. ☺



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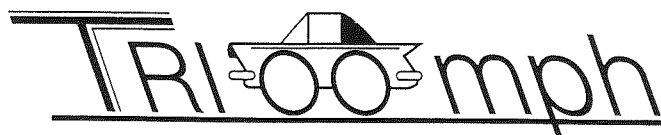
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WINTER WEEKEND FOSSE MANOR 1993



**JOINED the TSSC in
July 1992 and in October
1992 purchased some**

**boxes of bits that I was assured
would make a complete GT6 MkIII.
My enthusiasm is still as strong
although my bank balance is
faltering slightly and Tim doesn't
always speak to me when he sees
yet more bits arriving through
the post.**

As his Vauxhall Chevette 2.3 HS is laid up awaiting its turn for attention (our next task when the GT6 is finished) we had to disgrace ourselves and attend the event in my Vauxhall Astra. There, I've said it. Dave Bird, Sylvia, Jacqueline and Adele organised an excellent weekend for all who managed to attend. All but one room of the hotel was occupied by the Club.

In the bar on Friday evening we discovered that Dave and Gill of Anglian Triumph had an addition to their family, congratulations on the birth of their daughter on the 17th January. We hope she brings you much happiness. Dinner brought us all together to swap stories of the past year, it was a pleasure to meet up with the friends we made last year and make new friends this year. Saturday at a time far too early to be awake (after a boozy Friday night anyway!) I heard voices outside. I got up and went to the window to see true dedication...

A team of proud owners chammying their club cars off. I have got a lot to learn when my car is finally on the road!

At 10.00am we met in the lounge for a briefing on the run - we had been set a treasure hunt and the cars left at one minute intervals en route to Gaydon. The clues were along the route.

We were met on our way to the Heritage Motor Centre, Gaydon, Warwickshire which has only been open since May 1993. As we turned into the drive a very impressive futuristic building appeared. As we were a visiting club Dave had organised special entrance rates and we were welcomed to park in the very prestigious position right outside the main door! I have to say, our Triumph display was rather more impressive than the Triumph display inside (their collection is not yet complete). The building was specifically designed and built to house these interesting cars and it showed. There was also quite a display of various engines (and how they work) including a three cylinder 'E' series. An extensive library and a clean and comfortable coffee shop ensured there was plenty to do inside. Outside 4 x 4 drives in Landrovers were taking place - quite an experience and not to be missed! So we had a go - I think we persuaded the driver to join the TSSC as he is considering buying a Spitfire.

The afternoon was left to individuals to shop or visit places of personal interest and Tim and I decided to visit Chasleton House (on my map it indicated it was open to the public); however, when we arrived, there was a large sign that read 'Trespassers will be shot', so we gave it a miss. We went on to look at the Rollright Stones (but we couldn't find them).

Tim Woodthorpes red waistcoat and John's multicolour waistcoat caught the attention of most of the people in the bar and suggestions were made for a competition next year! After a superb meal on Saturday evening Mick Sue, John and Mary excelled themselves again with a music quiz that

managed to baffle everyone at some stage. The last questions were the worst (or maybe we had just drunk too much?). They have now organised this quiz for four years and their supply of artists has been exhausted. Any volunteers out there for next year?

Sunday morning a line up of club cars (no-one caught chammying today!) for a photograph session as the Classic Car magazine had asked for an article covering the weekend, which we believe will be published in April's issue. Shame my club car couldn't make it! However, there were 5 Spitfires, 1 GT6, 1 Herald pick-up and 1 Vitesse in the line up.

We then walked to Stow and had coffee in the oldest Inn in England. 'The Royalist' boasting timbers over 1000 years old, a priest hole over 1000 years old, a fireplace to ward off witches. Two crucifixes were found in the fireplace when it was uncovered - they have since been relocated to a more appropriate place and there was rumoured to be a ghost of a 23 year old man who moved between the bar and the cellar! Lunch at the Hotel meant the weekend was drawing to a close and people left to make their way home. We had the Sunday night as our extra 'free' night along with two other couples. The weather held out for us all weekend and was superb until Monday when we awoke to drizzle. The owner of Fosse Manor joined us on Sunday evening in the bar and wished that I pass on his regards to everyone especially John and Pam Griffiths. There was also talk of some maroons being used in the car park but that's another tale. The event has been booked for 1995 (21st/22nd January) so be sure to book when you see the advertisement in the Review later in the year. Jacqueline is currently taking driving lessons and perhaps will be arriving in her own Herald next year? Good luck.

Thanks for a great weekend Dave - we'll see you next year when we will be in the GT6. ○



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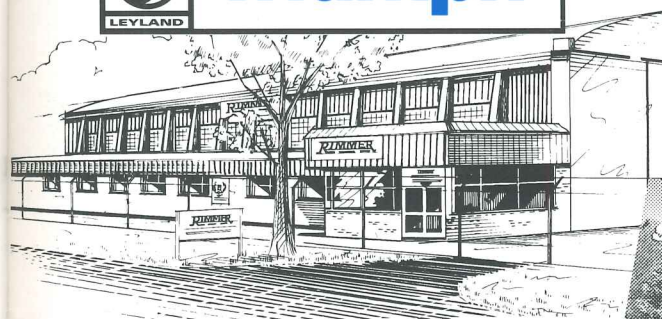
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Pen To Paper



My wife and I have recently had the good fortune to enjoy a holiday travelling around New Zealand, an absolute delight for anyone who is at all interested in Classic Cars.

I would estimate that about a third of the cars on the roads today are Australian, another third Japanese jelly moulds, with the final third consisting of a few examples of various other makes but mainly of older cars, predominantly British. For the enthusiast it is a living museum of old Austins,

Austin Healeys, Bentleys, Daimlers, Fords (British), Hillmans, Humbers, Jaguars, Jensens, Lotuses, MGs, Morrisies, Reliants, Rileys, Rogers, Vauxhalls, Wolseleys etc. But, for the real enthusiast, New Zealand is full of Triumphs! I would not be in the least surprised to learn that our beloved Triumph is the fifth most popular marque of car in NZ after Ford (Australia), Holden, Nissan and Toyota.

There are many fine examples on the roads today, most in excellent condition. The greatest number is of the 2000/2500/2.5 range which was one of the country's top selling cars in its day, but there are also many Club cars to be seen, as well as some really interesting older models such as 1948 Roadsters and a 1929 Triumph 7, restored to original condition eight years ago and yours for NZ\$10,000!

Of the Club cars we saw, most were Heralds, one of the best looking was a flame red convertible altered from a saloon and gleaming as if it were straight out of the paint shop! There were also a number of Vitesse, Spitfires and GT6s, most in fairly good to very good condition. The photograph below is of a Spitfire IV that we saw one lunchtime parked in the town

of Gore, South Island. The registration is not the usual NZ variety but a personalised plate. Perhaps the owner has a restaurant?

The spiritual home of Triumph is Christchurch where there was a large factory producing almost all the models we had here in Britain, but now it is long gone, yet another victim of the crass management of BL. When the 2000 range was 'replaced by the Leyland Princess, sales nose-dived overnight!

Triumph owners in New Zealand have at least ten Clubs they can join, several covering a specific loyalty, with most catering for all Triumphs whilst three cater for specific models. There is also an excellent monthly 'NZ Classic Car' mag, which is very much along the lines of our 'Practical Classics' and printed in the December issue a comprehensive article accurately telling the Herald story.

I would add that, when not overwhelmed by the fine display of cars on the road, New Zealand is a magnificent place to visit with dramatic scenery that seems to change at every turn. I would thoroughly recommend it as a holiday destination, it is not at all an expensive one either, once you get there! ○

Peter J Richards

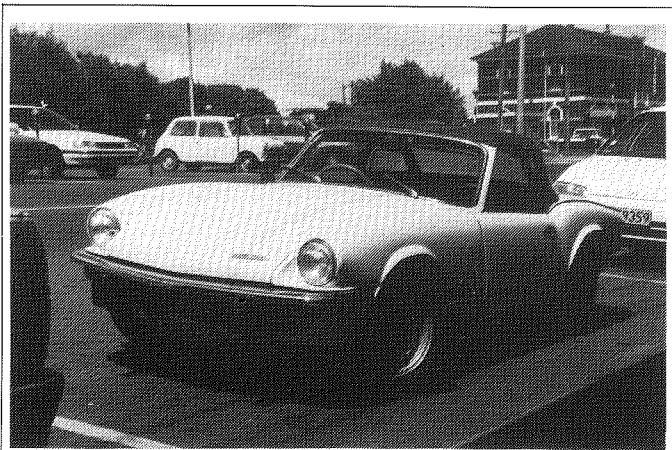
OVERSIZE CIRCLIPS

I AM restoring a 1968 Herald 13/60 and after renewing both drive shaft bearings UJs and drive flanges I was still left with a knock on driving and I was at a loss where to look next!

However I contacted J Kipping (Spares) of Coventry who suggested to renew the circlips in the diff yokes UJs. They supplied me with six 10 thous. oversize circlips at 25p each. I fitted them and cured the problem.

Hoping this information will help other Triumph owners. ○

B. M. Sugden



Spotted in Gore, South Island.

T.D.FITCHETT

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1200 front wing L/H, R/H 805826/7	\$69.00
13/60 front wing inc. rear strip 713267/8	\$53.00 each
Vitesse front wing inc. rear strip	\$65.00 each
Herald/Vitesse door skins 901338/9	\$29.50 each
Complete door ass. 902256/7	\$150.00
948 Herald/Vitesse rear centre valance	\$29.50 each
1200/13/60 rear centre valance	\$32.50 each
* Sills 803070/803071	\$12.50
Comp. grille ass. comp. with badge 807508	\$64.50 each
Herald 13/60 front panel 812140	\$35.00 each
Rodol rubbers 122289	\$2.50 each
Early Vitesse carb. (Solex) front	\$29.50
Bonnet catch (chrome) 607663	\$20.50 each
Bonnet Corner Moulding 70616/2	\$16.00 pair
* Tread plates	\$5.00 each
* Rear overriders 703708/9	\$29.50 each
Set of 8 front suspension bushes 11945	\$92.00 set
Inlet manifold banyo ball 145155	\$8.00 each
Rod. grille 948/1200 703801	\$17.50 each
Fuel gauge Vitesse 2L Mkl 135700	\$17.50
Petrol tank sender 13/60 est. 127814	\$14.50
R/H engine bay valance 1200, 13/60 903155	\$15.50
Upper rear wing 902318/9	\$45.00
Upper rear wing (estate) 804432	\$45.00
Inner sealed beam light unit GLU105	\$5.50 pair
Handbrake front cable 121766	\$2.50
Brake master cylinder (Vitesse) GMC209	\$40.00
Rear quarter valance Herald/Vitesse (original)	\$17.50 each
* Hoods orig. ICI flame retardant inc. zip window	\$130.00
* Hoods vinyl inc. zip out rear window	\$85.00 each
Vitesse 2L Mkl head/dip/side/flash switch 147278	\$17.50 each
Door hinges 607824	\$15.00 each
Door to glass weather strip	\$5.00 each
Inner front wheel arch, left hand/right 903 075/6	\$25.00 each
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Overdrive propshaft 210985/218952	\$64.50 each
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Battery box 806707	\$9.00
* Rear lamp assy. 208532/217025	\$27.50
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Speedo cable O/D GSD113	\$7.00
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* Hood MkII orig. ICI flame retardant inc. zip window	\$130.00

SPITFIRE MKIV & 1500

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* Bonnet hinge pivot box RKC362/3	\$23.50
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Dash top cover 815281	\$25.00
Rear valance 908970	\$19.50 each
Nearside/Offside sill 903097/8	\$25.00 each
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Steering joint 142140/FAM1718	\$14.50 each

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Rear lamps 216932/216933 TKC941/TKC940	\$29.50 each
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Speedometer 218815	\$41.00
* Brake disc 208715	\$13.50
Stub axle UKC697	\$23.50
Steering lock 216449/UKC2719	\$29.50
Front wheel arch inner l/hand & r/hand 909797/8	\$29.50 each
Front wheel arch outer l/hand & r/hand 909351/2	\$25.00 each
* Steel boot lid 911327	\$120.00 each
* Front wings 90963/4	\$23.00 each
Door skins	\$19.50 each
* Sill end plate (front) 706422/3	\$4.00
* Rear wing rear repair panel	\$9.50 each
* Rear wing front repair panel	\$7.50 each
* 'A' post lower panel l/hand & r/hand 706288/9	\$9.00 each
* Half floor l/hand & r/hand	\$40.00
* Front footwell l/hand & r/hand	\$19.00
* Rear footwell l/hand & r/hand	\$23.00
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Exterior door handle l/hand & r/hand YKC2837/8	\$41.00 each
Window regulator L/H or R/H 911272/2	\$29.50 each
Hard top rear screen seal 911040	\$25.00 each
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Suspension top ball joint GSJ155	\$10.50
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* Rear wheel bearing kit	\$12.50
Clutch release bearing carrier assy. 213032	\$20.00 each
Window reg. glaz. channel l/h & r/h 706778/9/0	\$19.50 each
* Rear outer wheel arch 909661/2	\$23.50
Camshaft RKC 3305	\$35.00 each
Door hinges 607824	\$15 each

GT6

Petrol tank cover board Mkl & II 710703	\$14.50
Dash veneer assy Mkl & II LHD 714421	\$76.50
Boot floor carpet Mkl & II 810841	\$17.50
Driver's sun visor MkII 815384	\$8.50
Main carpet early MkII new tan 819813	\$29.50
Main carpet late MkII new tan 822633	\$23.50
Main carpet MkII black 822631	\$29.50
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Rear quarter light seal L/H new tan MkII 820613	\$35.00
R/H front suspension vertical link 209072	\$35.00
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Crankshaft 308034	\$76.50
* Front side/flasher lamp assy. 155416	\$20.50
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R/hand front overrider GT6 Mkl 710717	\$25.00 each
* Rotoflex coupling 152273	\$20.50 each
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Camshaft 308778, MkII and early MkII	\$117.50
Quarter light seal front L/H 574098	\$5.00
Clutch pedal and box assy. 217431	\$14.50
Speedometer Mkl 218815	\$53.00
Courtesy light switch 627745	\$17.50
* Rear brake shoes Mkl & II & MkII Rotoflex	\$9.25 set

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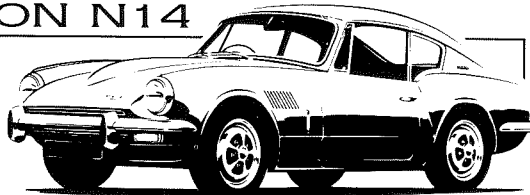
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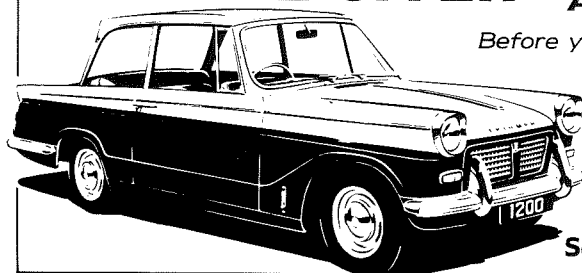
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... bureaucracy and vested interests.

**I WAS most unhappy to read that
it is proposed to ban cars over 10
years old.**

This is another example of bureaucracy and vested interests eroding our liberty of past years. Regretfully there is a complete lack of common sense both in this country and in Europe and it seems unlikely that the repercussions of such an article will be completely disregarded.

What will be the effect on the second hand market, the garages that repair the older car and the industry that has now grown up to preserve the heritage of the vintage and veteran and classic car?

It will be interesting to see how the petrol companies react, because they will undoubtedly lose revenue when a considerable proportion of car owners are forced to scrap their vehicles and find that they cannot possibly afford anything of less than ten years old.

The proposal for a £1000 MoT smacks of one law for the rich and another for the poor. Provided that the older car meets the emission control figures and is maintained to MoT standards, there is absolutely no justification for this killjoy suggestion.

Eric Kempshall

Federation of British Historic Vehicle Clubs

Addendum to News Sheet 18
Re. Article in Sunday Express of 21
November by David Benson entitled
'Death to Bangers'.

**WE have received a considerable
amount of correspondence follow-
ing publication of the above article.**

**The article
contains much
media 'hype' and
portrays a
somewhat
exaggerated
position.**

Having spoken with the press office at the Society of Motor Manufacturers and Traders, I understand that the article stemmed from a private conversation with the Society's President, Geoffrey Whalen, CBE, whose views were made public in a speech at the SMMT's annual dinner in London on 23 November.

Mr Whalen's pre-budget speech, in the presence of John Gummer, Environment Secretary, was aimed at encouraging government to stop knocking the car and the

motor industry with ever more punitive taxation. The press release of his speech makes no reference to punitive fees for MoT tests for older vehicles, but does suggest that the 'environmental performance' of older vehicles needs to be improved. Clearly, if SMMT were to advocate changes along the lines indicated by Mr Benson in his Sunday Express article, there would be problems for the whole historic vehicle movement.

**Naturally, the
Federation is
keeping a close eye
on the position and
will be ready to
lobby any proposal
which will threaten
the use of properly
maintained old
vehicles. At
present, no
such threat exists,
but we are on
notice that it could
do so in the near
future.**

Jim Whyman

FBHVC Secretary,

December 1993

Thanks to Léon Guyot for
obtaining this reply.

LE MANS 1994 24 Heures Du Mans 18 / 19 June 1994

**WE have arranged for the use of
camping facilities at a site near to
Le Mans approx. 10 miles from the
circuit.**

The site is at a place called 'Neuville Sur Sarthe' which is situated just off the N138 road into Le Mans.

It has been chosen from the 'RAC European Camping Guide 1993' and we have personally inspected it to see that it came up to the standard we required. Although away from the circuit, we have arranged a minibus to transport people to the circuit if required.

Prices include race entry ticket, breakfast and evening meal, transport to circuit plus the above camping facilities depending on length of stay are as follows:-

3 days = £100.00
2 days = £90.00
1 day = £80.00

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MOTORING books vary enormously in their range because of the huge variation of interests in their readers, we motoring enthusiasts.

Most of us possess at least one workshop manual, often bearing the evidence of its practicality in the form of greasy fingermarks. Most of us have also flicked through large books of glossy pictures of auto exotica, and often put them back on the shelf. Why?

Purely because of that one word, or more plainly, because they don't have purpose (often they also cost about £25?). Then there are the histories and profiles, of marques, models, race series and personalities.

LAWRIE BOND

'The Man and the Marque'

Book review by Ian Cook

Minicar and the 60's Equipe. But contributing to the success of these cars were a host of innovative ideas that Bond developed during his engineering career. The early part of this career he spent in the automotive and aircraft industries where he gained his belief in weight saving. After the second world war he set up a series of his own companies initially to build racing cars. He was an engineering designer, not a manufacturer and this crucial distinction explains some of the complexity of the Bond story.

Much of the book relates to the Minicar, which was a product of the post-war era, designed to be manufactured from available

Mini and (of course) the Triumph Herald. This led to the beginnings of the Equipe and the TSSC connection. The Equipe was commissioned by the builders of the Minicar (Sharps Commercial) to keep them in business through the sixties.

Its announcement caused a stir in the motoring world as it was earmarked as an inexpensive GT, and because it was fully backed by Standard-Triumph in terms of engineering approval, dealers and warranties. It was even seen in competition, back to Lawrie Bond's roots perhaps.

Unfortunately the late sixties was a period of heavy rationalisation in the British motor industry. Many names merged and many disappeared and ultimately the formation of British Leyland and the takeover of Bond Cars by Reliant led to the loss of the Bond name apart from the futuristic Bug, and some sidelines.

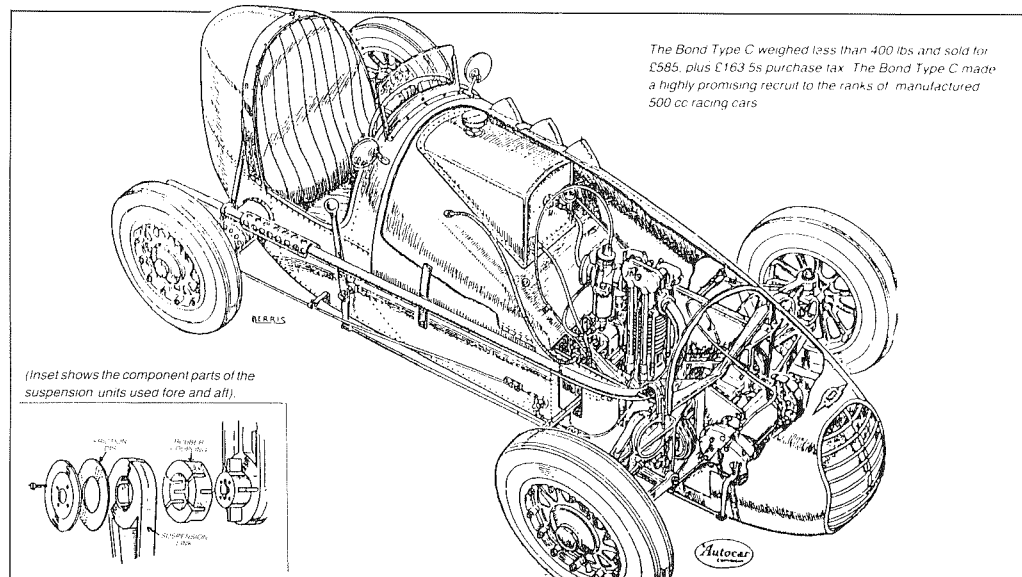


This again was a complicated phase of the history and the clarity of the explanation provided reflects the research carried out.

'Lawrie Bond — The Man and the Marque' should be read and studied as an example of how a minor marque came into being, and why it died. This volume is a model of

clarity and enthusiasm and is well supported by numerous illustrations. It is because it is a good story well presented that this book should be read, and it should illuminate a motoring side alley to a wider audience than Bond fiends.

Published by Bookmarque. ○



The Bond Type C weighed less than 400 lbs and sold for £585, plus £163 5s purchase tax. The Bond Type C made a highly promising recruit to the ranks of manufactured 500 cc racing cars.

The best of these are the literature of the motoring world, weighty (in both senses) and very readable. They represent the academic side of an industry which changed, and is still changing, the world.

These works are often labours of love and cover all aspects of motoring history not just the Ford's, Porsche's and Toyota's of this world. They represent the individualism which is the hallmark of the human

race. This is the one reason why we should welcome Nick Wotherspoon's volume 'Lawrie Bond — The Man and the Marque'. Another is that it is a superb read.

Bond was never an automotive colossus, indeed, as the book brings out, it was the man and the name that connected a federation of companies and ideas. This federation was spread around the two most well known vehicles, the 50's

materials and to be frugal to run. It set the scene for his thinking for the next 20 years in that he came up with a series of lightweight, economical and different vehicles. Of most interest to ourselves was his involvement in the design of the Berkeley sports car of the late fifties. Also in the late fifties the shadows of wartime were finally cast off and the Minicar came under increasing attack from the likes of the Reliant,

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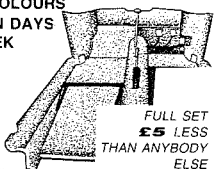
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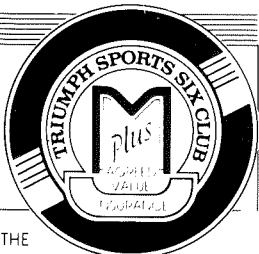
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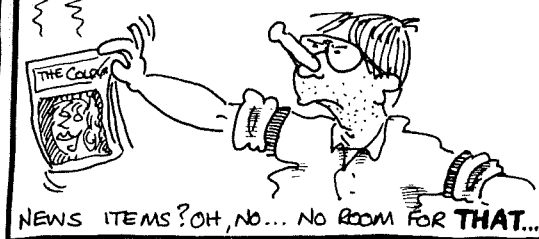
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All magazine material must be received by the 15th of the month prior to month of publication

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