

Spitfire/GT6 Panelwork



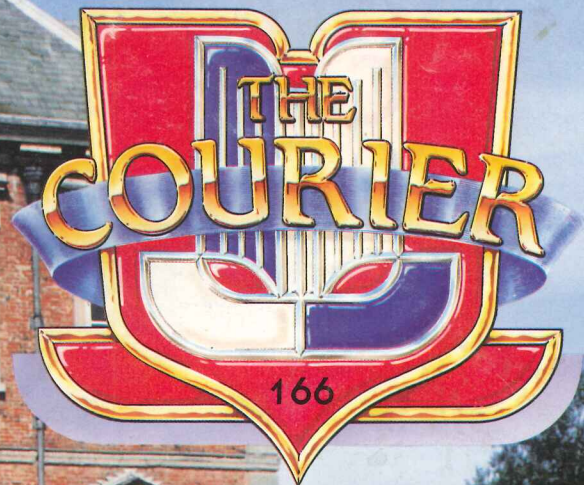
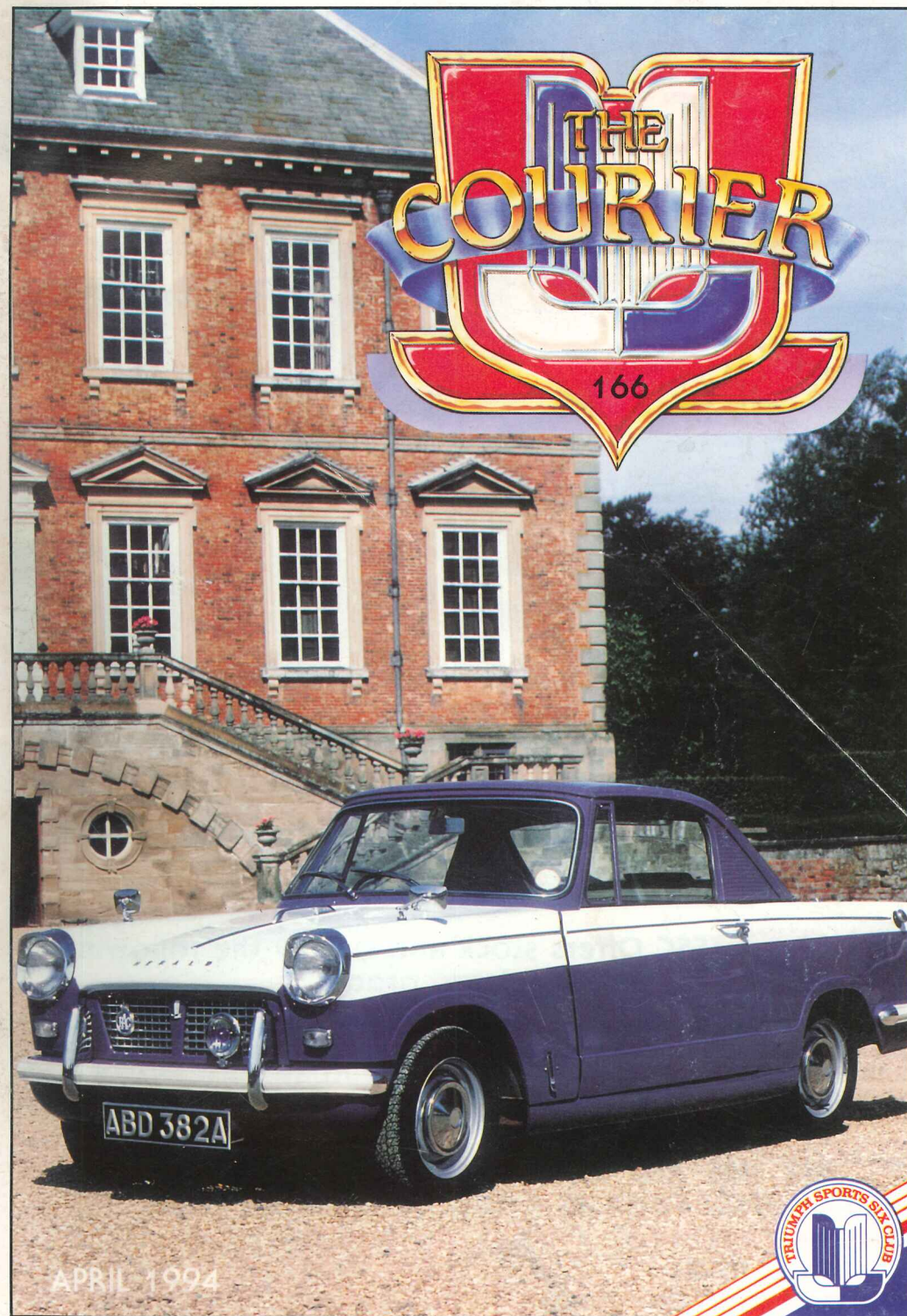
British Sports Car Centre



ACCESS & BARCLAYCARD WELCOME

Send S.A.E. for your panelwork brochure, or phone for details.

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APRIL 1994



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0858 434424

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.14 No. 166 APRIL 1994
Price £1.50 Free to Club Members

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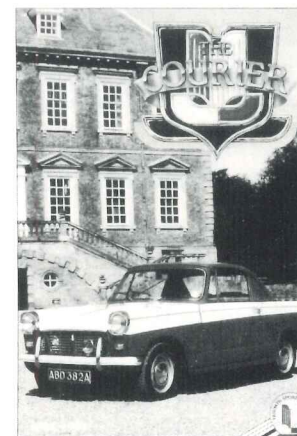
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COUNCIL MEMBERS 1994

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

For a full list of TSSC Officials see page 82

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Cover photo,
1200 Coupé,
Stanford Hall.
Photo,
Mike Godfrey,
Rimmer Bros.

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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.



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

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 Chessham, Box 29252, Maydon Wharf, 4057 South Africa or telefax 01027 31 256014.

14/15 SAT/SUN - SHETLAND CLASSIC CAR SHOW. Clickmin 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. Contact Trevor 0202 548582

JUNE

5 SUNDAY - BREAMEORE SHOW - Wessex Area. Contact Trevor 0202 548582

5 SUNDAY - ROBIN HOOD RUN - Poppleswick to Newstead Abbey. Contact Rob Baghill 0332 756790

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

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

18/19 SAT/SUN - BEAULIEU SHOW - Wessex Area. Contact Trevor 0202 548582

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

8-10 FRI-SUN - THE INTERNATIONAL SUMMER MEETING OF THE TRIUMPH CARS CLUB OF FINLAND, Nikari Farm, Hauho, Finland. Contact Jorma Kolho. Fax +358-14-451883

JULY

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

16/17 SAT/SUN - WILTSHIRE WEST AREA, Farmer Giles Classic Car Show, Telford, Salisbury.

23/24 SAT-SUN - THE FIRST TSSC PORTUGAL INTERNATIONAL MEETING, Contact Jose Henrique Marques, TSSC Portugal A/O.

23/24 SAT/SUN VETERAN, VINTAGE, CLASSIC WEEKEND at N.Yorks Moors Railway, Goathland. Contact Graham Holt 091 371 157

AUGUST

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

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

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

20/21 SAT-SUN - IT'S A KNOCKOUT. HANTS & SURREY AREA, Rushmoor Arena, Aldershot. Contact Mark Bland 0252 316207

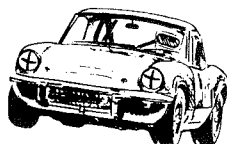
SEPTEMBER

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. Contact Trevor 0202 548582

TSSC CHAMPIONSHIP RACE DATES



SUNDAY APRIL 17TH - SNETTERTON
SATURDAY MAY 21ST - LYDDEN
SATURDAY JUNE 18TH - CADWELL
SATURDAY JULY 30/31ST - LYDDEN
SATURDAY AUG 20TH - CADWELL
SAT/SUN SEPT 17/18TH - PEMBEREY
SATURDAY OCT 15TH - SILVERSTONE

N.B. SIX OUT OF EIGHT RACES WILL COUNT TOWARDS CHAMPIONSHIP.

NATIONAL & LOCAL EVENTS TSSC INVITED

APRIL

3 SUNDAY - THE CLASSIC CROSSBRED CLUB - Easter Show, Battersea, London.

3/4 SUN/MON - CLASSIC CAR ROADSHOW. Classics & Balloons, Penhurst 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 RALLY, 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 Stratford

7/8 SAT/SUN - LES JOURNEES AUTOMOBILES DU CHATEAU D'O. Orme countryside, Normandy, France.

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

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 - THE SPORTING BEARS MOTOR CLUB, Charity Classic Car Show, Wimpole Hall, Cambridge.

12 SUNDAY - THE NORTHERN RESTORATION SHOW & AUTOJUMBLE, Openshaw Campus, Manchester College of Art and Technology.

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.

19 SUNDAY - MIDSUMMER MOTORING LEGENDS, Whitbread Hop Farm, Padstock Wood, Kent.

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.

10 SUNDAY - THE CARRIS MOTORS-ST. DUNSTONS COLLEGE CLASSIC CAR SHOW, St Dunstons College, Cars up to 1975.

24 SUNDAY - CLASSIC CAR ROADSHOW, Houghton 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.

14 SUNDAY - FAIRTHORPE SPORTS CAR CLUB - HISTORIC SPECIALS DAY, Cotswold Country Park, Burford, Oxon. All 50's & 60's period Specials.

8-21 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, Bosty 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, Sudley Castle, Winchester, Cheltenham, Glos.

SEPTEMBER

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

18-25 FRI-SUN - THE SCANDINAVIAN CLASSIC, DENMARK/NORWAY/SWEDEN

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

25 SUNDAY - THE GRAND LONDON AUTOJUMBLE INC THE LONDON CLASSIC CAR SHOW, Kempton Park, London.

25 SUNDAY - ALLIED DUNBAR SBMC CLASSIC BEAR RUN. Start Ludlow Castle.

Bill Sunderland

"Comment"



HAVING just returned from our Annual General Meeting, the theme was the movement forward, ways of attracting members to local area meetings, area shows and the Club's International Weekend.

As with the performance of the Club over the last year, the A.G.M. had the feel of success, with many Area Organisers attending with new ideas for making the TSSC stronger throughout the regions including Overseas Areas and their area organisers who took on positions throughout the world.

Area meetings form the link to a successful club and we are very fortunate to have so many able members dedicated to the task. You will have noticed a re-vamped Area Directory in the centre pages of the News Review giving clearer definitions of where and when the local meetings take place. Not only do area meetings bring closer comradeship, but help you to enjoy your Club cars further with added friendship and enthusiasm.

A lot has changed on the events front since the late eighties and as a Club we are offering more and more Triumph events. Please take a good look at the TSSC Calendar of Events and also the News

A lot has changed on the events front since the late eighties and as a Club we are offering more and more Triumph events around the world

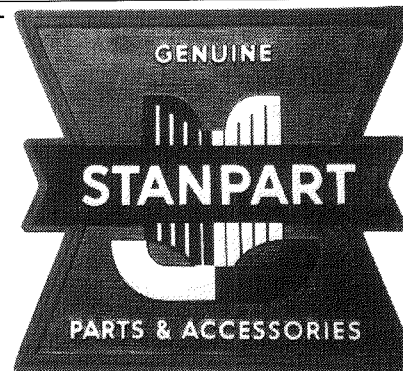
A.G.M. 1994

Review where many area events are on offer. Please take part if you can, as we have the strongest team that the TSSC has ever had and the people who organise events deserve your support, which will encourage further events in the future.

Thank you, Philip Williams and the Cotwold Area for arranging this years A.G.M. and Shaune Ogbourne together with the Swindon Area for organising the Club stand at the Bristol Classic Car Show, both taking place over the same weekend.

TSSC HQ

Much has happened since I last reported on the progress of our headquarters. We are currently at the stage of the roof going on and although we have had a few delays due to the weather, it looks good for a summer opening. Over the last few weeks we have had a lot of members visiting the HQ and we expect many more will follow once the new building is open. I have asked in the past and I will ask again, do you have any Triumph history, memorabilia that



you could loan or sell to the Club. If you are out and about and come across anything of interest which would enhance the club's archive/museum, please let us know. Our most difficult task will be kitting out the HQ with our history and we have, over the past twelve months acquired various items of interest but we still require more!

POINT OF INTEREST

Our very own Fay Presto's Herald will appear in the programme, 40 Minutes, on the 5th of April. ○

948 RESTORATIONS STUART NEWBOULD

STUART NEWBOULD of 948 RESTORATIONS ILKELY, would like it to be known that he is still trading and has no association with Auto Classics in Doncaster.

He will be happy to quote for any work required on your Triumph so phone (0943) 817977 for a friendly chat.

NEW SPITFIRE BUMPERS

... are being re-manufactured from original tooling by Kees Reehorst Triumph Spares, Rotterdam, Holland.

Presently MkIV and 1500 rear bumpers are available.

MkIII fronts will be available shortly.

The price is £180 approx inc. VAT, NON EXCHANGE. UK retail agents are Steve Gill Sportscars, 0496 774963, British Sports Car Centre 081 748 7823, John Hills 0527 520880.

NEW MONTHLY DRAW

IN an aim to give something back to members from Club Headquarters, we are to commence a monthly draw for areas with a prize of Club vouchers to the value of £25.

This will hopefully increase attendance at local meetings and therefore boost area funds. Any member wishing more information regarding the Draw should speak to their local Area Organiser or contact Annis Green on 0226 745637.



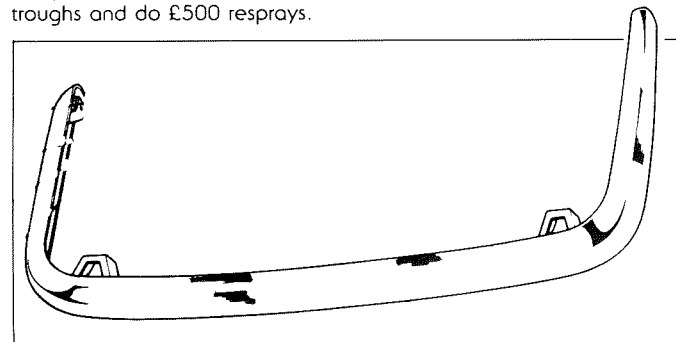
The illustration shown above is from an original owned by the Club. Signed by Roberto M. aged 9 to Dad M..

Styling proposal for
GT6 MKIII 01-04-73

DIY SPRAYING

DO you have a restricted space to spray your car in? Or a limited budget? Or want to do it yourself?

FOR HIRE ★ SPRAY OVEN ★ only £180 per day plus VAT for TSSC members which is a 20% discount. For details, contact Andrew Stone at PEGASUS GARAGE ETA Ltd., 0795 844646. NOTE:- From October 1994 it will be an offence to spray without the proper ventilation and filters. This is the Environment Protection Act 1994 applicable to professional companies who have to have the right equipment. Others have horse troughs and do £500 resprays.



BUMPERS NOW AVAILABLE

BOTH types of rear bumpers for Spitfire MkIV/1500 & GT6 MkIII now available. These are remanufactured by Rimmer Bros.

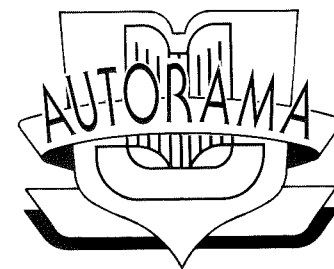
914698 Spitfire MkIV/1500 up to FH116000 and GT6 MkIII. WKC3954 for Spitfire 1500 FH116000 on. Both priced at £195.00 including VAT

SPORTS CAR SUPPLIES

SPORTS Car Supplies have now re-manufactured rotoflex trunnion bush kits including all spacers and washers.

These kits fit all Vitesse MkII's and GT6 MkI-III rotoflex models. These are available at a special offer price of £15 per set plus VAT. Tel: 091 4960522. Trade enquiries welcome. TO ALL OUR CUSTOMERS ... AS of Tuesday, 1st March, the retail business of Triumphscene, Darlington, will be transferred to Sports Car Supplies, Newcastle upon Tyne. All past and present customers of Triumphscene will find a friendly and efficient service from the parts department at Sports Car Supplies.

LOCAL CUSTOMERS:- If you are a Triumphscene customer, you may still collect orders from Triumphscene's premises in Darlington (Monday to Friday, please order 24 hours in advance through the Sports Car Supplies shop on 091 496 0522). Alternatively we offer a free next day delivery on all orders in excess of £50. Why not visit our new parts warehouse/shop next to the Metrocentre? For repairs, restorations and service to your Triumph, please telephone Sports Car Supplies to arrange collection of your vehicle. MAIL ORDER CUSTOMERS:- For valued Triumphscene mail order customers, please order parts direct from Sports Car Supplies. After the 1st of March, cheques etc. should be made payable to 'Sports Car Supplies'. If you need further supplies of Sports Car Supplies catalogues and price lists, please do not hesitate to phone our Parts Hot Line on 091 496 0522. — IMPORTANT ANNOUNCEMENT:- As of the 1st of March, Paul Smethurst, T/A Triumphscene will CONTINUE to operate the business from the Steeplejack Way premises. Paul is however, after much consideration,



In and Around the Trade Scene

going to concentrate on the RE-MANUFACTURE of parts for the Triumph range. These re-manufactured parts (including the Herald rubber bumper sets and chassis components) are all readily available from Sports Car Supplies retail warehouse. For TRADE CUSTOMERS, please contact Triumphscene direct on 0325 486542 to discuss bulk orders. The popular 'Tristan' Herald hood conversion is still manufactured and retailed by Triumphscene as usual. Through this Tyne Tees 'Triumphant' alliance, all our customers will be assured a continued and helpful service.

SPITBITZ

TO all our customers. Please note we have now moved from our Grazely, Reading stores and that everything is now under one roof.

Due to the shortage of space, we have decided to extend our sale to the end of April but hurry, at up to 50% off, these parts are going quick and prices cannot be repeated.

HERITAGE SPITFIRE BONNETS

are currently in stock again. Made in limited numbers, they sell quickly so telephone your order quickly.

The following companies have them:- Chic Doig, Rimmer Bros., Sports Car Supplies, Moss Europe, John Hills, so try these companies first!

TRIUMPH SPORTS SIX CLUB INSURANCE



SEE in this month's Courier the TSSC proposal form for TSSC Classic Car insurance. Over 50% of club Members use the Club scheme - how about the rest?

Our schemes together with Footman James and Dominion Insurance offers the very best cover for Club Members, along with the Club Valuation, you will obtain the best possible Agreed Value Scheme for your car. Tel: 021 561 6262 for an instant quotation.

MODERN CAR & MOTORCYCLE INSURANCE 10% DISCOUNT

Footman James in conjunction with the Triumph Sports Six Club are delighted to announce an exciting Modern Car/Motorcycle Scheme for those members currently using TSSC Insurance for their Club cars.

Into our second decade with Footman James and together with Dominion Insurance, who underwrite all TSSC Club policies, this scheme is exclusive for TSSC members.

The success of the highly competitive Classic Car Scheme has led to the development of this latest UNBEATABLE package for your modern day car or motorcycle. The beauty of the scheme lies in its simplicity so, what's on offer?

Provided you comply with the cover requirements, the scheme will give you 10% DISCOUNT from the renewal terms offered by your present insurer. Yes, 10% DISCOUNT.

Complete the appropriate forms (enclosed in this Courier) - after carefully reading the 'How to proceed' instructions - then deduct 10% from your present renewal figure and pay by cheque or credit card. The other advantage is that you then have a 'One Stop Shop' for your insurance advice.

To summarise, the scheme offers The Best Private Car/Motorcycle Insurance deal in town but without your help it will not work.

When applying for cover, these are the do's and don'ts:

DO:

- a) Do follow precisely the instructions given in the brochure on how to proceed.
- b) Do provide all documentation requested, including remittance in one go, at least 10 days before cover is required.
- c) Do Write or FAX to Footman James if you have a query.

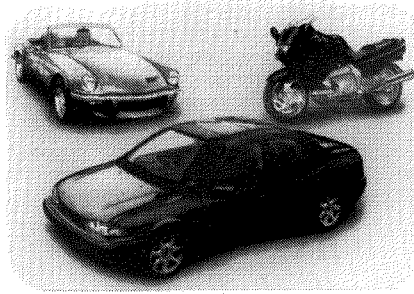
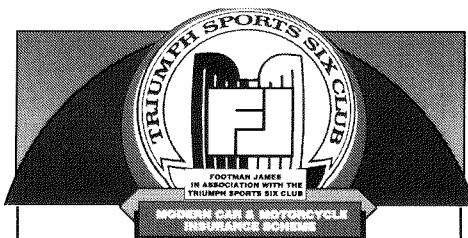
DON'T:

- a) Don't Telephone - if all the members who want cover telephone at the same time, no switchboard in the world can cope!
- b) Don't try to alter the cover particularly in respect of Drivers, Vehicles and Use. These cannot be varied.

**As we said, the best deal in town but
WE NEED YOUR HELP**

Incidentally, any members currently insured through the previous Modern Car Scheme will also qualify for the 10% discount - get writing.

10% DISCOUNT 10%



Exclusive for TSSC Members Already Insured under the present Insurance Scheme through FOOTMAN JAMES & CO LTD

10% Discount Our commitment is to Discount by 10% the Renewal Premium of your Existing Private Car / Motorcycle Policy.



HIS month the regulations on vision out of your car. The regulations are quite simple and although the jargon may be difficult to follow in places, they are really only common sense. The Road Vehicles (Construction and Use) Regulations 1986.

● REGULATION 30

* 1) Every motor vehicle shall be so designed and constructed that the driver thereof, while controlling the vehicle, can at all times have a full view of the road and traffic ahead of the motor vehicle.

* 3) All glass or other transparent material fitted to a motor vehicle (including plastic windows in a convertible roof — Mike) shall be maintained in such a condition that it does not obscure the vision of the driver while the vehicle is being driven on the road.

● 31

* 1) This regulation applies to a motor vehicle which is

* a) a wheeled vehicle, not being a caravan, first used before 1st June 1978;

* b) a caravan first used before 1st September 1978.

* 2) The glass fitted to any window specified in an item in column 3 of the Table of a vehicle of a class specified in that item in column 2 shall be safety glass.

* 1	2	3
* 1	Wheeled vehicles first used on or after 1st January 1959 being passenger vehicles or dual purpose vehicles.	Windscreens and all outside windows.

* 4) In this regulation and in regulation 32

* 'caravan' means any trailer which is constructed (and not merely adapted) for human habitation; and

* 'safety glass' means glass so constructed that if fractured it does not fly into fragments likely to cause severe cuts.

● 32

* 1) This regulation applies to

* a) a caravan first used on or after 1st September 1978 and

* b) a wheeled motor vehicle and a wheeled trailer, not being a caravan, first used on or after 1st June 1978.

* 2) Save as provided

3) to 9), the windows specified in column 2 of the Table shown below, in relation to vehicles specified in that column of that table, shall be constructed of the material specified in column 3 of that table.

* 1	2	3
* 1	Windscreens and other windows wholly or partly on either side of the driver's seat fitted to motor vehicles first used on or after 1st April, 1985.	Specified safety glass (1980).



Mike Crewes

REGULATIONS ON VISION OUT OF YOUR CAR.

* 2	Windscreens and other windows wholly or partly on either side of the driver's seat fitted to a motor vehicle first used before 1st April, 1985.	Specified safety glass or specified safety glass (1980).
* 3	All other windows.	Specified safety glass, specified safety glass (1980) or safety glazing.

* 3) and 4) and exemptions.

* 5) is the regulation which allows the temporary use of safety glazing over a broken windscreen or window.

* 6), 7), 8) and 9) deals with buses and exemptions for trailers with temporary glazing and window markings.

* 10) Save as provided in paragraph 11), the windcreens or other windows constructed in accordance with the foregoing provisions of this Regulation of specific safety glass (1980) or safety glazing and specified in column 3 of table II, in relation to the vehicles specified in column 2 of that Table, shall have a visual transmission for light of not less than the percentage specified in relation to those windows in column 4, when measured perpendicular to the surface in accordance with the procedure specified in relation to those windows in column 5.

TABLE II (Regulation 32 (10))

1.	2.	3.	4.	5.
Item	Vehicles	Windows	Percentage	Documents specifying procedures.
1	Motor vehicles first used before 1st April 1985.	All windows.	70	British Standard Specification No. 857 or No. 5282.
2	Motor vehicles first used on or after 1st April 1985 and trailers.	(a) Windscreens	75	The documents mentioned in sub-paragraph (i), (ii) or (iii) of the definition in paragraph (13) of 'specified' safety glass (1980).

* 11 Paragraph 10) does not apply to

* a) any part of any windscreen which is outside the vision reference zone;

* b) windows through which the driver, when in the driver's seat, is unable at any time to see any part of the road on which the vehicle is waiting or proceeding;

* c) and d) ambulances and commercial vehicles.

* 13) Definitions;

* 'Safety Glazing' means material (other than glass)

which is so constructed or treated that if fractured it does not fly into fragments likely to cause severe cuts. British Standard Specifications are also given for specified safety glass and specified safety glass (1980).

* 'Vision Reference Zone' is defined under British Standard specification number 857.

* 'Windscreen' includes a windshield.

If you have a query or topic on Road Traffic Legislation write to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN.** Enclose a S.A.E.

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IN THE January 1994 Courier I highlighted a Mkl 1200 convertible (GA 7130CV) belonging to Andrew John. An even earlier example GA 6964CV, has just come to light.

The engine, GA 6671, would appear to be the original from the proximity of chassis and engine numbers. The body number TAR GA 8564 is not in the normal sequence, it should be RAT followed by 3 or 4 digits. Does anyone recognise the TAR GA code?



I would still like to see if any of the earlier cars are on the road, the numbers are (with last recorded owner):-

GA 441CV (engine GA 265) J Wright*
GA 661CV (engine GA 1382) A Mayers.
(GA 1382CV is corrected to GA 13821CV).
GA 2330CV (12/50 engine) J Middleton.



Herald

REGISTER

Chris Longhurst

GA 3970CV (engine GA4451) Y Brooks.

GA 5918CV (engine GA6629) L Harrington.

GA 6964 (engine GA 6671) D Paris.

Note that * GA 441CV was fitted with twin carbs and a servo from new. I do not have body numbers for any of the earlier cars. The earliest I have recorded is RAT 1111 (with GA 7130CV).

I would also like to hear from any other Mkl 1200 convertible members with numbers of their cars. The only vehicles for which I have body numbers recorded are:-
GA 7130CV, RAT 1111, A John.
GA 9560CV, RAT 1512, S Bone.
GA 16313CV, RAT2444, R Johnson.
GA 23464CV, RAT 3341, N Reddin.
GA 24807CV, RAT 3517, K Nichols.
GA 32262, RAT 4274, H Pitt.
GA 51777CV, RAT 6034, D Farmer.
GA 55590CV, RAT 6396, E Lazenby.
GA 56470CV, RAT 6591, B Goode.

I would be particularly interested in the body numbers (RAT - - - -) for the 'newest cars on the Register':
GA 67068CV (M Shewan),
GA 72379CV (A Fowles) and
GA 72383 (S Hayles), these will be useful to estimate total production of the Mkl 1200 convertible. ○

Tourers Talk

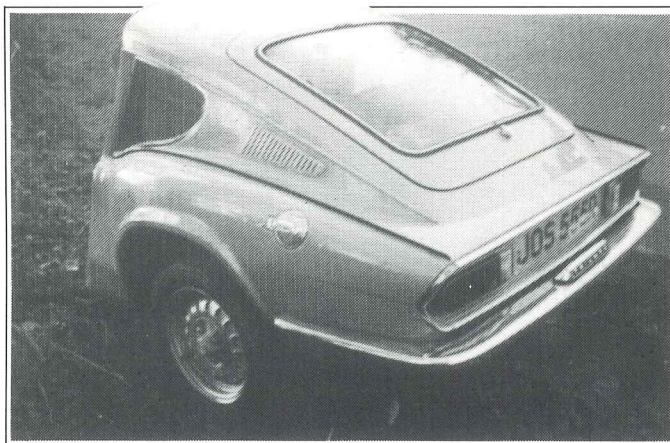
Mike Crewes

IT'S the start of the season and many of us will have been preparing for the summer for a little while, so Tourer's Talk is back with a new season. Remember, this column is yours, it relies on your contributions, stories, experiences, tips and equipment. In fact, anything that makes touring with a trailer more fun!

To start the season, some humour and a letter I have been dared to publish. The author obviously knows me well, since I can never resist a dare! ... 'Just a little note after reading your articles on trailers — how's this for one!'

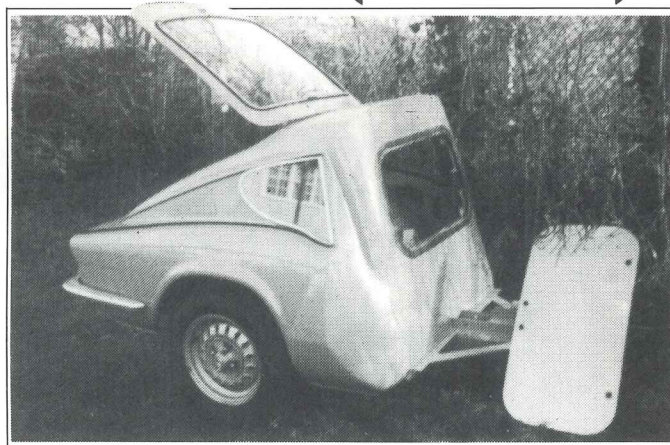
We have all seen Mini and Escort van trailers, and, God forbid, sofas, so here is one more in the eye for the purists. Built one dull, grungy Sunday, after finding myself at a loss for something to do (can't be a true Triumph enthusiast if I have nothing to do on a Sunday when I should be polishing that inaccessible grommet under the dashboard that might gain concours points!)

This rebuild boasts rototflex suspension all in running order, with a 3.27 ratio differential, new wings and mirrored sun roof, which were specially purchased for this show stopping gleaming example of Triumph 'mastery'. This is, of course, the one and only ultimate GT6



owner's camping trailer, finished in clean cut Saffron and incorporating a security conscious locking tow hitch.

THE GT 'T' (GT Trailer)



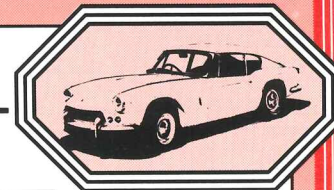
Access is simple, from the rear tail gate, then leaning through to undip the sun roof, the glass can then be removed from the front. Original GT6 wheels and tyres were used to stop 'tyre roll off' under high speed cornering (see Tourer's Talk Oct 93!). A spare wheel is, of course, carried at all times, including a full tank of fuel for that all important top-up when touring through deserted expanses of countryside. This 'car' was, of course, built from a totally concours, all original, low mileage example of our most expensive Club Car, all unused parts, such as engine, o/d gearbox, etc were all **SCRAPPED!**

Well, there it is, don't write and complain to me, write to the author: Captain 'Moonie', Moonietune Conversions, Cove, Hampshire. Now then Captain Moonie, a challenge exists for you, if it exists, let's see it at a few shows — if you dare!! — Back next month with some serious reporting. Happy touring! Send your information or article (with photos if possible) to: Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire. SL5 8EN. Replies need an S.A.E. please.

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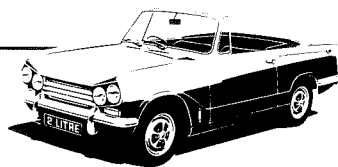
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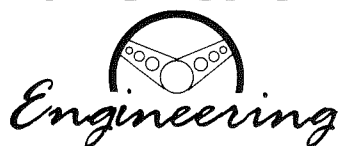
GT6 tailgate bottom and Herald

estate tailgate T.B.A.

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SPECIALS Specials SPECIALS Specials REGISTER

Trevor Collett



T long last it is spring again and time to air all those good, old fashioned clichés about coming out of hibernation, hosts of golden daffodils, birds singing in the trees, the start of the show season etc, etc. I love it.

As most of you know one of the first and one of the biggest TSSC events of the year is the S.E.M., once again to be held at Leatherhead Leisure Centre, just 9 miles off junction 9 of the M25 and just a mile away from my house. What's this leading to? I hear you ask. Well, it's a plea. A plea for all you kit car and special owners south of the Midlands, or north, to come along on May 8. I've been driven to writing this special invitation by lack of numbers. The S.E.M. is, subject to rain, very well attended with Heralds, Vitesse, Spitfires and GT6s turning up in droves

but Specials have been woefully scarce. Sunday is Concours Day and usually I get to be one of the judges. There is a shield to be given to the 'Best Herald', 'Best Vitesse', 'Best Spitfire', 'Best GT6', 'Best Bond' and 'Best Special'. Judging the Specials is not an arduous job, that's the problem, average attendance is between five and six cars. What's more, four out of the last five years I've given the Best Special award to

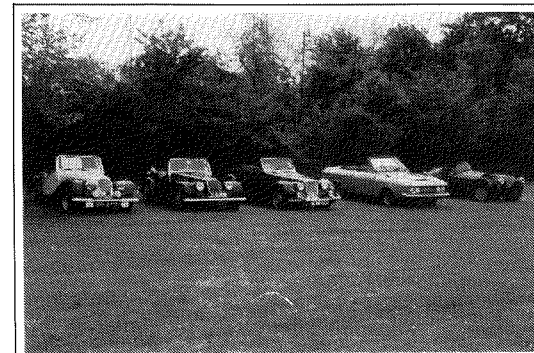
the same car, Chris Bird's white Midge. I think Chris is getting as embarrassed about accepting it as I am about giving it to him and his mantle-piece must be full now. So come on you lot, give Chris some competition, I really don't want to give it to him again (sorry Chris)! Don't be put off by thinking your car doesn't qualify or won't be good enough. This is a Mike Crewes concours, every car gets judged and there are no rules.

GET THE POLISH OUT

The prize goes to the car the judge likes best and I don't have to justify my decision to anyone. As a bonus, if a decent number of kits and specials turn up, Mike might not ask me to do the Vitesse, that is hard work.

50,000 MILE SERVICE

IT'S hard to believe that my Moss Malvern has now clocked up 50,000 miles since I put it together in 83/84. It seems only like yesterday. In all those miles the engine has behaved



perfectly, and still does, but being a great believer in preventative maintenance, I decided to give the engine a bit of a going over. Back in 1984 I had a bit of luck in the engine department, for less than the price of a rebuild, I managed to acquire a brand new, still in its packing, Leyland short engine. The number stamped on the block is FD 600 ESS. The FD indicates that it was intended for a Spitfire MkIII, the

ESS bit, as I understand, indicates that the engine was specially built as a spare. So I know the exact history of the bottom end of my engine, even so I have fitted new big end bearings as I read somewhere that Standard-Triumph recommended this at the 48,000 mile service to prolong engine life. The history of the top end is not so well known. I transferred the head, with only minimal attention, from the donor Herald 13/60 which, as I remember, was showing 85,000 miles on the clock. The one component that I have been particularly concerned about is the valve springs. I reckon that at 135,000 miles the springs must be on their last legs and having had one break on my Herald some years ago, a new set was definitely called for. Back in the Autumn I potted along to the Dorking Autojumble and what do you think I spied? An unused 13/60 cylinder head and converted to unleaded by Mr. Kipping. Ten seconds later the deal was done. Although I was happy at the price it was still an expensive way to get a new set of valve springs! Of course fitting this head

will give me increased piece of mind and the chance to switch to unleaded petrol. I must admit that using unleaded has never been a great priority in my car driving life. I appreciate a clean environment as much as anyone but it seems to me the benefits of unleaded are not appreciable without a catalytic converter. Now I am scouring the second hand pet shops for a cat

that will fit a Herald engine. I just hope I can get this engine back together before the decent weather arrives. I reckon I've got till September.

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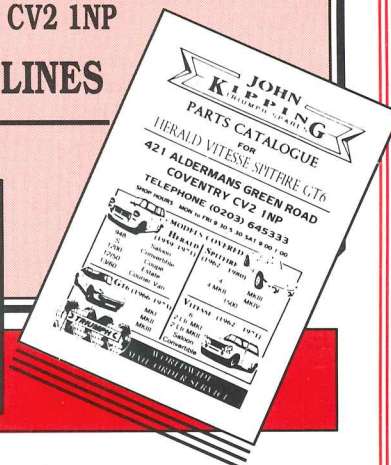
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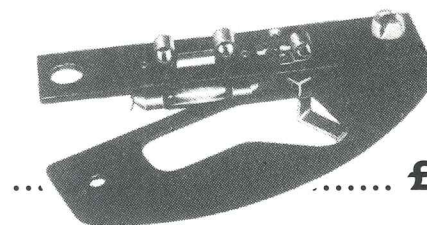
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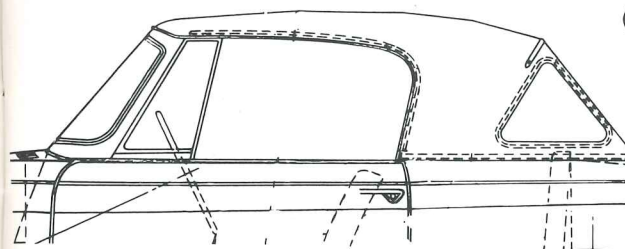


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TRIUMPH TRIUMPH *Spitfire* REGISTER Brett Dennis

I WANTED to have a go at rebuilding a car. After doing the tour of all the classic car shows and rummaging in the auto jumbles I had the bug, but what was it to be?

The parts would have to be relatively plentiful and not too expensive, having owned a 1500 Spitfire a few years ago and having good memories of it, an earlier MkIII seemed just the thing.

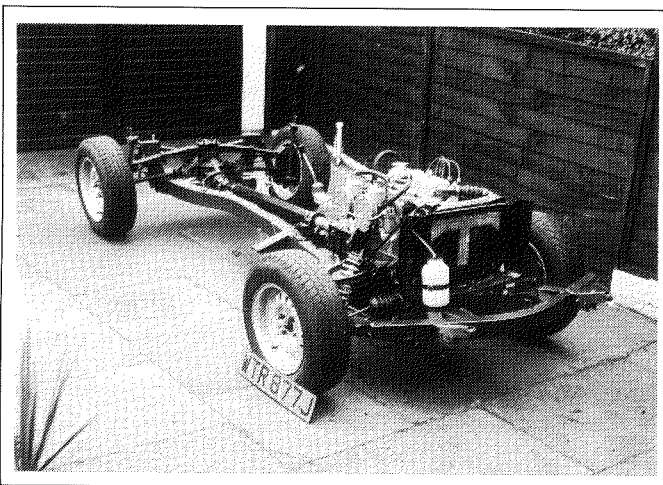
WTR 877J was found sitting on the University car park in a very sorry state, with no MoT and wings held on with tape. It looked just right for a rebuild so, having tracked down the owner and agreeing a price, we towed her home with car full of new panels and bits and bobs.

I thought I had a bargain. Unfortunately we had virtually no



HIS month we shall look at a couple of reader's restorations which go to show what sort of high quality standards can be achieved in the garage.

The first Spitfire is a MkIII, reg WTR 877J, commission no. FD 90311, owned and restored by Glyn Bull of Stoke on Trent. I will now let him tell you the story of WTR 877J.



interior which proved costly later on. But dismantling began and the full extent of work to be done was revealed.

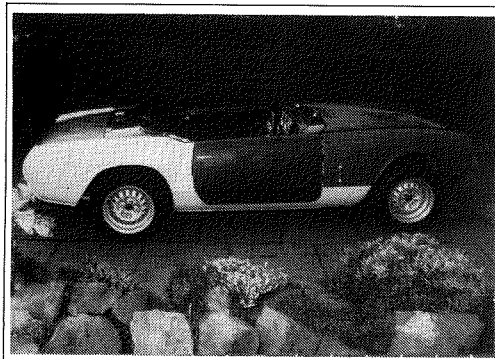
The only good thing for me was that a new floor and sills were fitted. The whole rear end had to be cut away, boot floor, rear valance, inner and outer wings etc.

The body came off, and the chassis was remarkably good. It was stripped right down, degreased and cleaned, treated for rust before being painted with Hammerite No. 1 primer, then three coats of Hammerite red. All the suspension, bushes, trunnions, discs, everything was replaced and rebuilt including copper brake pipes and Aeroquip brake hoses and then the engine was refitted.

New 1300cc carbs are now fitted and the body was placed back on the chassis with a plastic sheet to protect it whilst some of the body panels were fitted, then the body was taken off again and sprayed in my garage. One door was re-skinned but the other had to be replaced with a Californian imported one.

The bonnet proved a nightmare, it needed new wing arches, D plates and indicator repair panels. Eventually I got it all back together and looking something like. I sprayed everything in numerous coats of primer and then in its original Damson, it turned out quite good at the time, but later on I was able to have the car professionally re-sprayed in 'two pack'. As for the interior, I wanted something a little different so I bought two seats and had them covered in tan 'Leatherett', door panels, dash, rear panel, everything had to be done.

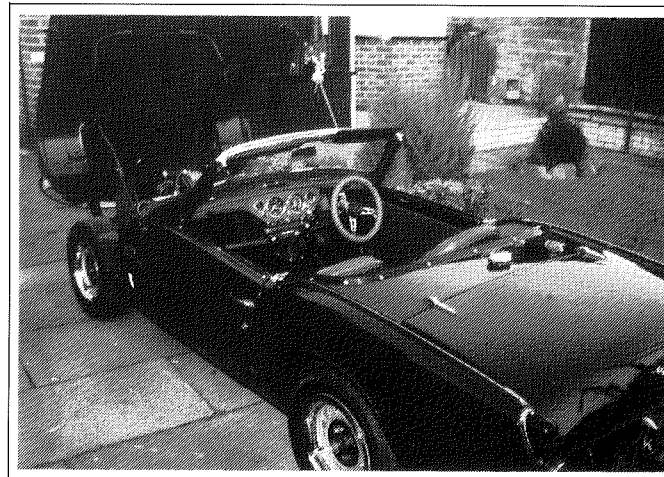
The car passed its MoT first time. Still lots to be done though. I still need rear quarter bumpers and a hood,



so we only go out when the sun shines!

It's taken almost two years to rebuild, weekends and evenings, the car isn't concours because I wanted something a little different and I think it is OK for a first attempt.

THE second restoration is of a Spitfire 4, reg no. HAR 625C, commission no. FC 44121 owned by Paul Miller of Trowbridge, Wiltshire. Paul is only the third owner of HAR 625C. The first owner being a Mrs Rosemary Lockyer who was a member and still could be? Paul would love to be able to contact her again. Are you out there Mrs Lockyer?

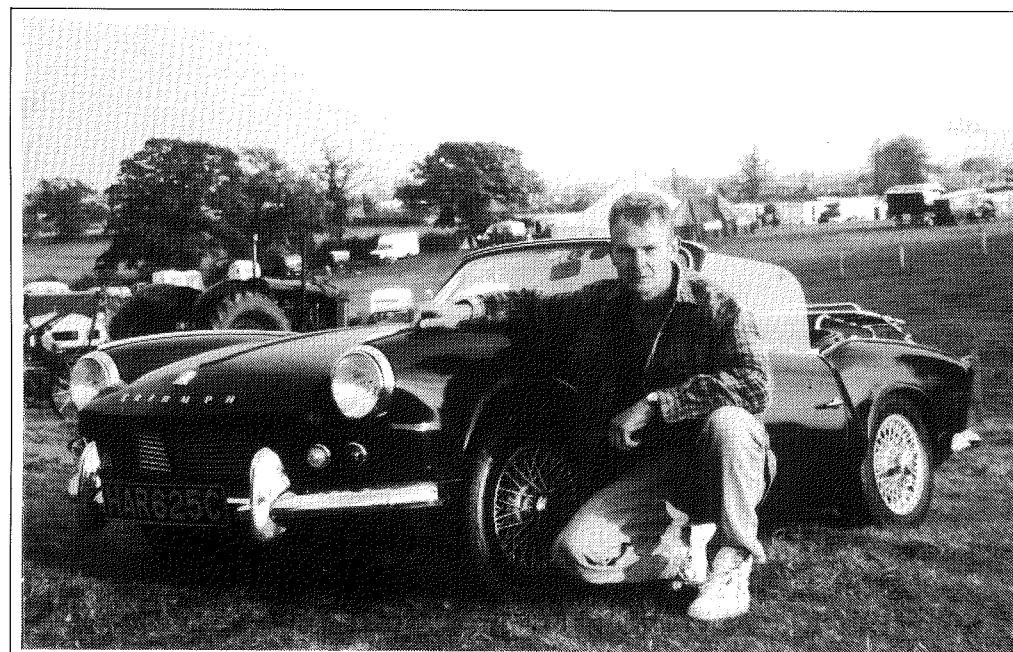


The second owner was a Rev. John Blichware. He bought the car with the usual intention of a quick tidy up but two years and many arguments with the wife later, the car nicknamed Rose was finished. Rose went through a complete nut and bolt restoration and passed her MoT first time and was back on

the road in August 1993.

This was Paul's first restoration and joining the Club made it possible for him to complete the car. ○

Paul Miller of Trowbridge, Wiltshire, with his nicely restored Mk4 Spitfire.



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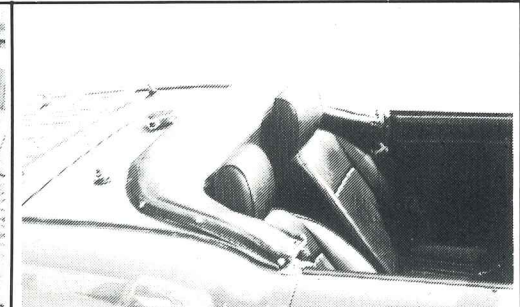
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CH534

BLACK DOUBLE DUCK
HERALD
VITESSE

£70

CH535

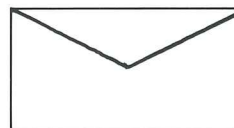
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Roadcraft: Mr David Chapman, of Worcester, takes the opportunity to test-drive his German-built Amphicar on floodwaters from the River Severn near Tewkesbury yesterday. The vehicle has propellers and is licensed both as a boat and a car. Picture: James Vellacott

Picture: James Vellacott



OPE you all liked the picture of my Amphicar on the cover of the March issue of the Courier. The picture was taken at the Evesham, Worcestershire River Festival in June 1992. You can tell it was June by the rain — it didn't stop all day!

Because the Festival is near the town centre on a Saturday afternoon, parking is always a problem so we went by water and moored up instead.

The car was moored there most of the afternoon with no problems, most Amphicars don't leak although the bilge pump did cut in during some heavy rain.

When the photo was taken I still had the original hood fitted and when it was wet it used to be completely porous. I've since fitted a rubberised vinyl replacement hood made by the Amphicar club in the U.S.A. It looks the same but is slightly thinner. The original hood was Mercedes Mohair and now costs over £400 just in materials.

The only other part of the car I've changed since the photo was taken is the rear number plate, the MoT man failed it this year because 'the letters and numbers are too close together!'

NO PUBLICITY

A couple of you have sent me press cuttings after my picture was in the papers in January.

It's interesting how this came about. Saturday 8th January was a bright sunny day but the rivers were still high from recent rain and there was the normal flooding of surrounding fields in the Tewkesbury area. We decided to drive to a pub we know on the river bank just south of Tewkesbury. The lane to the pub is long and low so always flooded to a depth of up to six feet for over a mile but of course this is not a problem for Amphicar.

Anyway we were driving along the lane not expecting to see anyone when we came across a small rowing boat with stickers all over it saying 'The Sun'. It's little outboard engine had broken down. They said they were going to the pub where a 'free' lunch was laid on so we gave them a tow. When we got to the pub it was full of newspaper and TV people, they had decided that because it had been stranded for a couple of weeks it would make a good 'human interest' story!

They took a few pictures and



● TOWN CAR ●
● COUNTRY CAR ●
● DREAM CAR ●
AMPHICAR

**David
Chapman**

asked a couple of questions before we had a nice lunch, after which we drove home, not thinking much of it.

On the Monday morning I was working at a hotel in Leeds, I was looking through the papers on the reception desk and on page four of the Telegraph there was a picture of me in Amphicar. I looked through some other papers and the same picture was also in the Mirror, Sun, Star and Today.

What was interesting was that in a couple of the papers they had added some words, two of them had put down my age but they had simply guessed and got it wrong! They hadn't bothered to ask or check!

Later on one of the classic car publications picked up the story, they rang and asked a few questions 'to check the facts', but still printed that the Amphicar was American made and fibreglass. I GIVE UP!

When I got home from Leeds on the Monday evening the phone was going bananas, the guy from Channel 4 Big Breakfast said he had been ringing every half hour all day and wanted to know if I would drive down to London for 6AM the next morning to appear on TV with Chris Evans. They offered to pay £80 for expenses. They seemed quite surprised when I said I wasn't interested.

I've been involved with TV people before and to be honest it's not a lot of fun, you tend to get messed around so much that after doing it once, most people would never want to see a TV camera again.

Anyway I rang one of the London Amphicar owners who has a business renting out classic cars and who was keen to do it and he was on the programme for a couple of minutes in mid-January.

Although Amphicar is a little unusual, any of us with 'a funny old car' could get approached by the media. If you are my advice would be as follows:-

1. Lay down the rules, remember that most of us are not selling the car or anything to do with it, almost all of the benefit is with the TV or newspaper. The pictures of my Amphicar I mentioned earlier were sold by the photographer to at least five newspapers for between £50 and £100 each.

2. Money. Normally they offer nothing but sometimes they might suggest something up to about £80 for expenses.

Be very careful about this, remember that this money could invalidate insurance and should be declared for tax.

I have known of someone who made his car available for a press article, accepted £100 expenses and was then approached by the same journalist the next year to do another article, when he refused it was 'suggested' that unless he did the article the Taxman might get to hear about the previous payment.

3. If you decide to accept money make sure you receive it first, it is next to impossible afterwards. The best solution I have found is for them to make a cheque payable to your favourite charity, you should still insist on a cheque so you can be sure the money is paid but this approach solves most of the problems.

4. If you agree a date and time I think it is important to turn up, but be sure to re-confirm the conditions you agreed previously, these should include, how much of your time they have got, who you take instructions from (must be only one person!) what is acceptable 'can you drive round the corner with the headlights on' and what is not acceptable 'can we drill a hole in the bonnet to bolt the camera on'.

In summary then, if you are asked to get involved in anything from a local newspaper picture to a feature film, go into it with your eyes open, don't expect to get rich and try not to be star-struck!

Finally, no response to my request last month for info on UK companies that will chemically strip a car bodyshell, isn't there anybody out there who could offer this service.

That's all for this month, happy driving/boating!



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the Triumph Mk4 1500 Spitfire Register JOHN THOMASON

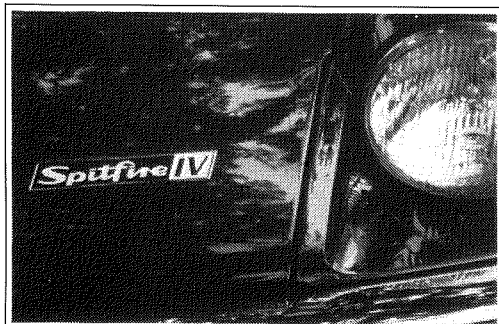


WINTRY scene sent in by Mr Ratcliffe of Rochdale, Kent, which demonstrates his convictions of all year round use, especially with the aid of, and benefits of a hard top. Mr Ratcliffe bought his 1976 Spitfire in 1989 which was then extensively rebuilt, and very nice it looks. Sadly he must now part with the car to make room for the larger version, the Triumph Stag.

BADGES, STICKERS AND THINGS

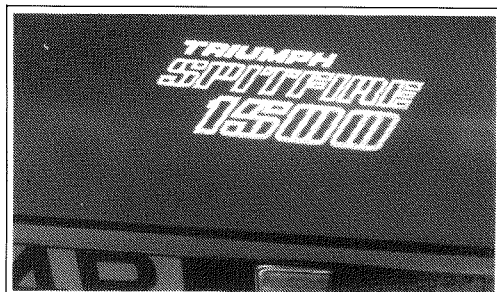
The Club's Offers Department market a useful decal package from Classic Reproductions for the Spitfire 1500 which I thought would be of interest to review along with the other badges, decals and stickers originally used on the Spitfire IV and 1500.

EXTERNAL BADGES

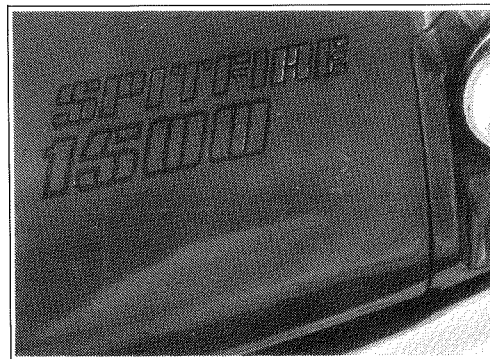


Three metal 'Spitfire IV' badges were used on the Spitfire IV, one on each rear wing and one on the front of the bonnet, which is different to the rear ones, having angled sides.

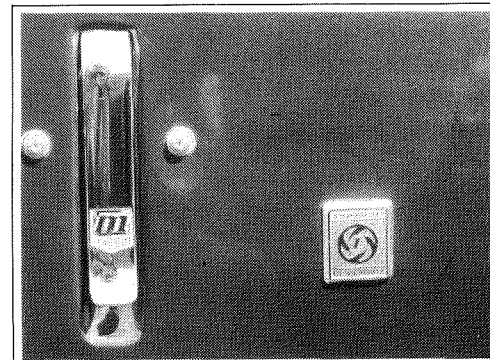
On the Spitfire 1500 the metal badges were replaced with decals for reasons of cost but explained away as more stylish. The decals were available in Black or Aluminium colour depending on body colour.



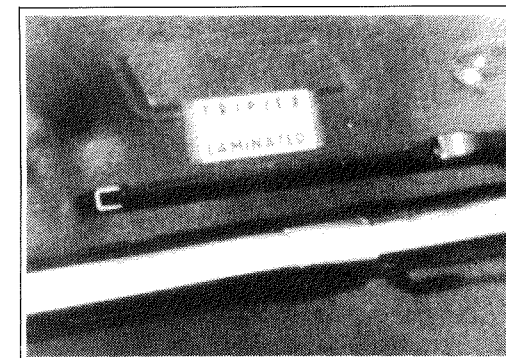
Omission of these badges from the car is a good indicator of a respray. NB. The front decal is located square to the car and not parallel to the leading edge of the bonnet.



Other bonnet badging on the MkIV included a stick-on BL badge to the front of each bonnet catch. An alternative BL badge was also fitted in which the Blue and Silver colours were reversed. The badge was also used on the 1500 until about 1976 when it was gradually left off. These badges can also be found on other BL cars of the time such as the Marina and Allegro etc., which can be used as a source of spares. The Offers pack includes the predominantly silver badge but not the small chromed plinth on which it is mounted. Strangely only one badge is supplied.



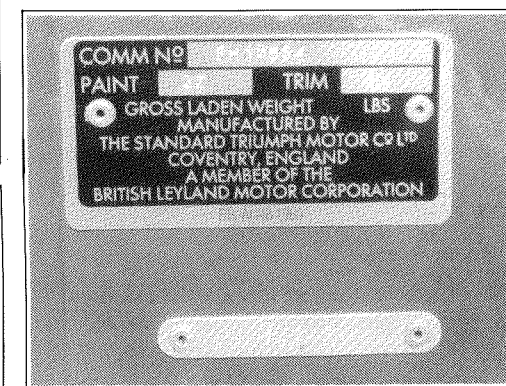
Laminated windscreens were available as an optional extra on the Spitfire IV and early 1500s and when fitted the above decal was fitted. As a result of legislation, around 1978 laminated windscreens were fitted as standard and so all later cars should have this decal.



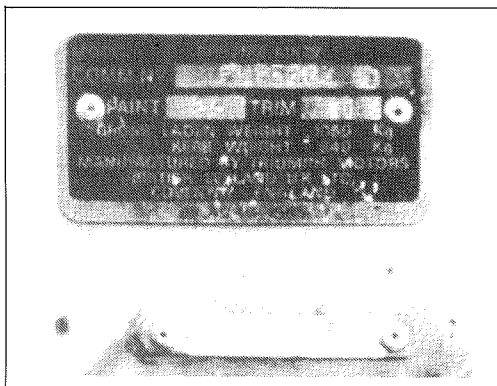
UNDER THE BONNET

The type of commission plate fitted to early MkIVs was the same as that of the MkIII. Note the Body Number below should be painted the body colour.

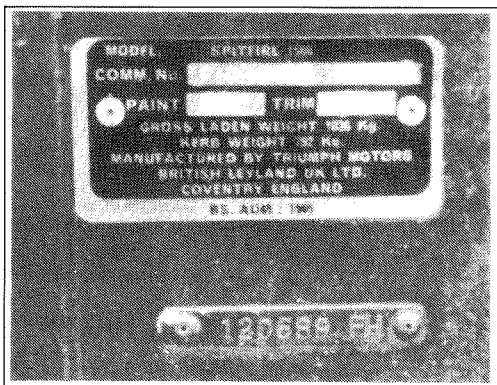
Around 1972 the Commission plate was updated to give the weights in 'kilos' and show the manufacturer as 'Triumph Motors' rather than 'Standard Triumph Motor Co.'



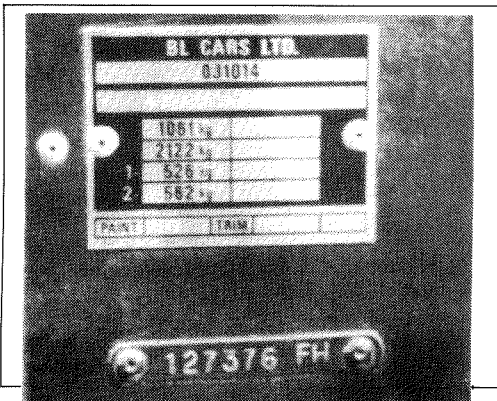
Later still, the plate was changed again to include 'Spitfire IV' as shown. Information on the Commission Numbers of member's cars fitted with these various plates would be appreciated to try and tie down the change point.



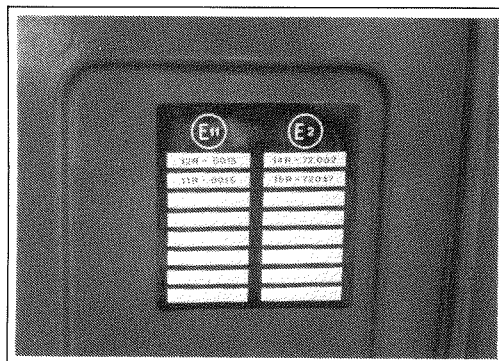
Very early Spitfire 1500s used the later Spitfire IV plate but were soon replaced by the plate shown above which is the type supplied in the Offers pack.



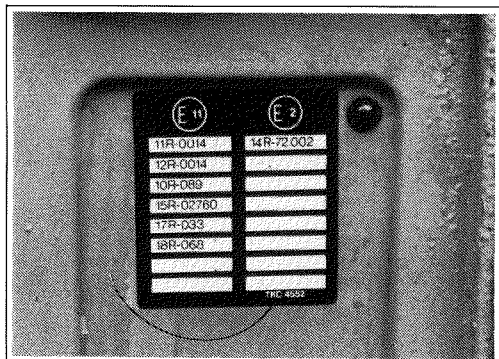
After October 1979, with the introduction of the International Identification Number (VIN) the Commission Plate changed yet again as shown.



After FH 30,795 an EEC Approval label was fitted to the RH A post of the MkIV which detailed the Door Lock, Hinge and Steering standards that the car had passed.



By the time of the Spitfire 1500 the list of standards had increased as shown.

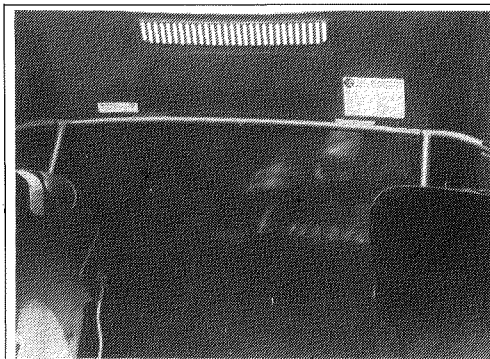


From about 1976 a very useful engine settings label was fitted under the bonnet as shown. As evident from the label, it can also be found on the Dolomite range of cars although they are very difficult to peel off in one piece!

The Club Offers label is a good reproduction although the type face is not as bold.

Although not originally fitted to the MkIV and early 1500s, the data is equally applicable (except timing data in some cases) and is a very useful addition.

Also fitted under the bonnet of the 1500 around 1976 was a British Leyland label advising the use of Unipart replacement parts.

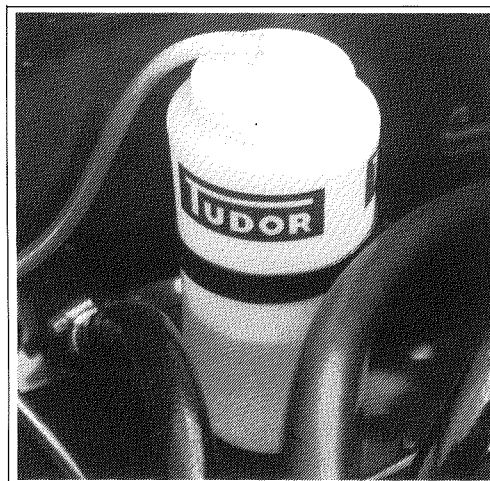


Triumph
DOLOMITE 1300
DOLOMITE 1500
DOLOMITE 1500HL
SPITFIRE

VEHICLE EMISSION CONTROL INFORMATION
TRIUMPH MOTORS
BRITISH LEYLAND UK LIMITED
COVENTRY ENGLAND

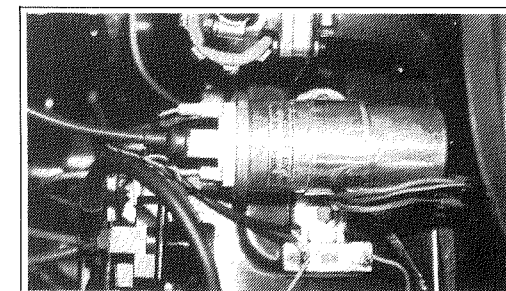
ENGINE SETTINGS

FIRING ORDER	1.3.4.2
ROCKER CLEARANCE (COLD)	.010" (.25mm) INLET & EXHAUST
CONTACT BREAKER GAP	.014"-.016" (.35-.40mm)
DWELL ANGLE	46°-56°
IGNITION TIMING (IDLE)	10° B.T.D.C.
IGNITION TIMING (STATIC)	10° B.T.D.C.
SPARK PLUG TYPE	CHAMPION N12Y
SPARK PLUG GAP	.024"-.026" (.61-.66mm)
IDLE SPEED (NEUTRAL)	650-850 R.P.M.
FAST IDLE SPEED (COLD)	1100-1300 R.P.M.
IDLE MIXTURE (1/2 CO)	2.5-4.5 %
PART No UKC 8546	



The infamous Tudor washer bottle, original examples of which are sought after by concours owners. The Tudor label was originally printed directly onto the washer bottle and today, in many cases, has been rubbed off. The Offers pack includes 3 stick-on labels

which more than adequately do the job, although I found it better to trim off the excess film from around the label. Owners of 1500s after around FH 100,000 needn't worry since the Tudor label was dropped around this time.



The ignition coil on the MkIV and the 1500 was fitted with a red decal as shown advertising 'Use with 1.3 - 1.5 Ohm Ballast Resistor'. The Lucas label supplied in the Offers pack was not originally fitted to the Spitfire.

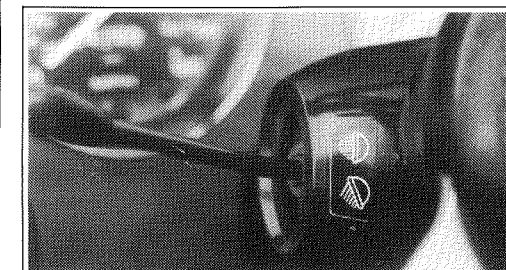
INTERIOR

IMPORTANT

WHEN RESETTING TRIP COUNTERS
ROTATE KNOB CLOCKWISE
UNTIL ALL COUNTERS ARE AT ZERO.
R/R F/R

The Offers pack includes a small decal that was stuck on the speedo face advising operation of the Speedo trip. The label was usually removed upon delivery to the customer.

The steering column cowls of the MkIV and 1500 up to FH 100,020 (when TR7 style switch gear was used) were fitted with headlight and indicator decals. The light decal only included 2 lights, since operation of the side lights had been removed from the column light switch on the MkIV.



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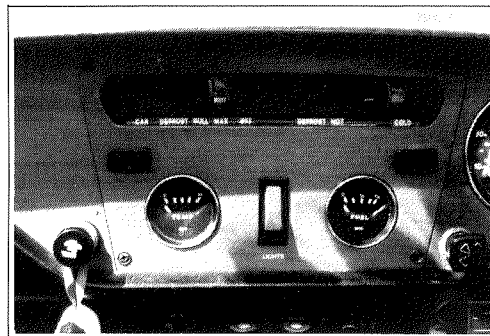
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Glove box, N/S	£10

POSTAL ADDRESS ONLY:- JINGLES FARM, NEW MILL ROAD, FINCHAMSTEAD, BERKS, RG11 4QT

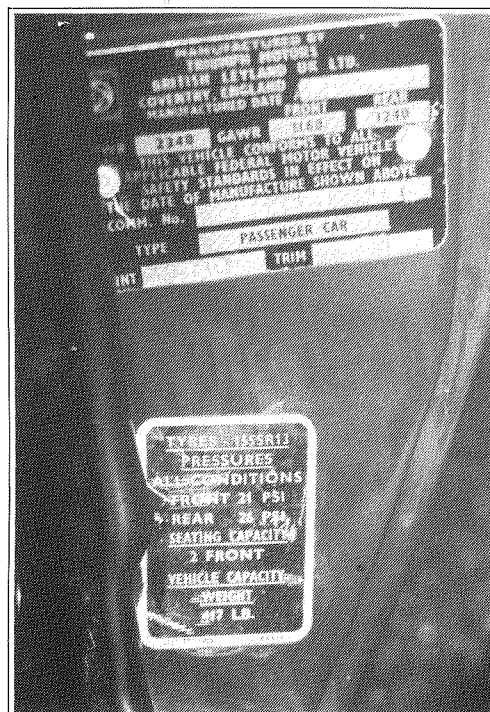
'SPITBITZ' The only name to remember

Around FH 80,000 a white 'lights' decal was added to the dash beneath the light switch, although its application does not appear to have been universal, and seems to have been deleted around 1979. White Letraset is a good way of adding this detail.



If you are prepared to bury your head under the dash, you will probably find a Smith's label on the heater, but we will forget about that one!

Although not originally fitted to UK cars, the tyre pressure data fitted to the door shut of U.S. 1500s would make a very useful addition to the car. How about a manufacturer reproducing one?



The Offers pack for the Spitfire 1500 comprises:-

- 1 x Commission Plate - Photo 7.
- 3 x Tudor washer bottle stickers - Photo 12.
- 1 x Triplex laminated windscreen sticker — Photo 4.
- 1 x Leyland bonnet badge - Photo 3.
- 1 x Ignition coil decal - N/A.
- 1 x Unipart bonnet sticker - Photo 11.
- 1 x Speedo trip setting - Photo 14.
- 1 x Engine data sticker - Photo 11.
- 1 x EEC label - Photo 11.

DIPSTICK

Looking through the Spitfire parts books, doing a bit of research for a forthcoming article, I noticed that the part number for the dipstick of the MkIV (and earlier Spitfires) was different to that of the 1500. I had always thought they had been the same and assumed there to be an error.

However I just happened to have an example of each 'in stock' as one does. At first glance I couldn't see any difference between the two, but then noticed that the 'FULL' mark on the 1500 dipstick was about quarter of an inch higher than that on the MkIV.

A quick calculation revealed that this results in about another three quarters of a pint of oil in the sump. I can only assume that the extra oil capacity was intended by Triumph to increase the cooling capacity of the 1500s lubrication system.

So check the dipstick before swapping between engines.



I... Yes! ... I've finally fitted my door to glass seals... update/details next month...

We start this month with a MkII saloon belonging to Steve Weblin (Solihull), it's finished in Valencia Blue with a tan interior, built on the 5th August 1969, chassis number HC 54740 DL, registration number WYL 20H... several modifications/improvements include, stainless steel exhaust, KGN air filters, Kenlow fan... and

a boot rack... He (the Vitesse) is known as 'William H Weblin' in full... but just 'William' to friends... Steve would like to know any history on 'William' particularly prior to December 1986... looking good in the photo!

The next, a MkII convertible KWB 909H was purchased by Duncan Savage (Gosport) late last year. It was first registered on the 1st July 1971... Duncan omits to say what her original colour was... but... he is now finished 'Skoda' yellow with a Dapple Grey interior! Unusual! (I have a vague recollection that I've seen her... Yeovil Festival of Transport maybe??... she has a couple of slight problems that Duncan is in the process of sorting... he is... as he says... 'a happy owner' and he would also be delighted to learn of any previous history... happy motoring Duncan...

Another owner who is wanting information on his MkII convertible is



THE TRIUMPH VITESSE



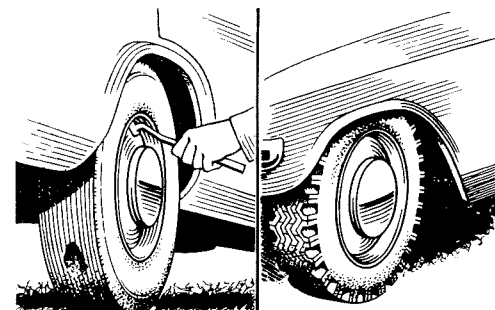
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SERVICE INFORMATION ON SPEEDOMETER - PART II

The correct performance of your speedometer, is to a very large extent, dependent on your flexible drive being in the best possible condition. On many occasions what appears to be failure of an instrument is in fact due to a complete or partial failure of the flexible drive.

Before returning a speedometer for service under the guaranteed exchange scheme you should, therefore, make quite sure that there are no faults in the flexible drive by checking the points in section 3 of this booklet.

The following diagrams illustrate the failures you may experience and, in each case, explain the possible causes and refer you to the appropriate diagram in the section on flexible drives. Only after the flexible drive has been found to be in good condition should the instrument be treated as defective and returned for servicing.



17 Speedometer Inaccurate

Check tyre pressures. Inaccuracies can be caused by badly worn tyres. If non-standard tyres fitted, apply to Smiths Industries Limited Motor Accessory Sales & Service Division dealer for specially calibrated instruments.

FORMULA

TPM number = $1680 \times N/R$
where N is the number of turns of the inner cable for 6 turns of the driven wheels, and R is the rolling radius of the driven wheels in inches.

The Kilometre equivalent of the above formula is:

TPK number = $2650 \times N/R$
where R is expressed in centimetres.

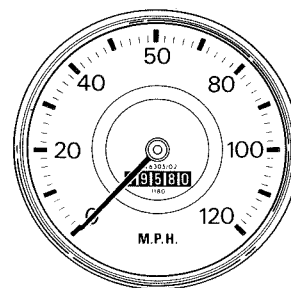
18 Speedometer Inaccurate

Rear axle ratio non-standard. Drive ratio is vehicle gearbox non-standard. A rapid, simple but approximate check is obtained by entering in the formula shown above, the figures found in the gearing test (see 19).



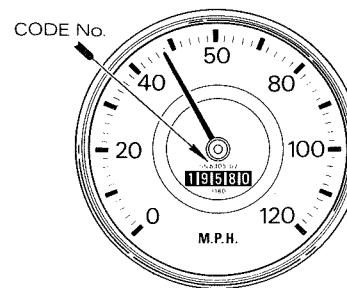
19 Gearing Test

Disconnect the driveflex from the speedometer. With the gears in neutral, count the number of turns of the inner cable for six turns of the driving wheels, when the vehicle is moved forward in a straight line. Measure the rolling radius (centre hub to ground) of the driving wheels with the tyres at correct pressure. Apply figures to formula above (see 18).



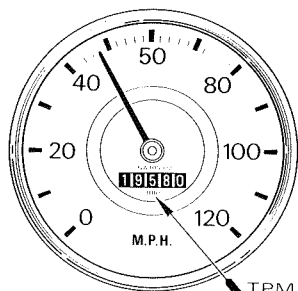
15 Instrument not Operating

Flexible drive not properly connected (see 5). Broken or damaged inner flexible shaft or fault at point of drive (see 12 and 13), in which case remove and replace inner shaft (see 6 and 8) or rectify point-of-drive fault. Insufficient engagement of inner shaft (see 10). Defective instrument—return for service.



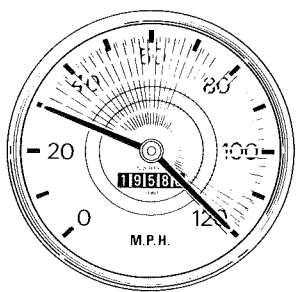
16 Instrument Inaccurate

Incorrect speedometer or revolution indicator fitted. Check code number and refer to Smiths Industries Limited, stating make, year and model of vehicle.



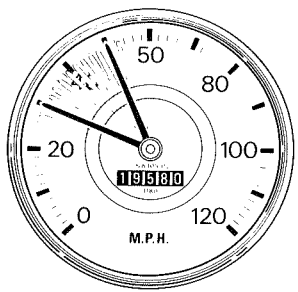
20 Correct Speedometer

Number shown should correspond within 32 either way with the T.P.M. number obtained from 18 and 19. If it does not, apply to Smiths Industries Limited Motor Accessory Division dealer for specially calibrated instrument, giving details of test, vehicle and code number of existing speedometer.



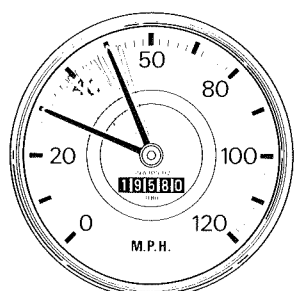
21 Pointer Swings or Sluggish Operation

Oiled-up instrument. Check diagram 9. Replace oil seal if necessary; clean and lubricate flexible drive (see 8). Return instrument for replacement.



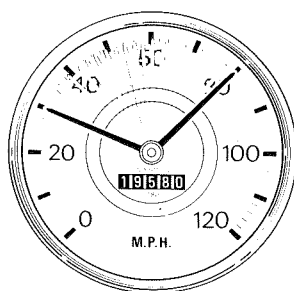
22 Pointer Waver (Intermittent)

Inner flexible shaft not engaging fully. Check 10 then try 4. Also check 12.



23 Pointer Waver

Kinked or crushed flexible drive. Check 7 and 3. For withdrawal of inner shaft see 6. Bends of too small radius in flexible drive, check 1.



24 Pointer Waver

If 21, 22 and 23 show no sign of trouble, instrument is possibly defective. Return for replacement.

25 Tapping

Check 2, 3 and 4. Flexible drive damaged, check 7 and 12 (also see 6). Check that lubrication is adequate (8). Check 10, 11 and 13.

26 General High Level of Noise

Withdraw inner shaft (see 6) and reconnect outer casing only. If noise continues at lower level, then source of noise is in vehicle point of drive. Fitting P.V.C. covered flexible drive with nylon bush on inner shaft may assist in overcoming this trouble. If it does not, refer to vehicle manufacturer.

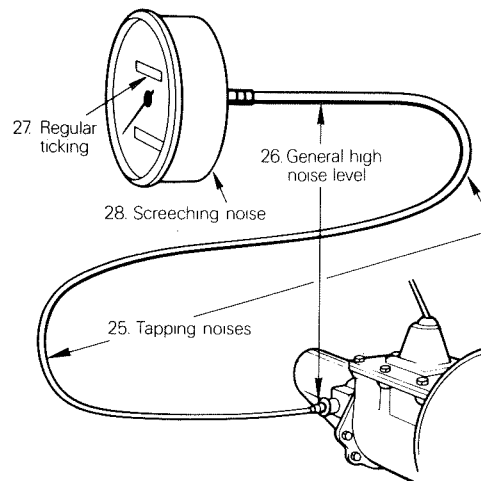
27 Periodic Tick Increasing with Speed

Excessive regular ticking in time with speedometer decimal distance counter. Return instrument for replacement.

28 Screech (More Prevalent in Cold Weather)

Return instrument for replacement.

Diagram showing apparent source and type of noise.



Andrew Peel (Middlesbrough), registration number WUD 891H . . . finished in Damson . . . she is at present in many pieces in the process of being rebuilt . . . so any past history would be welcomed . . . thanks . . . In the March issue I covered the servicing/fitment of flexible drives . . . this month we continue . . . by looking at information on speedometers . . .

With those two articles put together . . . it should, I hope, enable you to cure some of your speedometer related problems . . .

NEXT . . . the winner of the February . . . picture . . . (Spot The Mistake) competition . . . (Angie . . . to ensure fair play . . . drew out the winning cards!) . . . the £10 voucher goes to Mr Frank Ashton (Notts) . . . and due to the excellent response . . . now I know how to get you all to write in . . . (OFFER MONEY!) I have decided to award two runners up with the TSSC pens.

They go to Mr Cohen (Jersey) and to Lucy Hobbs (Bury St. Edmunds) . . . a special award must go to Russ Jones (Southampton) who sent in a staggering 67 correct answers . . . and still didn't get drawn out! (crazy these Vitesse owners!) . . . so, well done and thanks to all for taking the time to enter . . . I didn't get a wrong answer . . . which was of course . . . the wipers were parked on the wrong side . . . the

reason why that is so on that particular Vitesse . . . I know not! . . . although I have since learnt that all 2 Litre Bond wipers park on that side . . .

A congratulations must also go to Russ Jones . . . and his good lady Tonia who back on the 12th February produced a baby daughter Lucy . . . (a little sister to keep Karrie company) well done . . . and all the best . . . ! I'll end this month with a reminder that if you are writing to me for information, **THEN PLEASE DON'T FORGET A STAMPED ADDRESSED ENVELOPE** . . . with all the stamps I use my local postman must think I have shares in the Post Office. Thanks . . . take care . . . cheers . . . P.S. I haven't actually fitted my door to glass seals as yet! If you fell for that one then you must be a real 'APRIL FOOL' . . . (SORRY) . . .

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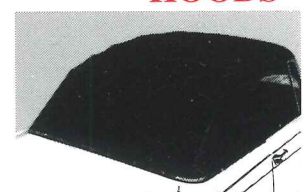
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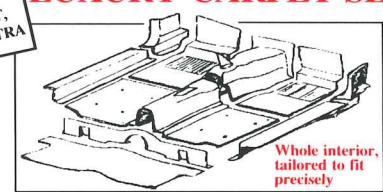
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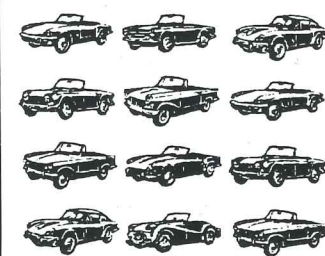
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The real Summer Wine car?

Herald



13/60
Register

Phil Willson

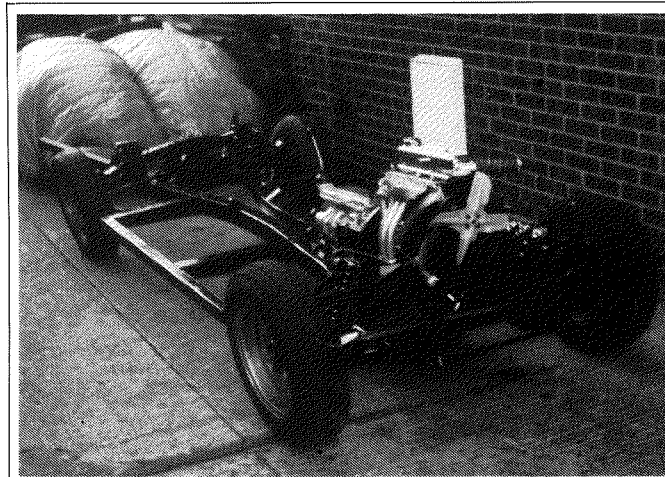
THIS month we take a trip to the town of Holmfirth, the capital of Summer Wine country. This shiny convertible, called 'Tribune' as in 'Herald Tribune' (OK, what do you call your car?). I'll publish the best/worst/funniest names), resides with Mona and Paul Grimshaw.

Believe it or not, the second photo is of the same car when

purchased (I think I've got them the right way round) and before a small fortune was spent on it. There's hope for 'Crazy Horse' yet! All in all it's a very creditable piece of work and probably worth every penny. Now for the weird bit. They apparently would like to mate 'Tribune' with the car used in the programme! I am not familiar with this aspect of car ownership and am not at all sure how this could be achieved or what the end result would be. It's bound to be a pedigree car, though.

The next batch of cars are all saloons belonging to one family. It appears that Simon Cooper got the Herald bug at the tender age of 13 and it was so contagious that his parents' caught it as well. The first car was rescued from a local scrapyard and has been undergoing restoration for the last 4 years or so as and when money was available. Simon hopes that it will be ready to show off at Stafford this year resplendent in either Laurel or Conifer Green. Close inspection of the partially fitted out chassis reveals an overdrive gearbox and a

Is this really the same car?



The bare bones.

Right: Simon's runabout.

Triumph 4 branch manifold. While all this work was going on, Simon needed another car for going to college and his leaf green saloon, MEB 320G, fulfils the task very reliably. His parents' contribution to the fleet is saffron yellow saloon JHD 130J which apparently is floorless (no, not flawless) and may also go topless sometime with a Tristan soft top conversion. Pushing his luck just a

little, Simon would like to say 'Hi' to the Cambridge Area TSSC and to Mel and Henri in Scotland. I think that's all the plugs.

Finally, a plea from John Sis- sons from the

late Isle of Sheppey in Kent, who is apparently driving himself, and his wife, to the limits of sanity trying to trace the early history of his two Heralds.

So, if you can give any clues about the early life of XGW 202G, prior to 1989 when it lived in Wilmington, Kent or WPH 619G prior to 1981 when it inhabited Sheerness, then please would you write to me.

Also, he would like to trace a Mr. Boyd who was a car mechanic, living presumably in the Dartford area, who used to service XGW.

Aren't obsessions funny things? I haven't got any, of course. ☺



Mum and dad's motor.



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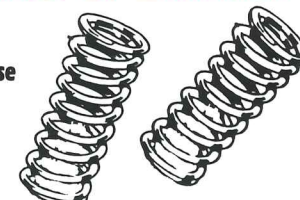
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**The Ninth Bond Equipe
Weekend
will be held at The Plough
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Woodplumpton, Preston,
Lancashire,
on June 11/12, 1994.**

The event will follow the same format as in previous years. We have access to the pub's barbecue (on a bring-and-cook-your-own basis. At last year's event, a total of 26 cars were seen and I know that some of you have been working hard to get your cars back on the road, so who knows, we might see 30 or more this time. Full details will appear nearer the event, or you can send a SAE (the address is, as usual, at the back of the Courier) and I will post you details.



**EQUIPE
Register
Bruce Pilbrough**

THIS month's article is Andy Jones' story of how he became the owner of an Equipe convertible, and the work carried out on the car so far.

I got the Bond 2 years ago, finding the car in a sort of classic car graveyard in Crick, near Northampton. My brother John pointed the place out, having just picked up a Wolseley 6 from there (as well as a Rover P6). He's since got a Humber Super Snipe stretched limo, but that's another story. . . . Anyway, I've had a hankering to 'have a go' for a while now, so I went down to the yard to see what I could find. There was LLG 890G, looking very sad indeed. Full of mud and water, the blue paint cracked and peeling, damp and not very desirable at all — it was love at first sight. (These are the classic signs of a condition known as Equipitus - BP). We agreed a price based on the yard getting the car through its MoT. At the time I had no idea what a Bond Equipe was, when I first saw the car I thought it might be a Lancia as it reminded me

a bit of a Lancia Fulvia a friend of mine at college drove around in. The yard owner soon put me right on that score. It was to take a week or so to carry out the required work. On the fateful day I arrived at the yard with my girlfriend Joanna, to drive the beast back to fair Nottingham. We sat outside the yard and waited, and waited. The sky darkened, and suddenly it began raining. In the distance the unmistakable shape of an Equipe appeared, travelling towards us. It was a great relief that the car was turning up after the long wait. The relief turned to surprise as the car

drew nearer, since it was not the shabby blue car I had first seen, it was bright red. Surely the yard had not resprayed the car. It continued past, the driver unaware that here we were waiting to take delivery of one of his car's cousins. I'd never seen a Bond Equipe before, or even heard of them, then as I am waiting for my car I see another one. I wonder whose it was? The journey home was fairly uneventful, and I began work. I decided to give it a 'quick lick of paint' but kept doing more and more. I'd never worked with GRP before and soon realised the perils of using power tools and conventional paint stripper. Eventually I discovered a paint stripper designed for use on GRP boats, which did the job. It took 10 cans at £10 per can. The car was sprayed British Racing Green and was the first time I'd sprayed anything at all. I used an etch primer followed by primer/filler which made quite a reasonable job of levelling lots of little lumps and bumps. The only spray equipment I had was an airless electric paint gun of erratic and deafening performance, so the finish was not exactly brilliant. Still, it's not bad for a first effort. The car has had lots of work done on the electrics, new front brake calipers, bits of suspension work and to set the car off it has been treated to a new set of wheels. I plan to replace the hood and I may respray it again soon.



Well done Andy, it's nice to see another car back in circulation. The question you asked regarding whether overdrive should be available on ALL gears (as it seems to be on your car) is worth an airing for the benefit of all other club members who have cars fitted with overdrive.

Overdrive should ONLY be available on 3rd and 4th gears. If overdrive is available on 1st and 2nd, it is likely to lead to premature failure of the overdrive (especially D type units).

**Engaging reverse gear
whilst in overdrive will
completely destroy the
overdrive unit!**

For competition use (only with a modified overdrive unit and at the expense of a shorter working life) the inhibitor switch arrangement is sometimes modified to allow the use of overdrive in 2nd, 3rd and 4th but **NEVER** on 1st gear.

**EQUIPE PRODUCTION TO
RESTART IN PRESTON?**

Recent events in the motor trade involving a certain German car manufacturer and a certain British car manufacturer, have caused other continental motor manufacturers to consider involvement in the manufacture and re-launch of lost marques.

It has been brought to my attention that an Italian manufacturer of (usually red) cars has been seeking a UK manufacturing capability, and a series of vehicles to use their engines in order to reduce unit costs. In addition, it is rumoured that a British Formula 1 constructor (most of them are British) is considering making its 'last years' engines, semi automatic gearboxes, traction control and active suspension systems available for use in a GT car to be made by a newly formed small volume manufacturer in Lancashire. New moulds have already been taken from each of the Equipe models, and have been modified to make use of the latest technique in high specification composite materials as used in the aerospace industry. Negotiations are being held with NASA as I write this article for access to the Space Shuttle (since the new car bodies must be moulded in zero gravity). The all composite bodies (no steel at all, therefore no rust, ever) will then be transported directly into the factory, using a matter transporter which has until now been a closely guarded military secret. The cars will be fitted with the ex-Formula 1 equipment in the factory, and then delivered direct to the customer using the previously mentioned transporter technology.

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Bryan Halliday's 1200 coupé negotiating a narrow bridge on the Forest of Bowland Regularity Section. Photo: Chris Harvey.

SO THERE we were, halfway up Porlock Hill, with no brakes. As the rest of the competitors passed us, a quick look showed that one of the new Goodrich hoses had split. Whilst we were puzzling out how to fix that, Paul and Julian, running at the rear of the field, pulled up alongside. Four heads being better than two in a situation like this, a temporary solution was evolved, a suitable bolt was found in Julian's goodie-bag and threaded into the brake pipe union, and we had pressure again.

The next two tests, still on Porlock, were completed in the failing daylight, albeit with circumspection, as I didn't have complete faith in the repair.



The Event

Besides which, the car was now pulling sharply to the left under braking. So, it was back underneath to slacken off the nearside adjustment, leaving us with two-wheel brakes (on the front) and no handbrake at all.

This seemed like a good moment to let Roger take over the driving, certain road sections were designated '2nd Driver Sections', and this was one of them! The theory was that whilst he drove round the coast to Bridgwater, and then up the M5 to Bristol, I would have an opportunity to rest. Needless to say, I spent the time thinking round our problems, trying to come up with a solution, and kicking myself for not putting a couple of the old hoses in the

'spares kit' — but the truth was that I had total confidence in the new hoses, and it never occurred to me that they might give trouble . . .



The start of our troubles at Jamaica Inn. This was a common sight at Main Controls right through to Sunday Evening. Photo: Roger Cotterell.

Desperately late at the next Main Control, at the Severn Bridge Services, we were greeted by a smiling Club face and a replacement brake adjuster. Even better, fellow team member Clive Hall produced a spare hose from his boot. There was no time to fit the adjuster, but the hose was on, and the system

bled, in two minutes flat! However, in our haste, I forgot to re-adjust the nearside, so we were off into Wales, still with only the front brakes working properly! At Cwmcarn, north of Newport, we completed the next regularity section round the Forest Drive — simple navigation on smooth loose surfaces, with the occasional glimpses of distant street lights in the valleys below, made it thoroughly enjoyable. Then we had a long run up the Welsh Valleys, with one route check on the way, to the next Main Control at The Griffin, Cwmowen. From here, it was then straight into another regularity section, over the Epynt Artillery Ranges . . . Well, that was the intention, but we took the prohibition signs too literally, and ended up about eight miles off route. We must have visited most of the farmyards north of Brecon before we found our way back onto the

ranges, only to arrive at the next road junction to be greeted by rally cars approaching from every direction — and, what's more,

another set of headlights over to the left showed where the war time Jeep was going his own way, regardless of there being no road at all over there! By now we were feeling pretty low, so the sight of so many others also making a 'hash' of things cheered us up a bit . . . although our sympathies went

to the two frozen occupants of an open pre-war Alvis, parked by the roadside with failed electrics.

We then had a thirty mile timed mountain section, via Towy Forest and the Devil's Staircase, to the Trout Inn at Beulah. By now we were again running close to our maximum lateness, so with some reluctance we decided to omit the next regularity section, up the Elan Valley, and instead drove via main roads direct to the next Main Control, at Ponterwyd, near Devil's Bridge, where we had time to check over the car, adjusting the brakes, and making sure the new hose was not leaking fluid.

Satisfied that all was well, it was straight off into the next regularity — no let up yet! — the notorious RSF, so well covered by Chris Sheridan in the January Courier. Yes, Chris, we got the junction wrong just after your control (TPF4), but that as nothing to the chaos that reigned after TPF1! Shortly after that control, we were required to follow a short detour off the normal road, down a 'dotted line' (unfenced, unsurfaced, in case you are not abreast rally parlance). Well, trying to find the right gap in the heather verge was like looking for the proverbial needle — cars

dashing backwards and forwards over a half mile section of moorland road! We were lucky to be just behind Ron Gammon's MGB when he found the right 'hole', and a convoy of half a dozen cars shot down this unmade track . . . only to be confronted by a closed gate! Ron's co-driver nips out, opens the gate, the MGB is through, and she promptly closes the gate in our face. Thanks, Jane! Roger is just re-opening the gate, when the MGB stops, and starts a three-point-turn. They have just driven into a water board pumping station, with no way out! So I do a quick about-turn whilst Roger closes the gate in front of them — who stuck his tongue out? — and we are returning back up the track. Fortunately the correct route is more obvious from this direction, and we are now leading the convoy, straight into TPF2! That one mile between controls took us over seven minutes, although I see from the results we were not alone — only four competitors were less than a minute late at that control! Believe me, by the time we reached Chris's control, there was a certain air of 'couldn't care less' in our car (that B****y bright reversing light proved its use on more than one occasion!).

By now we were well into the small hours of Sunday morning, and I think I must have switched onto automatic pilot, as I cannot remember much about the next mountain section, up Devil's Elbow, via Lake Vyrnwy and the Himant Pass to Glan-yr-Afon, near Corwen. Another regularity, over Llantysilio Mountain — more use of that reversing light — our performance deteriorating as exhaustion took over, faced with a 60 mile slog up main roads to breakfast on the M6 at Charnock Richards, we found a convenient lay-by, and snatched an hours sleep before proceeding.

Inevitably this meant we were running behind schedule again, but we felt our performance was so poor by this time that we were well out of the running; indeed, by the time we reached Charnock Richards, we had almost decided to quit —

we were as close to home as we were going to be, and there seemed little future in continuing. However, we had Team Honour to uphold, and after breakfast with the sun just showing over the horizon, things didn't seem quite so bad. So, a plan was hatched, we hadn't done too badly on the driving tests, so we re-plotted the days route to take in all the Main Controls, and as many of the tests and routes as possible, with the object of catching up enough time to sort out the back brakes once and for all. The two regularity sections that day could do without us! Suitably refreshed, we headed for Salmesbury Airfield, near Preston, for Test 9, which required the co-driver to stand out in the freezing cold — sorry, Roger — whilst an official observer was carried to ensure no fiddles, we had to



The cold grey dawn of Sunday morning. Queuing for Test 9 as Samlesbury, in company with Paul and Julian in the Vitesse and Austin Healey and Rochdale Olympic. Photo: Roger Cotterell.

complete a 50 yard section as slowly as possible in top gear, followed by a 100 yard acceleration — still in top gear — without using the clutch. The 948's slow performance was pretty good, but the following acceleration was equally SLOW, net result, not one of the best performances!

From here, we cut back to the M6, and nipped up to Lancaster, and then across to Clapham, missing out the Forest of Bowland Regularity, and Test 10.

No matter, we were clawing back some time and the moorland route to Leyburn, via Malham Tarn, Wharfedale and Arkleside Moor provided some enjoyable motoring. Then on to Tests 11 and 12 at Catterick Camp, two half-mile autotests on loose, sometimes rough, gravel in and out, and sometimes round, cones. We couldn't find Test 13 — in fact it had been cancelled — so it was back to Swaledale for Test 14 — a short downhill braking test, followed by a reverse, all on a slimy farm track

which proved no problem, the Herald's independent suspension and my snow tyres proving ideal for the conditions.

We continued up Arkengarthdale and over Tan Hill to Brough, at which point our new route left the official route, which continued northwards via Stanhope, Allenheads, crossing Adrian's Wall at Greenhead. We headed north west back to the M6

hour ahead of schedule, although we were not alone — a dismantled Aston Martin was already scattered over the car park. Now it was our turn, as I stripped the brakes right down, replacing that rear adjuster, and giving the car a thorough check over. At this point we probably made a tactical error — we were now back on rally time, and perhaps we should have followed the official route via Eskdalemuir and Tushielaw, but we continued on our cut and run route, although we did manage to pull in the last time control before the run into Edinburgh.

As we parked the car at the Royal Scot Hotel, we were greeted by Club members brandishing another brake adjuster — the Breakdown Scheme really works! Thanks again to all of you

at Penrith, stopping for a leisurely, if belated, lunch at the Services near Carlisle, where we encountered the 1928 Morris, who was heading straight for Edinburgh, having been home to Cornwall(!) to rebuild the clutch — I think I might have stayed there . . .

We also encountered a bemused Andrew Bateman, Secretary of the Meeting, who had not expected to meet competitors so far off route. As we left, an Austin Healey was seen arriving — I wonder how many others took the easy route!

From Carlisle it was a short run up the A7 to the next Main Control, at Newcastleton, which we reached an

and I'm sorry I didn't have more energy to stop and talk — but if the truth be known, we were both exhausted, and still felt pretty demoralised, thinking that we must be well down the results. However, hearing some of the gossip that evening gave us some heart — we learned that the Ford Anglia and Volkswagen in our class had both gone missing, whilst even some of the experts were in trouble, we heard that Ron Gammons had broken a half shaft on the MG and had missed two Main Controls. I met David Wall, a friend of my mother, in hotel reception, who told me that they had been so out of their depth that they had given up and driven straight to John O'Groats — they were now in Edinburgh on their way home! And so to bed — have we set the alarm? Will we get up the next morning? . . .

. . . You've guessed it, see next month's Courier for the final instalment, including another catastrophe! ○

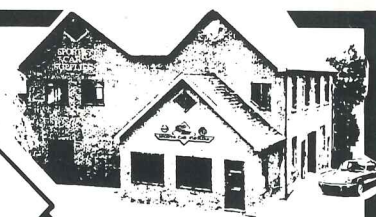
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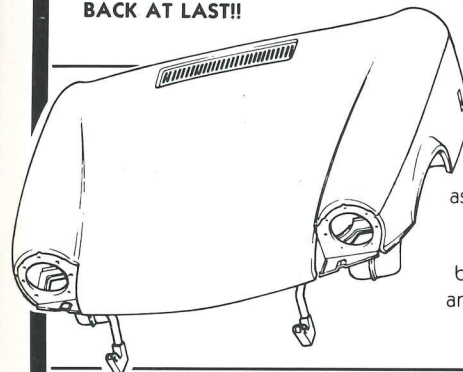
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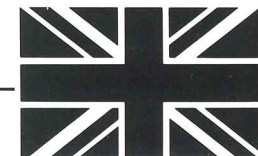
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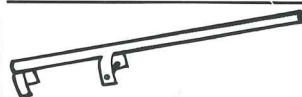
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IT was on a mild summers evening in early July 1993 when my wife and I decided to view a Spitfire which was being advertised for sale in our local paper.

It was to be the last of numerous trips which had often seen similar condition cars for sale at a huge variation in price.

The model we looked at was a 1978 Inca Yellow 1500 with overdrive (reg XJH 77T). Our first impression was good. Only small amounts of rust around the wheel arches, sills and doors. The engine ran very well and a test drive showed up no unexpected faults.

I agreed a price of £1500 with the reluctant seller and returned a day later to collect the car and pay



Paul Smith



the money. After a few weeks of fun and with summer drawing to a close, I decided to go over the car inch by inch and decide upon the restoration work.

The removal of the glued down carpets revealed serious rust damage to the bottom of the 'A' panels and parts of the floor. The drivers side door had been poorly repaired in the past and would therefore need re-skinning. The corrosion to the wings and rear arches was also much worse than

... removal of the glued-down carpets revealed serious rust damage ...

originally anticipated.

I decided to replace all panels that were rusty rather than patch them up, and also try to get the finished car as near as possible to

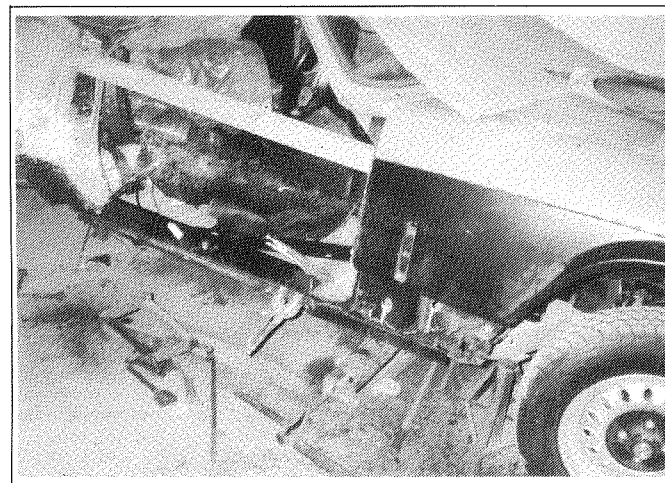
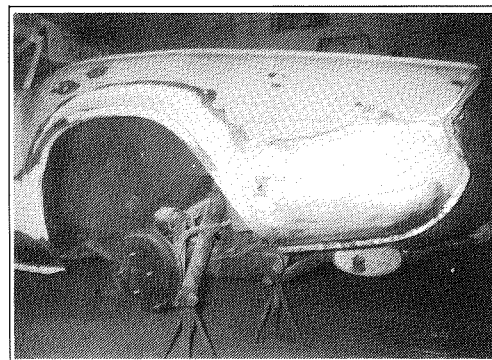
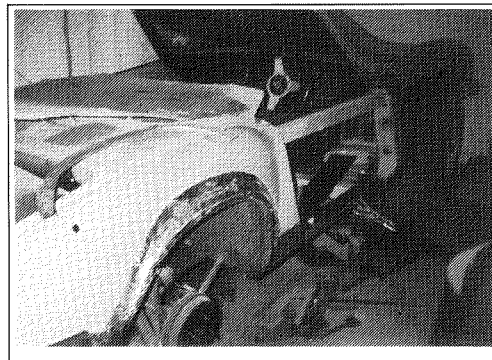
its original specification. First out was the stereo, to be replaced with a push button radio purchased from an autojumble. A number of faulty electrics were easily fixed by cleaning the connections. A small leak in the thermostat housing turned into a waterfall, this was caused after a crack in the housing had been repaired with gasket sealant sometime in the past. I purchased a second hand housing and replaced the part. I next started on the floors, rubbing down and then painting in Smoothrite Yellow. The boot area I painted in Smoothrite Black.

The engine bay was next, removing numerous items, cleaning and then painting before refitting. The next step was the welding which I decided to get done at a local car body and paint specialist.

After purchasing the panels from various suppliers I delivered them, with the car, to the garage. I was invited to visit the car as often as I liked and they agreed not to proceed to the next stage without my approval of the work done.

The next week saw the car being cut away at each stage as the rust was removed.

First to be fitted was the outer arches and front wings, followed by



repairs to the floor and 'A' panels and then complete new 3 part sills with the end cap. A new drivers door skin was next, and then repairs to the rear arches and repair panels for the base of the body in front of and behind the rear wheels.

Once the welding was completed, the garage started to rub down

and prepare the car for spraying.

Four coats of primer were first applied followed by four coats of two-pack Inca Yellow.

The finish was superb and a further rub down made the shine even better. A day was spent Waxoyling everything we could, whilst the garage applied Waxoyl and underseal to the underneath of the car.

The refitting included new door rubbers, a new windscreen wiper motor, new weatherstrips, new windscreen bright strip, some new interior carpets and various other smaller items. The wheels were rubbed down and resprayed silver.

The wooden dashboard was treated with linseed oil which restored a lot of its natural colour.

Prior to its MoT, I adjusted the brakes and serviced the engine (the engine ran very well and we were told by the previous owner that it had been reconditioned recently).

The car failed the MoT on a seatbelt! This was quickly replaced and a certificate awarded.

Apart from a few short runs on sunny days, the car will stay garaged until the summer when I am looking forward to driving to the various shows throughout the country.

The garage deserves a mention for offering us first class service. They are SMITHS of Slapton, near Leighton Buzzard. Tel. (0831) 104160.

The estimated cost of the restoration is listed below.

Purchase of car,
£1500
Parts for rebuild,
£700
Welding and
respray by SMITHS,
£1800
TOTAL = £4000

Not many rust proofed convertible works of art available for that sort of money! ○

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Rear screen seal Herald/Vitesse£27.14
Screen seal finisher & clip Spit I/II/III GT6 I/II£6.00
Boot seal Herald/Vitesse£12.96
Petrol tank grommet Herald/Vitesse£4.88



SINCE last month, I've been incredibly busy, having driven some 1,800 miles, totally trouble-free, across four countries in my Supercharged 1200 Herald convertible. I'm just pointing this out for the benefit of those members that have suggested to me that my Herald might be unreliable because I have previously written about its' problems in this column. Hands up everyone who has never had any problems with their cars, either Triumphs or others. Hmmm. I thought as much!

Anyhow, I've not had a great deal of international correspondence recently, so I'm including below 'a tale of two Spittys', from La Belle France — enjoy!

SPITFIRE VEC

In France, a lot of people would think, Hey! What's a Spitfire doing in competition (VEC), you cannot be serious? But, in fact, as we all know Spitfires have good potential and were raced with some success. A Spirit and Passion still exists in the Anglophile Auto-Sporting community.

BRIEF HISTORY

Back in 1962, the fashion was to drive with the wind in your hair, posing with an air of grandure. In this refreshing style the little English sports cars of the period were open, but didn't possess much in the way of comfort.

Competition in the market place came in the form of Healey's Frogeye and Sprites, and it was in this 'Battle of Britain' that the original 1962 Spitfire was named after the famous British fighter aircraft from the Second World War.



Leon F Guyot

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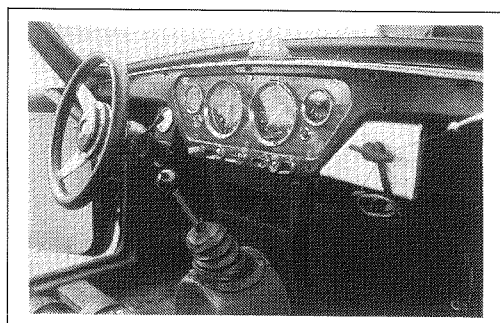
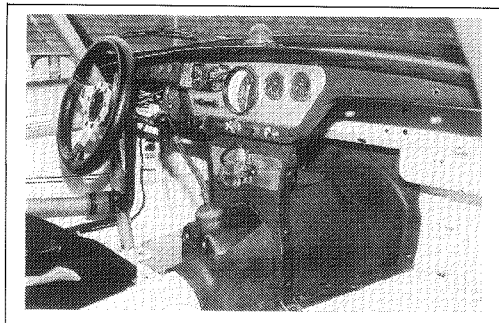
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* In the two interiors, one finds the same layout, although this was probably intentional.

* The same impression of being close to the ground.

The Spitfire 4 had Herald 1200 mechanics and basic chassis. Happily, Giovanni Michelotti styled a very nice body, but the engine only produced 43.5bhp from its 1147cc at 4500rpm.

THE LE MANS CONNECTION

During 1955-56 and 1959-61, TR's (2, 3 and 5) were entered at

Le Mans with some success. This established the Le Mans connection for the Spitfires, the prototype weighing in at 748kg, but the weight was soon reduced to 685kg in order to enter it for the GT class in April 1964, driven by Lampinen and Thuner.

Special bodies were made with aluminium and Polyester, so they were very light. This special Coupé body style also being used on the production GT6 road car.

Mechanically, a special 'Le Mans 8 port' cylinder head in both cast iron and aluminium were produced, but only the cast iron version was used at Le Mans, with two twin-choke 45 DCOE Weber carb's giving the little car 117bhp with the help of special lightweight pistons and a higher compression ratio of 10.6:1.

Triumph had the choice of two gearboxes, an original Herald and a shorter Vitesse 6 close-ratio gearbox. Also five differentials, a limited slip (Salisbury) and 3.89:1-4.875:1 and 4.11:1 ratios.

The brakes were up to the job, as the Spitfire was such a light car, using production discs at the front, helped by a Girling Powerstop Servo.

An 85 litre fuel tank was fitted for endurance. During 1964, only one car out of the three entries finished. These were driven by Rothschild/Tullis, Piot/Marnat and Hobbs/Slotemaker being the finishers in 23rd place.



* MK1 VEC and production MkIII, two opposing interpretations of the same car.

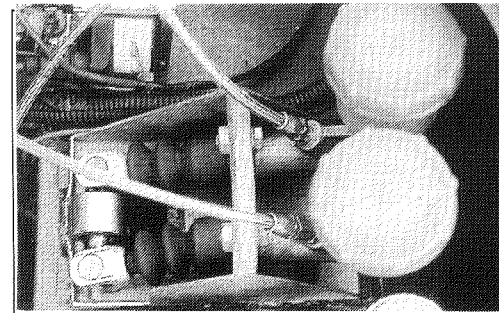
In 1965, four cars were entered and this time there were two finishers with Dubois/Piot in 14th place and Thuner/Lampinen in 13th place in the general classification, finishing with an average speed of 153kmh and a class victory. Later, the Spitfires were only privately entered in other lesser events, apart from rallying.

WORK TO BE DONE

It is these above specifications that Frederic Clot (1179RW64) and Louis Grau (1147TR64) have recreated with their respective cars, as it is most improbable that one will ever see a real Le Mans Spitfire on the track at Le Mans again, but it is not impossible to replicate Spitfires for homologation purposes. These enthusiasts have entered a Spitfire in VEC (French 'old timer competition'). They were very lucky indeed to find three 'Le Mans 8 port cylinder heads (not the BL Special Tuning version), and that's when the real work started for they had to find 110bhp without any Triumph factory settings, ie no gaps or torques, for instance cylinder head gaskets were made from copper sheet, the valve gaps were set double compared with the standard settings to get a good running engine at 7500 rpm (MAX). The suspension was easier, with adjustable KONI dampers and harder springs fitted. The rear transverse spring was decambered. A Limited Slip Differential was fitted and the Spitfires lost some weight.

THE TEST RUN

I cannot help but think from the Triumphs to Lotus, the English have always had the knack of producing lightweight sportscars appearing so fragile that they might be made of cigarette paper.

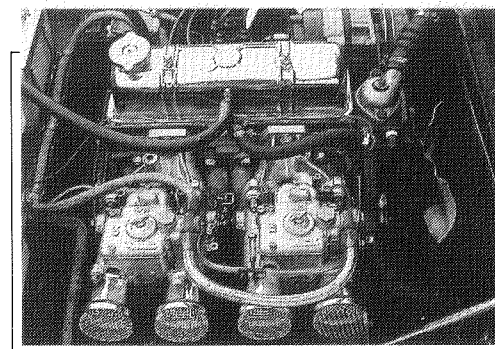


* Dual circuit brake master cylinders.

A misty morning at NOGARO circuit and one notes all the beautiful work done by the Garage Catalaa who appear on the track as 'Yesterday Racing' and specialise in tuned engines, gearboxes etc.

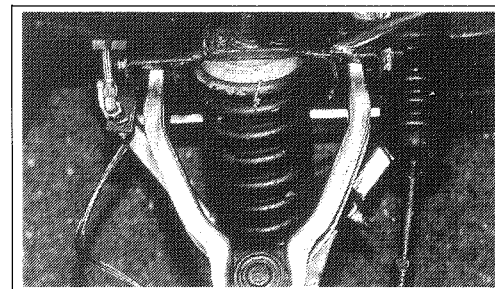
The cockpit has a real racing car ambience about it, with a large tachometer, electrical cut-out and a Micro Dynamics rev limiter.

One fears for ones backside, as there is only 12cm between the ground and the floorpan.



* Engine and Webers layout, note the overall tidiness of the ensemble.

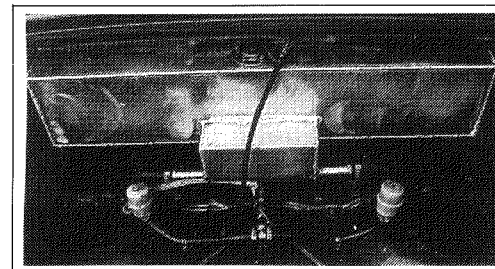
The first laps are to get to know the car. Fast as we expected her to be, and she handled like a racing car, most surprising is the torsional rigidity and general solid feel of the car, which reacts like a go-kart with almost complete absence of roll. One must remember that the car is very low and light and the running gear tied down to stiff suspension which gives such good stability.



* Front suspension.

Under power, the rear squats down nicely, Vroom, Vroom, most amusing

Paradoxically, one doesn't really feel the brakes, as the pedal is very hard indeed, but the effectiveness of the brakes inspires real confidence. The gearbox is unremarkable, but has nice close ratios, so much better than the original standard gearbox, although one wishes for a little more power to give yet more speed down the straights!

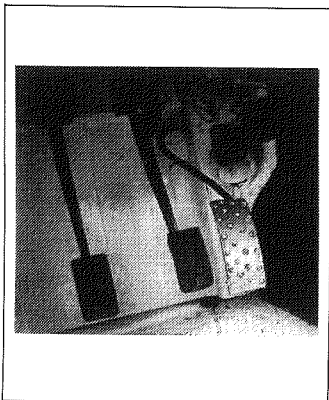


* 85 Litre fuel tank in boot.

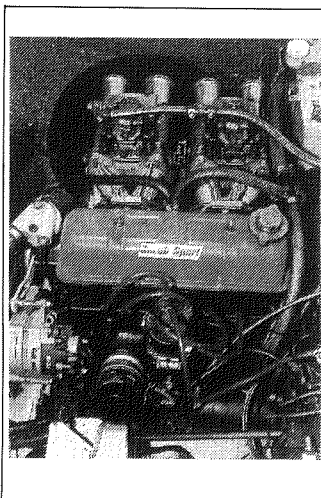


* Every car has it's place on the circuit, the VEC offer the chance for good low powered small cars to show what they can do.

In the near future, these two Spitfires of 'Yesterday Racing' will be equipped with racing tyres, and the cornering speeds already comparable to much larger engined cars will be even higher.



* The middle (brake) pedal is very hard but it is a question of getting used to it.



* A lot of work and research in order to rebuild these Spitfire engines to racing specification and performance.

**My thanks to
Frederic Clot and
Louis Grau for
building such fine
Spitfires, to Ivan
Souverain for sending
this article, also Joel,
the author, the
photographer, and to
Stefan Vandendijk of
TSSC Belgium and my
own father, John
Guyot for all their help
with the translation
from the French.
N.B. Our most
grateful thanks to the
French Classic Car
magazine that
originally printed
this article.**

SHOW ME YOUR CAR THEN???

Andrew Stone (Pegasus Garage)



HIS is written to help give some input to the general pool of information of Club members, for those intending to either have their car restored by a professional company or planning to do the work themselves but are unsure as to how long it could take and an understanding of all the work involved.

CAR RESPRAYS ARE LIKE ICEBERGS, THE FINISHED LOOK IS ONLY 10% OF WHAT'S INVOLVED.

A guide for spraying an average condition Club car, this does not take into account major rust/panel damage or cars that have been sprayed a number of times with different types of paint.



CONCOURS

This covers painting the entire car inside out, following separation of the body from the chassis. Painting the bulkhead, bonnet, boot interiors, B post and door shuts, underside of car. Preparing exterior panels to become fault free, smooth and flat. Use approximately 15 litres of colour paint, 6

litres of high build primer, 12 litres of various grades of thinners. The refitting also includes bleeding of the hydraulics and electrics, interior, trim, chrome, body to chassis.

**Because it is
bare metal, it
can be
legitimately
guaranteed
because a
professional
spray shop will
know what is
under their
paintwork.**

If you do not take the paint off, how do you know what is underneath?

OPERATIONS	CONCOURS	STANDARD	BUDGET
Remove, glass, trim, seals, chrome, lights, interior, mask up.	16 hours	10 hours	4 hours
Remove all paint from exterior panels	16 hours	0	0
Prep. flattening panels, bulkhead surfaces etc. Apply high build primer, ghost and flatten back.	45 hours	24 hours	12 hours
Spray in colour, flatten back, build up coat	24 hours	16 hours	8 hours
Cut and polish	8 hours	8 hours	8 hours
Refit, test	45 hours	24 hours	4 hours
	154 hours	82 hours	36 hours

STANDARD

Strip all lights, trim, bulkhead equipment, chrome, valance. Mask dashboard, engine, interior.

Prepare interior, door shuts, bulkhead and bonnet interior, taking out major panel distortion, but there may be some small imperfections visible, this is the normal standard as produced by the original manufacturer, but unlike them **there should not be runs or orange peel finish.** This uses around 10 litres of colour paint, 4 litres high build primer, 8 litres of various grades of thinners. Refit electrics, glass, trim, bulkhead equipment, chrome and trim.

BUDGET

Mask chrome, glass, trim, interior. Flatten existing paintwork on exterior panels, prime and flatten back to provide sound key for new paint, repaint car. This is basically a

start-up exercise, to make it even cheaper, two pack is used. This was developed for trains and lorries, where minimum prep is required, for reasons of cost. Using approximately 5 litres of colour paint. 4 litres high build primer, 5 litres of various grades of thinners. Take masking paper off.

SOME OBSERVATIONS

- 1) These are **APPROXIMATE** time guides based on averaging the last 215 Triumph resprays.
- 2) 'Friends' will always know of someone who knows someone else who had a cheaper respray/better standard or they exercise their right to be critical due to their **extensive** experience. The response to these comments should be, **SHOW ME YOU CAR/WORK THEN?**
- 3) Our cars were originally painted in cellulose.
- 4) Rust or accident damage found under the surface, will cost extra to put right, bodyshops will normally

discuss options with you when something is found.

- 5) Repainting cars that have 'enjoyed' a number of resprays have to be either sprayed with an isolator or have the paint stripped off, it is cheaper to try an isolator but when flattening off we may penetrate through allowing contamination which means starting again.
- 6) We operate a range of services to help reduce the time taken which involves **YOU** in stripping/refitting or even the ultimate cost saver, **DIY** rent our Blowtherm oven and spray equipment.
- 7) It is important to understand that spending £1000 on a rough car will not produce the same result as the same amount of money on a good car, so when comparing make sure *it is like with like*, you only get what you pay for.

Remember if you are happy with your car that is all that matters.

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AROUND THE TSSC WORLD IN '40 DAYS

Léon F Guyot

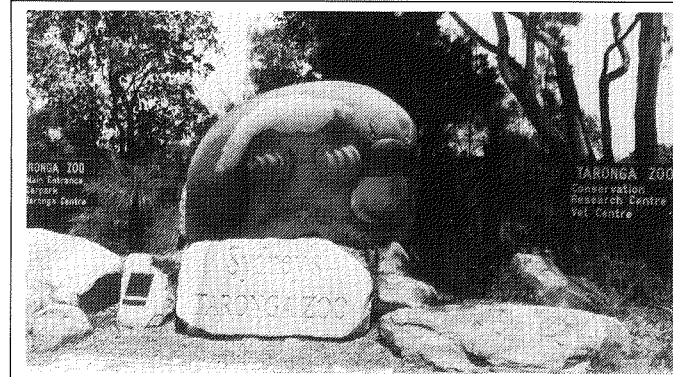


CHRISTMAS EVE, 24th December 1992. This morning I took bus route 178 from Dee Why down to Spit Junction, then walking on down Bradleys Head to Taronga Zoo Park near Mossman.

Set in 30 hectares of beautiful harbourside bushland with panoramic views of the City, surely one of the most scenic Zoos in the world.

The animals from hot countries were making the most of the weather, a seasonal 28 degrees Celsius and far too hot to walk any distance!

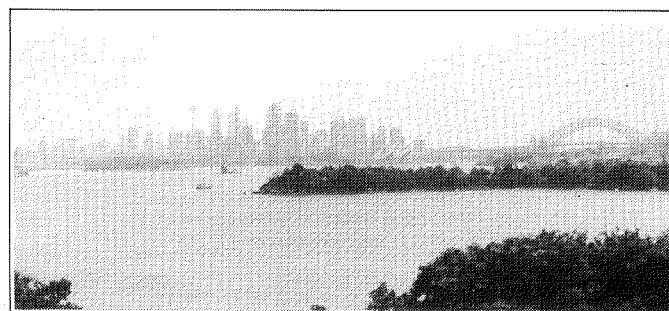
Entry to the zoo was a reasonable AU\$13.50 and the zoo gave an interesting insight into some native Australian and other worldwide fauna, including the



photograph Chester, as he usually hides at the back of his large enclosure and he was due to leave the zoo and return home on 31st January after a four month visit.

the old Sydney Harbour ferries across Port Jackson harbour to Circular Quay which is anything but Circular!

A very scenic trip with that famous Opera House appearing ever larger and most impressive, looking quite different from each and every angle! This being the normal view known around the world, 'whereas in the next 'side on' shot it looks for all the world just like a sailing ship in full sail upon the open seas, what an appropriate



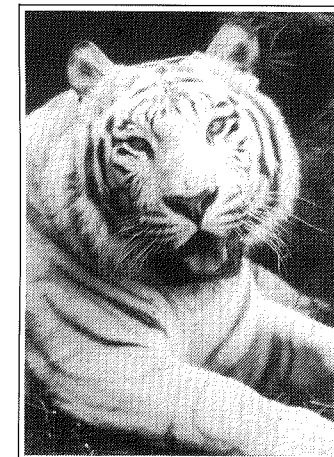
Platypus/Echidna house, also kangaroos, koalas, camels - imported as desert working animals by 19th century settlers, crocodiles and alligators, dingoes, wombats, Tasmanian Devils, beautiful snow leopards, humorous meerkats and giraffes - Australian born in captivity of course! But for me, the most impressive animal of all was 'Chester' the magnificent white tiger, on loan from Omaha Zoo, Nebraska U.S.A.

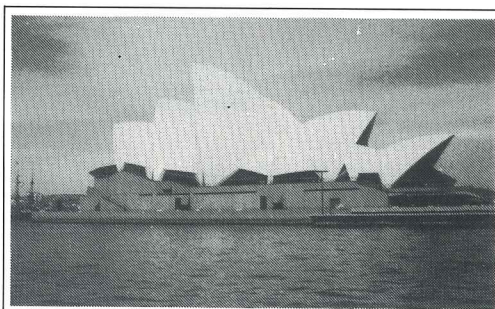
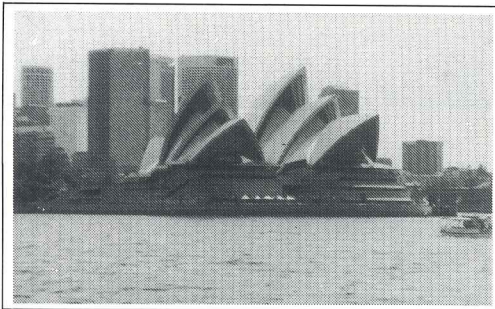
I was very lucky to see and

Chester had the most beautiful pale icy blue eyes, pink nose and paw pads, creamy-white fur and grey-brown stripes, possessing great magnetism and universal appeal, weighing in at 283kg, bigger than the normal tiger at 277kg

I noticed the extremely nervous looking keepers entering the tigers den with his lunch and they certainly didn't hang around!

After my zoo visit, I took a trip aboard the 'Golden Grove', one of



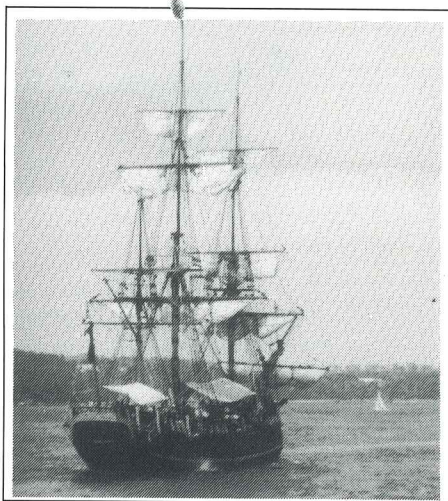


national symbol for Australia! There are certainly plenty of water-borne craft using this most stunningly beautiful of harbours, including this latter-day version of the Bounty! albeit not actually wind-powered.

After arriving at Circular Quay, also a bus/coach terminus, I was amused to see the street buskers etc, with radio controlled model jeeps, being ridden by blue and green budgerigar parrots — a native of Australia, they did seem to be enjoying themselves!

I continued by 'going walkabout City' although a short one this time, before returning to North Sydney on the aluminium clad double decker 'underground' train which travelled over the famous 'coathanger' or Sydney Harbour Bridge, before catching the bus back to Dee Why.

Next day, Christmas Day, and Carl, Tracy and I set off in Carl's rather smart little Nissan Coupé, which was OK, once I ignored my head bumping against the back window. I knew there was a catch with Coupés. Are Herald Coupés the same if you use the occasional



rear seat? Firstly we visited Tracy's folks who hailed from South Australia, sound people with a fine and varied collection of elderly military vehicles, including tanks and armoured cars etc. So that's where Tracy gets her vehicular interest from! These military vehicles were parked all around their house

in a place called Richmond, west north west of Sydney, near the Hawkesbury River and not too far from the Blue Mountains National Park.

We were treated to a really nice and extensive salad

type meal, outside in the garden and of course surrounded by large green and very heavy vehicles, now that is certainly a different Christmas meal, fabulous! Later, Tracey's family were kind enough to give me a present, a really nice surprise! It was a real Aboriginal boomerang with 'Roo's and an Emu burnt into it for decoration, and perhaps a wish that it would actually hit one of these animals when being used for hunting. I was told that it dated

from around 1947 and has a story behind it, in that it was swapped for a can of meat by a hungry Aborigine Fella somewhere in the Back O'Bourke, a real piece of Australia and something that I will always treasure, thanks again! Later on, back in Sydney we visited Carl's parents and friends for yet more food! Carl obviously has a strong interest in classic vehicles, after all, he is our TSSC N.S.W. Area Organiser, and he has inherited this trait from his father who drives a superb example of an early 2 door Ford Falcon Coupé restored to a very high standard, as you can see from the photos.

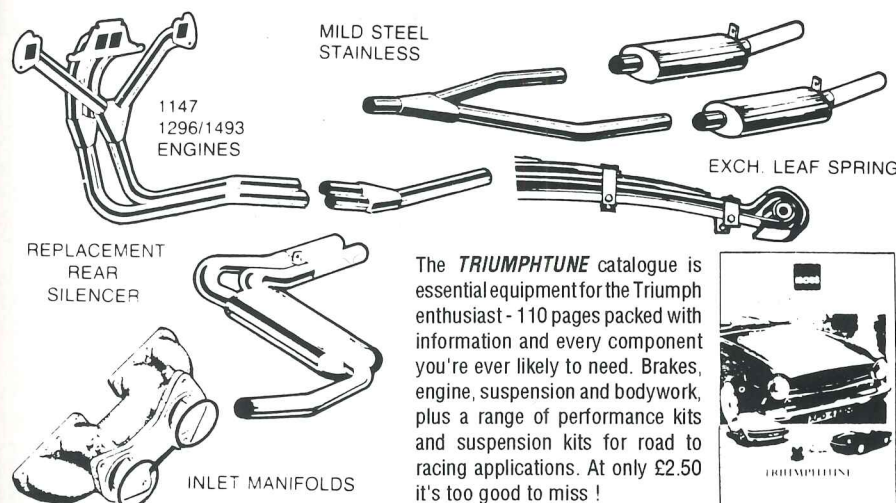
Of course we didn't get these cars in the UK, but they must be good tough cars to survive the rigors of Australian driving through the 1960s, 70s, 80s and on into the 90s. ○



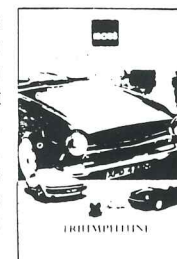
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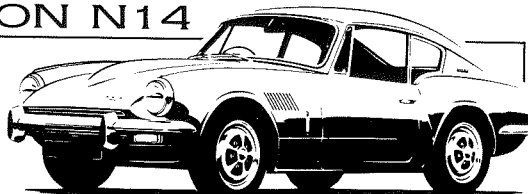
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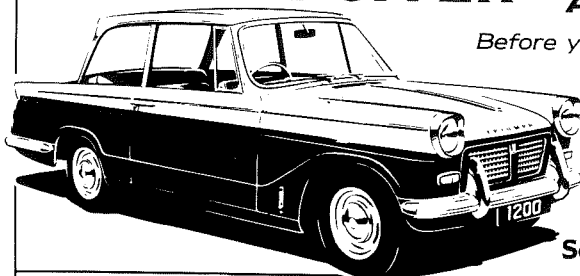
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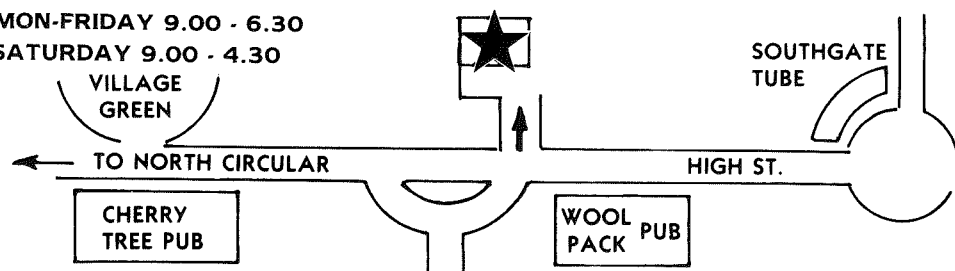


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THE SPITFIRE THAT BIT!

Part I

Rob Tarry



HE tale begins in Norwich. While battling with the joys of our Spitfire MkIV, OAF 432M, one sunny but cold evening in March 1992, I had a discussion with my other half and we decided that we wanted another car.

Jenni preferred the shape of the Mk III and was getting fed up with being bitten and run over by the OAF (explanations later).

The seeds were sown for the 'doing of a deal' for the purchase of a suitable project as a long term car.

I started looking and found that the Mk III was quite rare (we wanted an early one with overdrive). Not a thing to be found we thought. We resigned ourselves to our 'marriage in hell' to OAF for a while longer. By this time the rust was blossoming like giant uncontrollable fungus (let's sell it to a mushroom farm we thought) through the paint job which had been done in two-pack one year earlier, just before we bought the car.

I cannot resist it any longer — I have to tell the story of why Jenni did not like the OAF (my apologies to Norfolk Area who have heard the story before!).

THE STORY OF OAF 432M AND OLK 584E

We were trooping through Wales on holiday in 1991 and parked in mid Wales somewhere (Bitesville I think). We went touring, as you do, and got back to the car after a hard morning. We climbed into the car and started up. I pressed the clutch, it only went half way down and stopped! . . . What is this I thought? . . . Up bonnet,



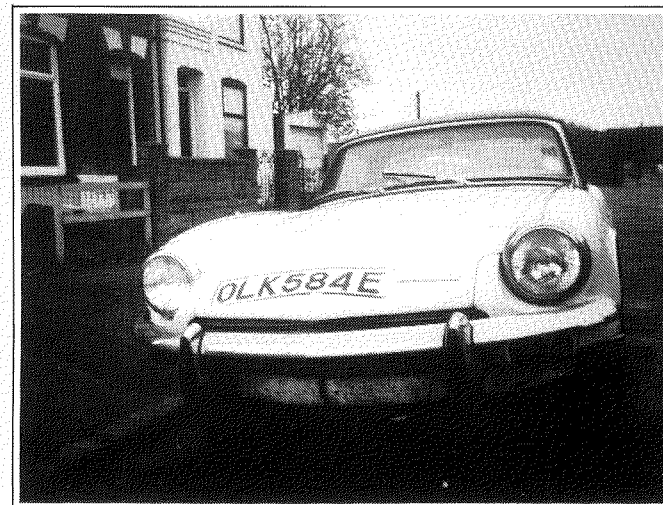
poke about with master, slave cylinders, linkages, pump pedal and push clutch again. No difference. HMMM, what now, would the car drive? Start up again and let in clutch, still half way but car moved off, clutch slipping badly on high revs. It would be OK we thought as we only had to go 20 odd miles — didn't help matters of course that our 'destination' was not on the phone and we couldn't engage the assistance of the very boring but workhorse-like Volvo estate!

We got some petrol, filled up with butties and cakes in true Biggles fashion and set off on our adventure in the land of long unpronounceable names. We found that we could get up to about 25 miles an hour on the flat and great speeds downhill. No problem, we thought.

Wrong! We came to an uphill bit, car slows down to approximately 10 miles an hour, we survive and get over the top, but it would be quicker to pedal we thought, not my idea of sports car fun. The next hill looked menacingly at us from the distance, steeper and less inviting than the previous one.

We built up to about 40mph

Front wings have seen better days, note rusty chassis where the valance is missing and the 'stick on' front number plate.



and hit it with all we had. Spitty was not happy, down to 5mph and the danger of rolling downhill backwards loomed.

Drastic action was required. 'Right, I'll jump out and lighten the load so that you can get back, sort it out and come back and get me, it's only six miles (!?)' said Jenni selflessly. It sounded good at the time and at walking pace, what damage could possibly be done? The answer is — lots! (now children at home, don't try this yourselves!). Jenni launched out, parachute style. I looked in the mirror and she was getting up. Phew, in one piece I thought. Free fall parachuting was easy after this.

No bones broken but A & E said the muscles were very badly torn, and issued crutches. We were due to be going to Paris in a couple of days and had to cancel (eight months it took to obtain reimbursement from the insurance company).

'The car is jinxed' said Jenni. She was not very fond of OAF after this (particularly as she's exceptionally fond of Paris). 'It's just bad luck', I assured her and we got back to 'normal' life.

Now, Jenni is neither careless with her limbs nor foolhardy with moving parts of anything that might bestow injury, but after this, the car would be seen to 'bite'

the same advert but with 1967 instead of 1979.

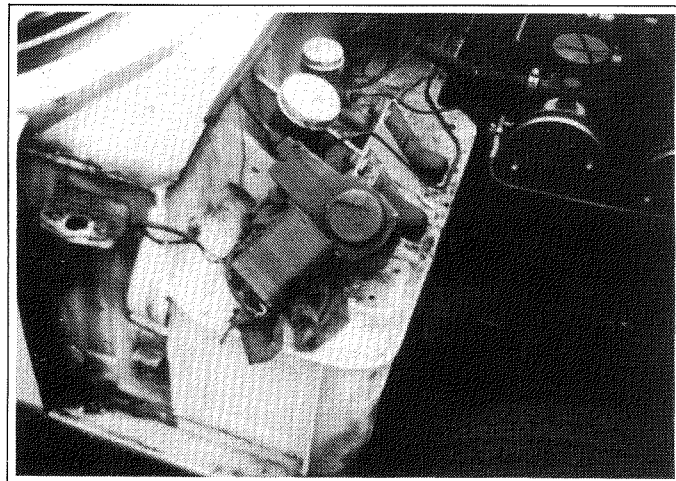
Funny I thought. I must ring up. I did so, and after long discussions and many probing questions, I decided it was worth having a look at, it was 80 miles away. This seemed a long way to go for a car, but if there's one thing that this 'love affair with old cars' game is teaching me, it is only very rarely that the perfect machine is on your doorstep!

I found the place and there I saw OLK 584E sitting in a car port, grinning at me minus the front valance.

A bit tatty around the edges I thought but pretty original (I think I was right except for sills). I looked around the engine bay, oil everywhere.

No rot though, good stuff oil. Toledo engine, hmm, not so good. I removed part of the carpets around the inner sill, WOT, NO RUST? I pinched myself. No I was not dreaming.

I went at the car like a mad thing, opened the boot, looked at the floors, radius arm mountings, chassis, windscreen frame. I could not find any serious rust anywhere except on the outer sills, which somebody had conveniently prodded a finger sized hole in. I peered, hand on forehead, inside the hole.



The load lightened, the car got up to a smart, by 1300 standards, 25 mph and I soon reached Jenni's parent's home without further incident.

The car parked and the bonnet open, we (that is, Jenni's father and I) looked under the bonnet to investigate the problem anew, tried the pedal, the clutch was now OK. But how? We still do not know the answer to this (any ideas gratefully received!!).

I drove back to get Jenni who was hobbling badly by this time — she had been run over by the back wheels of the car and I had not even felt the bump, I was not a popular guy!

her at every possible opportunity, trapping said limbs in the doors and other moving parts of the car. 'The car is jinxed' she said. This time I agreed. 'I've ALWAYS preferred Mk III's anyway, they have a much kinder disposition', she said. 'Let's do it then', I said, and the plot to remove the yellow peril was born.

I bought a copy of the local car Exchange and Mart and was flicking casually through the Sports Car pages when I saw a Spitfire advertised with a distant picture. It was advertised as a 1979. I ignored it. The same advert appeared again over the next few weeks and then it appeared as

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The inner sill diaphragm was sound. The body panels were a bit tired and tatty round the edges but what do you want, concours? After 20 minutes discussion and pacing around the car, re-pacing where necessary, an agreement was reached and the car was bought, deposit paid and I was off home to blurt out the good news!

We collected the car the next week, but not without drama. Has the jinx followed us I thought? A core plug had decided to pop out of the engine, due to some strange work on the cylinder head which had bunged up the waterways with gasket seal. I panicked, asked Toby (seller of same) where we would get a core plug from and we set off in search of the relevant item.

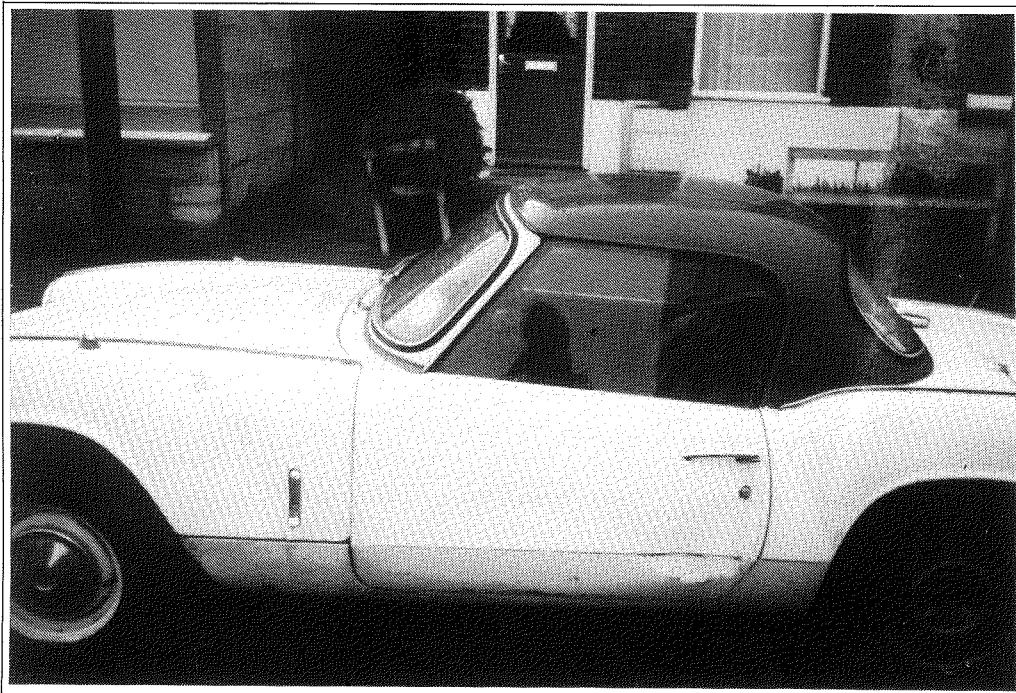
'Not stocked anymore', the man said, drawing his breath through his teeth as they do: 'don't know where you can get those from'. I mentioned that this was a BL

main dealers. 'Don't matter, don't make them anymore. We have a box full of some odd plugs. What size do you need?' '1300 ones', I said. 'What size?', he repeated. I could see that I was not winning the 'Easiest Customer of the Day Award'. 'Don't you know?' I asked. 'No', don't make them anymore, see, *haven't got a part number. And it's not on this microfiche so can't help you mate. Sorry*.

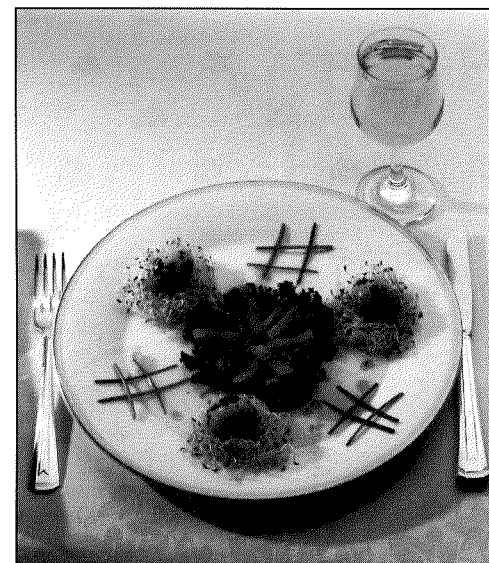
I gave up on this approach. 'Can I have a look at the ones you have got then?' 'Sure, here you are'. At least they were in order in a compartmentalised container, four different sizes. I bought two of each at 40p each. Now that was not difficult was it? One of them did fit, although it had to be the one under the manifold which had blown out. I managed to prise it in with a hammer, an old blunt screwdriver and a file, without taking off the manifold. You could get in some funny positions when trying

to fix car problems. I could not sit properly for a week afterwards. We set off on our way with the water pump blowing water all over the place like an Alton Towers water ride. Same problem that caused the core plug to pop out. The car was filled up with water at 30 miles intervals and luckily we got home without the engine reaching the same temperature as the melting point of the head gasket. The car was home. Yahoo! We fitted the seemingly popular factory option of 'Triumph axle stands' and the hardtop and ignored her for a while. Experience has shown me that Spitfires must have been designed to sit on axle stands, the amount of time they seem to spend propped up on them. Damned UJs.)

MORE NEXT MONTH



Note 2-tone colour scheme, dents and proliferation of brown rust spots and holes, missing wing mirrors and odd road wheels.



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TRAVELS IN A TRIUMPH

Neill Blume



HIS was to be the quintessential motoring holiday, travelling down little known country roads, hood down, scarves on, listening to birds twittering in the tree tops as we made our way happily beneath them, or should I say I had spent months persuading her what a wonderful time we would all have in Hark!, my absolutely wonderful Herald 1200 convertible.



Hark! the Herald had just spent two years recovering from what was originally only going to be a

back fusion, after the MoT man ordered her not to be driven home in that articulated condition (and I was wondering why the doors were sagging!). As is so often the way with these things, once the operation was in progress, numerous other problems came to light starting off the well known 'once I had a rebuilt chassis...' chain reaction, which in turn sets off the overdraft relative to car parts in the lounge/freaking-out wife chain reaction. With a little help and a lot of sarcastic remarks from some ex-friends, the bare minimum of tools, a single garage and a half-hearted compressor, Hark was restored to some semblance of her former glory. Now, resplendent in her original colour, Triumph Signal Red, she was going to transport the Blumes (minus kitchen sink this

the hood up after the first half an hour because some of the less resilient members of my family were cold, consequently suffering mild heat stroke due to the heat-absorbing nature of black PVC, this leg of the journey was accomplished without any trauma, and we were justifiably proud of ourselves when we arrived at The Little Red House in Bath.

Here I spent a happy night, dreaming of red Triumph Heralds cruising quietly through the countryside, swishing through old Roman towns, gliding comfortably down all the B roads we could find... all was well, except for that slight squeaking noise...

The next morning we spent exploring Bath and getting ripped off, paying £3.35 for a Bath bun cream tea without any tea! At this point we decided that Bath had had enough of us so we set off to our next destination, a B&B run by some family friends near Hereford. It was here, on the A466 somewhere between Chepstow and Monmouth, that my wife narrowly avoided a total breakdown of our marriage when at last, in a near religious experience, she finally deciphered the hidden mysteries of map-reading.

Although not quite a Paddy Hopkirk, it gave me a warm feeling of security knowing that at least there was more than one of us in the car who thought we knew where we were going!



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Boot Mat (Black Hardura)-State Saloon/Conv.....	£20.00

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Midnight Blue, Red.

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Side Window Seal Retainers (Car Set).....	£18.00
Boot Seal (REPRO).....	£8.75
Exterior Weatherstrips & Clips.....	Pair £11.75
Interior Weather Strips & Clips.....	Pair £8.00

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Beautifully parked at B & B in Hereford!

Bourton-on-the-Water was our destination the following day where we admired, gasped and gaped, took photographs, had a scrummy cream tea, and in general behaved like a bunch of tourists. The highlight of the day was a visit to the fascinatingly overcrowded Cotswolds Motor Museum, a veritable delight of automobilia collected over a period of thirty years (I wonder if I could start a collection...?) After a slightly hallucinatory visit to the Cotswolds Perfume Factory we decided to make our open topped way back to Hereford. The wonderful thing about B roads is that they test your car to the limit, and by now the squeaking sound was being accompanied by a subtle knocking sound every time we turned right, giving us horrific visions of the nether side of the wheel arriving home before us!

An early morning saw me up to the proverbials in grease examining Harks' nether regions for any signs of wear, iron filings etc. Finding nothing we decided to continue on our way with much hopeful prayer and someone muttering under their breath about how easy it was to work on Triumph Heralds and perhaps we should have brought the Cavalier and there was still time to join the RAC....

The wasps in the forest at Richards Castle must have thought it was their lucky day when the bright red giant flower pulled up, spread its blossoms and brought forth.... FOOD!...

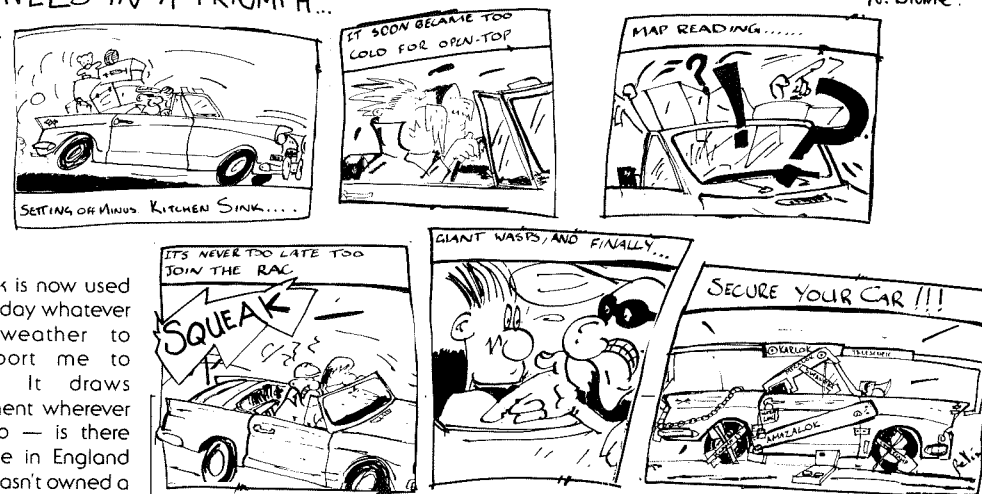
At least they have good taste in cars. Horwich beckoned, and so we gently streamed up the A49 arriving late in the afternoon with the dreaded squeak beginning to sound like the Great Western Steam line on a bad day. We spent a quiet

few days exploring the surrounding countryside in the Herald, well except for the gentle grinding now definitely coming from the rear of the car.... I made my pilgrimage to Elland Road, home of Leeds United, and to Manchester, my wife reliving her childhood shopping trips, expensively.

The wasps in Horwich tried to find food in my car, smashing the side screen, then vandalising the front headlamp cowl. All the police could say was 'We get a lot of that around here', all I can say is SECURE YOUR CAR wherever you park. To the rescue came TOTALLY TRIUMPH, who had a sidescreen waiting when I arrived. We left the next day, making a three hour stop at TOTALLY TRIUMPH to change the rear halfshaft, which by now was grinding gradually to a halt. We thus made our way to Stratford then home tired but happy.

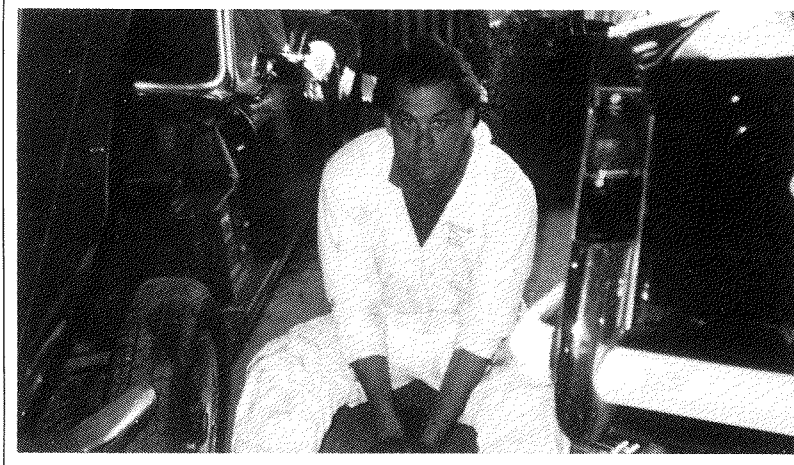
TRAVELS IN A TRIUMPH...

N. Blume.



Hark is now used every day whatever the weather to transport me to work. It draws comment wherever we go — is there anyone in England who hasn't owned a Herald sometime or another?

As a total beginner I have to thank Fiona at John Kipping, for an endless stream of help and advice... and Darren at South Coast Triumph. Hark is going well, the troublesome squeak is gone for good... the clutch is getting a bit spongy though..... ○



Neill working on the halfshaft at TOTALLY TRIUMPH.

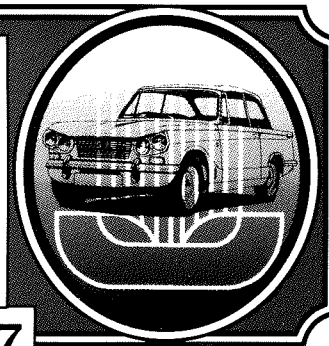
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I T all started with an article in Practical Classics about a run to Red Square for the Chernobyl Children's Lifeline. It came down to five cars out of 50 heading for Russia, and all the organisers pulling out.

Thanks to Cadbury, Schweppes and Baskin Robbins my trip was on. With the help of a relation I prepared my car for the 3000 mile journey. Money, clothes, food, medicines and toys for the children of Chernobyl were speedily raised through friends and local businesses.

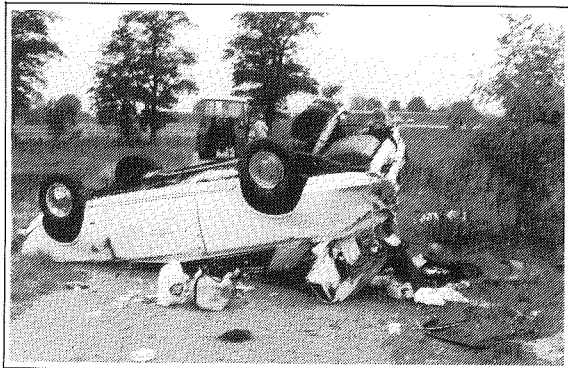
The Triumph Herald 13/60 DHC, 1970, made its debut at a local press conference and then took myself and my co-driver, an American camera man who hastily flew over to the U.K., to join the rally 24 hours before departure, to Harwich. Ahead of us lay organising hotels, ferries, petrol (in Belarus only 76 octane was available) and the security of the cars — the security being arranged by bribing 'minders' with cigarettes and police with U.S. dollar bills.

The five cars, Herald, Austin Healey 3000 Mk1, MGB, Ford Corsair and Cadillac, after a brief stop to deal with the Herald's thermostat, which was to give heating problems throughout and much heartache — headed for Berlin. After an overnight stop we watched the Berlin Marathon next day and set off for Poland. However, Judith and Maurice, our sole A.A. mechanic, were involved in a frightening accident between Poznan and Warsaw, their Ford Corsair, the only left hand drive variant in the U.K., was hit by a speeding stolen BMW and pushed off the road and rolled twice and eventually came to rest on its roof in a ploughed field, it was written off and they

had to fly home. While trucks take two weeks, and cars take two days to cross the border into Belarus, we did it in two and a half hours, even that delay due to the stamp in my passport not being straight! A night spent in Brest in the first of basic hotel rooms, with clothes washing soap for bath soap led us to the highlight of our trip, i.e. MINSK.

A civic reception bringing Britain and Belarus together led the Herald to TV screens, and, more sedately, brought us to Minsk Hospital where we delivered the goods we had carried to the children. The whole rally raised about £7000 and 17.5 tons of clothes, toys, food and medicine, most of which would be arriving by truck later.

I will never forget the one and a half hours spent with the children all suffering from radiation. The hospital was very tastefully decorated, having the warmth of a home.



THE 'RUN TO RED SQUARE'



month to stay with 'host' families, this increasing their life span by one year. A stint of filling 93 octane in the woods with a hand pump and jerry-can with people casually smoking under the fire of the big guns, at the black market rate of U.S. \$1 litre took us to Russia, where the 93 octane is 20 to 30 pence per litre. After a night in Smolensk, we arrived in Moscow to see the magnificent and awe-inspiring buildings, and the final destination, Red Square.

Here, purely by a million to one chance, I bumped into David,

a fellow member of the T.S.S.C. with his GT6 DHC. He was driving the same route, but going in the opposite direction! David joined us for a meal in 'Pizza Hut', where we gave each other advice on crossing borders and bartering. The Cadillac owned by Sue and Colin could go no further, and was left in Moscow,

together with Sue's handbag, which was stolen, containing credit cards (which are, incidentally, of little use in Russia), visas, passports and traveller's cheques and finally my co-driver, (the plan was for Julian to share the driving with Colin, if they were to get the Cadillac fixed and catch us up). This mishap caused them to endure the

White House siege, and looking at the future of roaming the endless corridors of Hotel Russia.

A press conference put the Triumph Herald on to Russian TV for the second time, a car much

admired throughout the journey. Apart from a visit to the Bolshoi Ballet, for the finals of the 7th International Competition, the only other excitement in our lives was bribing police and paying fines for traffic offences — at two dollars each time, it was worth it. I picked up four fines in Moscow alone for speeding, i.e. overtaking the Trabants which had the urge to race me on every opportunity. We left Moscow while Yeltsin was playing games with Rutskoi, we managed to avoid the bullets by twenty five minutes in Arbat Street.

By now, we were getting used to Russian roubles, after Marks, Zlotis, Belarus roubles and thanks to U.S. dollar bills, we were getting our fair share of champagne, caviar, vodka and living in 6,000 roomed hotels. After stops at Tver and Novgorod, we are in the Venice of the North — St Petersburg. If Moscow is beautiful, then St Petersburg is magnificent — romantic, historical and friendly, apart from the mugging attempt that failed. On to Vyborg, only ten miles from the Russian border with Finland. At this point, the MGB decided its cooling needed to be better and tried to work the fan into the radiator aided by an uncovered man-hole. A few blocked tubes gave Alfio and Katie a mild coronary, thinking of spending their retirement in Russia, and then we were off to Finland.

A Russian immigration officer loved the Austin Healey so much he

let us through without declarations. Nawal's Austin Healey had lost almost all its acceleration — due to low octane fuel. This allowed the Herald to overtake on an uphill climb. With a huge grin on my face, as a display of its dissatisfaction the low-slung Healey exhaust gave an impromptu firework display in return!



After a run from Helsinki through Turku to Stockholm we find that the ferry to Harwich has been cancelled, we were to be booked on a ferry three days later. With time on our hands, I delved into my Triumph Self Help book. One hour later we met up with an immaculate Spitfire and were invited for

With three sweet sounding cars I had no option except to present Bertil with my Southern Area sweatshirt, with which he seemed very proud. A big thanks to our fellow enthusiast in Sweden.

Grateful for our short break, we pressed on to Denmark, and at a petrol station ten miles from

Three cars with five people arrive back, to be greeted by Sue and Colin and congratulated by Judith and Maurice to end the 'First Historic British Car Charity Rally from London to Moscow'.

Andrew Miles & Nawal Saighal



In front of Parliament building in Northern ICS. (the three remaining cars).

morning coffee and, 'Danish Pastries in Finland' with Bertil Elfstrand and his family, and were staying at a hotel for free! Bertil a member of The Stockholm Philharmonic Orchestra, immediately opened up his two garages and started servicing the three remaining cars, alongside his magnificent E-type.

Esbjerg, Nawal had an urge to look under the Healey. Driving over the pit, the sump gets holed as a mechanic misjudged the Healey's ground clearance but after a curse, and a quick weld, they caught us up at Esbjerg, only to find that Richard has lost their tickets. After a few calls, we get on the ferry and celebrate.

The next adventure?

Well Nawal and I are already seeking sponsorship for a planned rally in a Works Austin Healey from London to Peking in 1995/96. But to keep our hands in, we will probably participate in the 1995 Monte Carlo. ○

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Pen To Paper

WHAT can I write that rhymes with car? Something better, say, than 'far'.

In my car I could go far?
That's very weak but there you are . . .

And if my car was one you knew
You'd also know it wasn't true
It's yellow, open-topped and flat
It's waspish, mean and things like that

But will it go a long long way?
Soon, perhaps, but not today.
It's splendid, bright and yes, perhaps
It IS the thing for pulling chaps
But though conspicuous you know
It's also old and rather slow
And while it starts well when its cold
The engine is getting old
It cannot go as fast as yours
And it's much colder out of doors.
It's not been washed for weeks and weeks
And when it rains, of course, it leaks.

BUT

It's yellow, open-topped and flat
And I admire it just for that.
It's waspish, lid-less and mean
In all an admirable machine!
Who cares if some small things go wrong

No major work has yet gone on
And it could go a long long way
But I won't ask it to today. ○

Mary Bell

WHILST SYMPATHISING

IN reply to Anthony English's letter (Courier Feb) I think a few things should be said in reply. Whilst sympathising with him, I do feel he is somewhat a victim of his own naivety.

A price of £200 for a full respray AND a colour change should have rung alarm bells at least. As a vehicle painter I can inform any interested person that the materials alone (colour, primers, thinners etc be they cellulose or 2 pack will cost £200 and this ignores labour.

The other point to bear in mind is that a quoted price for a respray is exactly that, a respray.

If there is any bodywork to do as well, whether rectifying dents, scrapes or corrosion damage, this must be regarded as an additional task to the respray and budgeted for accordingly. Too many people are under the impression a respray automatically takes care of body defects. **IT DOES NOT.**

Any bodyshop worth its salt would point that out of course. At £200 I could suspect Anthony has received a respray in synthetic — transport paint — which is given one coat, hot sprayed, ie, warmed up to thin it to spraying viscosity.

If this is the case the only course of action is to strip the paint off and start again, generally speaking nothing can be put on top of synthetic as it will react. An isolator may work but is not recommended. There are many concerns large and small like myself that are fully competent to carry out respays to a high standard at very reasonable prices. It isn't necessary to be a member of a trade organisation. The same advice applies to almost anything and I'm sure has been said in this magazine before

. Start by going on recommendation, preferably by more than just one person and ask to see examples of work, just using a bit of 'nouse' should tell you the good guys from the bad. Remember, you get what you pay for!

P.S. As regards the hard top, try contacting the police to try for its recovery as I'm sure it must be theft. Whether ceased trading or not, the individual concerned is still personally liable unless a Limited Company which sounds unlikely. ○

Adrian Jump

AND NOW, THE DEFINITIVE ONE . . .

OK, I know I'm a month too late for your little nautical quiz. Besides which, winning is not my objective and also I drive a MkIII Spitfire instead of a Herald.

Having only just returned to this country after six months in Fiji, I've been busy catching up on all the past copies of the Courier and when I came across January with your flag competition I thought I'd have to write in as I doubt that any other members of the club will raise the points I'm about to.

As an aside, I'm due to sit my signals exam for my mates'/masters ticket in two days, so I think I have a fair idea what I'm talking about.

The flags are S or 'Sierra' and V for 'Victor'. Now for your pictures, I would assume them to be simple flag hoists, ie, raised individually, however, from the text you implied they were a 'two letter hoist'.

So, 'if they were to be hoisted by a craft at sea', they would mean: VS 'effects of ice on navigation'.

As you can see, this fails to make sense, basically because the message has not been completed by the addition of a numerical supplement to clarify the effect of ice.

SV 'I am not seaworthy due to shifting of cargo or ballast'.

Now, this one is complete and makes sense. However, in your picture you showed Victor above Sierra, thus it should read as VS as above.

Now, if you had intended that each flag should be read individually on a single letter, then Sierra has the meaning 'my engines are going astern' and Victor means 'I require assistance' (something I could fly from my Spitfire quite often).

My intention was not to nit-pick but to clarify the situation. ○

Richard Harnett

SPITFIRE 1500 HEAT PROBLEMS

MANY people have written about various methods to mask or divert the heat away from the carburettors and fuel systems of these cars. These vary from masking plates to ducting to directing cool air.

I believe the only answer is to **REMOVE** the heat, not shield it.

I have read the benefits of exhaust manifold and downpipe wrapping products.

This is claimed to reduce the under bonnet temperatures by as much as 70% and, as the exhaust gasses stay hotter longer, to actually aid engine efficiency and performance.

My car has the club's stainless steel tubular manifold and system fitted and I am encountering fuel starvation due to 'boiling'.

The fact that some 6 feet in total of nice warm exhaust radiating heat just below the carburettors obviously doesn't help!

The exhaust wrap is, apparently, fitted DIY just like a bandage and then clipped and coated with an aerosol spray treatment to aid longevity. This produce is also available as a blanket for cast manifolds.

Has any member used this kind of system with any success?

I am told it is widely used in competition cars. To treat my car I reckon will cost about £70.

Will it be worth it? ○

Steve Brown

PLASTIC BONNETS

I WAS very interested to see the photograph of Denis Brown's MkII Spitfire in Brett Dennis's section on page 19 of February's Courier (164).

The bonnet appears to be the same type I fitted to my rebuilt hybrid Spitfire JXE 591 K, see Courier 153 page 77 and Courier 155 also page 77. John Kipping suggested that Windmill Plastics, a Midlands firm, produced the bonnet initially, but was it made for the MkI or MkII? Windmill were eventually taken over by Honeybourne Plastics it seems, and I should be grateful if anyone can shed some more light on the production of this 'go faster' extra.

I note that the lens securing holes on Denis' car are in the same place as mine, as is the air intake slot. What pleases me about the bonnet is the quality, particularly the cast aluminium mounting blocks. Does Denis Brown's bonnet have the same arrangement. I am also wondering if the flared wheel arches with their aluminium stiffeners on my bonnet were a production variation?

Readers will have noted that I fitted the Le Mans air vents as well as the Triumph badge and T-R-I-U-M-P-H letters, but only the last weekend did I manage to complete the restoration by fitting a chrome Triumph 2000 bonnet embellisher on the air intake slot. My thanks for that go to an invitation to the Pewsey Fair last summer by Shaun Ogbourne of the Swindon Area where I met Guy Singleton who agreed that the three holes around the air intake as well as the moulding profile might just have been made for this piece of trim. He kindly donated one from a surplus Bond bonnet. Coincidentally is this trim missing from the Bond bonnet on the cover of Courier 164?

As ever, many thanks for an excellent magazine. ○

Paul Fraser

NEW SPORTS CAR?

I HAVE two points to raise which you may consider worthy of publication.

Firstly, now there seems to be a good chance of the Triumph name being re-used for a new sports car now that BMW have taken over from BAe as owners of Rover. I consider it worthwhile to write to Bernd Pischetsrieder (MD BMW) to persuade him that the name Triumph should be re-used, at least that he should continue the activities of the Heritage Group in reproducing the older parts.

Secondly:-

On the 2nd/3rd July, Shaftesbury Rotary organise the Gold Hill Fair at Shaftesbury, ie the Hovis Hill. The main organiser happens to be an MG owner and plans to swamp the event with MG cars — (there will be a display of cars, all entries welcome, please speak to Marlene at Stelmac Garage, 0747 53737) and try and outnumber the MGs with TRIUMPHs.

The car event is a side show — although there could be as many as 200 cars and there are lots of other stalls, events, live music and so on. A good day out for the family. ○

A D Thompson

SEARCH AND WONDER NO MORE A COOL ARABIAN 1500

WHILST I am not a member of your Club, I do have access to the excellent magazine Courier (courtesy of my son). A well produced and well edited magazine.

However, and not to force you to endure my ramblings for too long, I was intrigued recently to read about the never-ending trouble some of you seem to have to put up with reference the overheating of your Spitfire 1500s.

I purchased my 1500 in 1980 (1978 model) and was then posted by my company to the hotter reaches of Saudi. Here, obviously, it is very hot and the normal methods of no thermostat, removal of number plate and 101 (it seemed) things did not cure the 'CURSE'.

Not being one to be beaten by a mere engine (or very poor design), I realised that the problem was an obvious one, that of too much heat being produced near a fluid (petrol) which vaporises rather easily.

So, remove the source of heat to some other area and the problem will be solved. **Easy!**

After much thought and time spent in the bath (a great place to concentrate the mind!) I decided to fit the head from my old 1600 GT Cortina. This head has a cross flow arrangement (ie, fuel in one side and exhausting from the other). Obviously problems were encountered, the length of the head bolts being a problem but correct ones were posted out to me from Blighty. Necessity will overcome any mechanical problem if the will exists to Triumph!

The dynamo (alternator) was removed to the offside of the engine by some tricky but effective bracketing and longer wiring to the control box (dipstick now a trifle tricky to extract!) You will also need to sweat a pipe onto the side of the rocker box for the breather pipe. I put my pipe further forward to obviate the need for a sharp bend on the pipe. I also retained the

Ford GT carbs (Weber) rather than play with the linkages.

The next problem was the distributor, this obviously was too high and came up to the middle two pipes of the tubular fabricated exhaust. It was found that a Fiesta distributor (part no. 01-04-94 was suitable), this was fitted and as it was 2 inches lower, suited the job well (I am not sure about the ignition curve etc., but my car seems to perform alright). The dwell angle is correct. By lengthening the two inner exhaust pipes (but keeping them all proportionately the same), this problem was overcome although to change the points is somewhat tricky now! (perhaps electronic ignition next?).

A new fabricated pipe around the nearside of the gearbox (no problem and now the exhaust is in the correct place for the exhaust box entry (ie nearside of differential).

I was worried about the oil filter and the heat generated causing the viscosity to change but so far

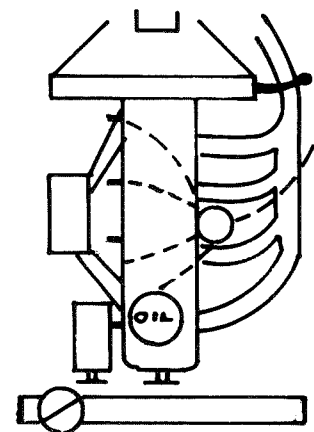
(approximately 33,000 kilometres yearly, 600 approx. a week) no problem has been noticed. A 10 row oil cooler is actually fitted so probably this is the reason. The fuel pipe from the pump now comes straight into the double choke carb avoiding the tortuous and rather hot journey around the front of the engine. Obviously the heat shield was not needed so this has now gone.

As I said before, I travel approximately 500/650 kilometres a week in my Spitfire and have NOT ONCE had the problem of vaporisation. I hope that this little conversion does not enrage the purists amongst you but as my father B. B. Bear sees it, IF IT DON'T WORK PROPERLY, THEN MEND IT, ALTER IT, ADAPT IT OR PUT UP WITH IT!

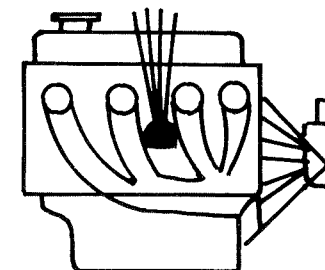
P.S. I would be happy to discuss this with anybody but remember that phone calls to Saudi can be rather expensive! Yours ○

S. B. Bear (ex patriot)

Please excuse rough drawing. (Not done in the bath!)



*Fiesta Distributor
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Run ignition leads up
through centre of
exhausts and clip
to rocker cover,
clear of manifold.*



*Longer plug
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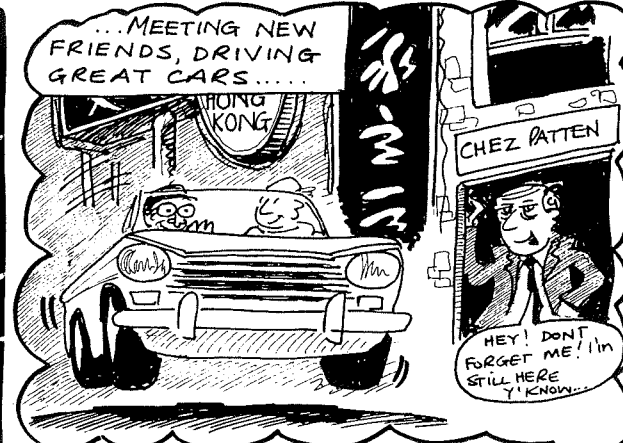


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