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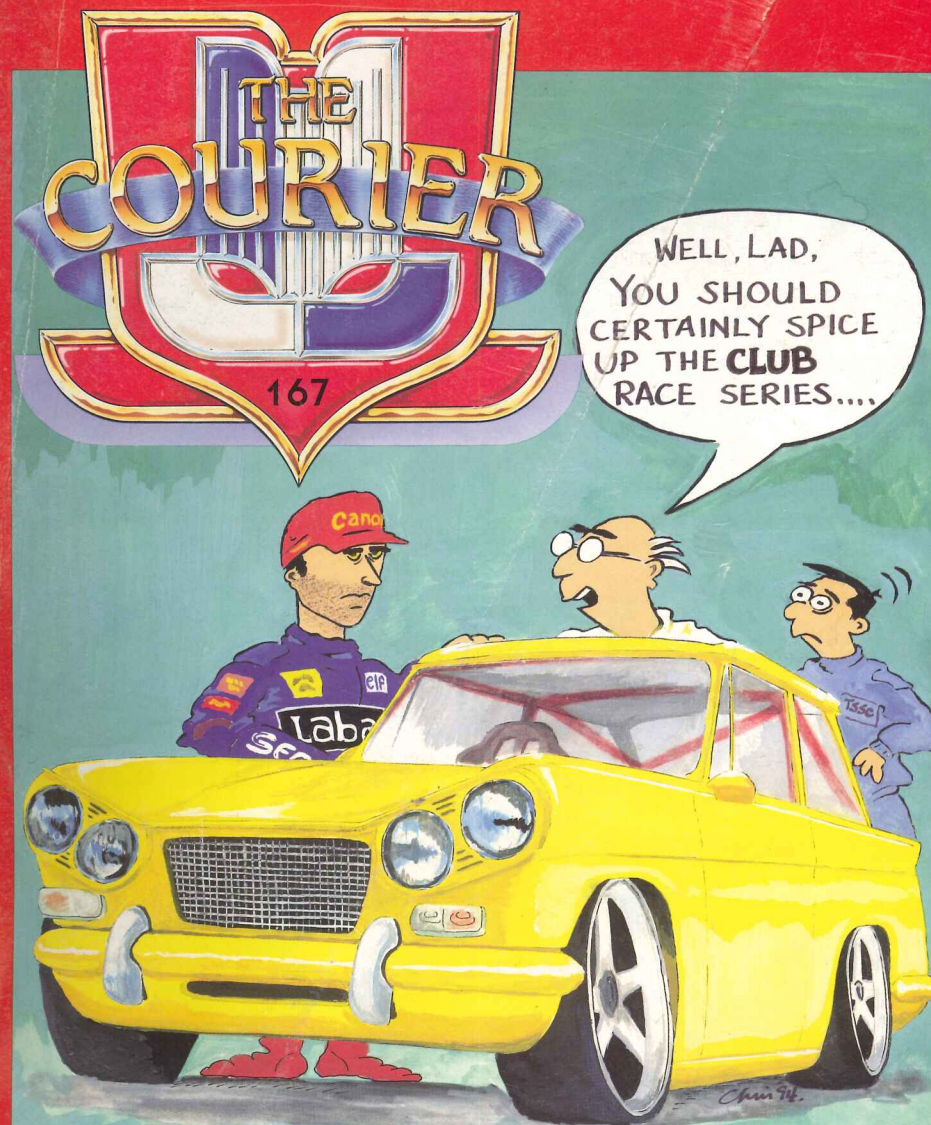
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.14 No. 167 MAY 1994

Price £1.50 Free to Club Members

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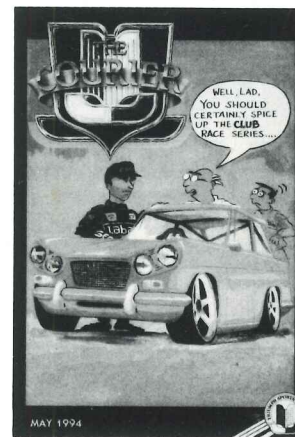
COUNCIL MEMBERS 1994

Brian Waters, Peter Williams,

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

For a full list of TSSC Officials see page 82

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Cover illustration,
by
Chris Sheridan.

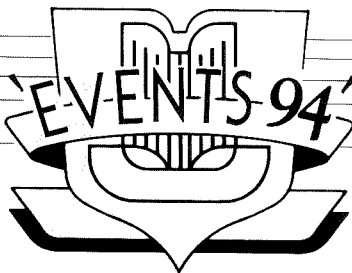
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Plus Area News Review/Classified Newspaper

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

T.S.S.C. 'EVENTS 94' Calendar



This is the official TSSC Events Calendar for 1994 / 1995 containing details of all TSSC organised events and National and Local events to which the club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club headquarters.

Tel: (0858) 434424. Fax (0858) 431936

TSSC ORGANISED EVENTS

MAY

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

12-15 THURS-SUN - THE 20TH ANNIVERSARY NATIONAL GATHERING OF THE TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA, at Midmar Dam Holiday Resort, Natal. A full weekend of Triumph related activities set in the Natal midlands at a time of year when the weather is fine and warm. Join Triumph enthusiasts from all over South Africa for a memorable weekend. For further information write to Graham Cheetham, Box 23252, Maydon Wharf, 4057, South Africa or telefax 01027 31 256014.

14/15 SAT/SUN - SHETLAND CLASSIC CAR SHOW, Clickimint Leisure Centre, Lochside, Lerwick, Shetland. Contact Rob Jenner 0955 88204.

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 0202548482

20-22 FRI-SUN - NORTH YORKSHIRE TRIUMPH WEEKEND, Runewick Bay Contact Graham Lowe 0287 651836

22 SUNDAY - CALLING ALL COUPE OWNERS - COUPE RUN - CONVOY by Coventry Area to travel from Kenilworth Castle to Car 94 Stratford Contact Kevin Atkinson 0926 50911

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.

28/29 SAT/SUN - TSSC BELFAST AREA - Circuit of Northern Ireland Run, Contact Paul 0232 653986

29/30 SUN/MON - BROADLANDS EVENT - Wessex Area, Contact Trevor 0202 548582

JUNE

5 SUNDAY - BREMORE SHOW - Wessex Area, Contact Trevor 0202 548582

5 SUNDAY - ROBIN HOOD RUN - Poppelwick to Newstead Abbey, Contact Rob Bagnall 0332 756780

11/12 SAT/SUN - THE NINTH BOND EQUIPE WEEKEND, at Plough At Eaves, Eaves Lane, Woodplumpton, Preston, Lancs.

17/18 FRI/SAT - COTSWOLD 94 SHOW, Chedworth, Contact Phil Williams 0453 750569

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

19 SUNDAY - NORTH YORKS AREA MID-SUMMER RUN, Start York, approx. 60-70 miles. Contact Geoff Bryan 0430 431356

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

24-26 FRI-SUN - THE BEST EVER SCOTTISH TRIUMPH WEEKEND, Grampian Transport Museum, Alford, Aberdeenshire, Contact David Lyons 09755 62003

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

JULY

10 SUNDAY - 5TH WEST YORKS DALES RUN & BBQ, start Ilkley - 60 mile convoy to Bolton Abbey.

8-10 FRI-SUN - CORNWALL AREA CAMPING WEEKEND, Trebellan, Cubert, Nr Newquay, all Areas welcome. Contact Sandra Cooper 0209 718153

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

**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, Shropshire.

23/24 SAT-SUN - THE FIRST TSSC PORTUGAL



**TSSC CHAMPIONSHIP
RACE DATES**

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

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

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 1577

AUGUST

5-7 FRI - SUN - TSSC NORWAY AREA MEETING, at Stranda Camping at Biri, E6 south of Lillehammer. Contact Sven Johannessen, Bispeveien 78, 1347 Hovde, Norway

6/7 SAT/SUN - LAKES TRIUMPH WEEKEND by CARLISLE AREA, BBQ, games, gymkhana. Contact Shirley McKeown 0946 832080

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

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

21 SUNDAY - ANGLIA TRIUMPH SHOW, for all Triumph cars, extended Concours - extra TSSC Classes, Traders and Autojumble free, Shellford Rugby Club, Cambridge. Tel 0480 460540

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

4 SUNDAY - TRIUMPH SPECIALS & KIT CAR DAY, Brooklands Museum, Weybridge, Surrey. Contact Trevor Collett 0372 376661

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

17/18 SAT/SUN - LONGLEAT SHOW - Wessex Area. Contact Trevor 0202 548582

OCTOBER

9 SUNDAY - TSSC ESSEX AREA PRESENT, DUXFORD ALL TRIUMPH DAY, Imperial War Museum, Duxford, Cambs. Contact Andy Cook 0277 214184

**NATIONAL & LOCAL
EVENTS
TSSC INVITED**

MAY

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

JUNE

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.

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

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

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

JULY

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

30/31 SAT/SUN - COYS INTERNATIONAL HISTORIC FESTIVAL, Silverstone, Northants

AUGUST

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

20/21 SAT/SUN - BRITANNY BRITISH CAR CLUB PRESENT X1 RENCONTRES BRITANNIQUE DE VEHICULES DES COLLECTIONS, at Domaine Du Chateau Des Ormes, between Rennes and St Malo, Brittany.

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

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

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

SEPTEMBER

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

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

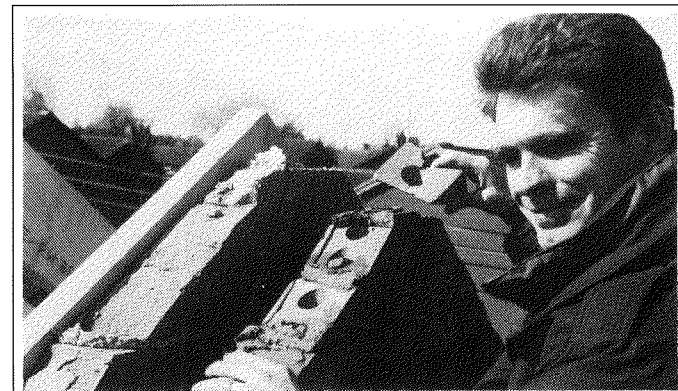
25 SUNDAY - THE GRAND LONDON AUTOJUMBLE INC. THE LONDON CLASSIC CAR SHOW, Kempton Park, London.

Bill Sunderland

"Comment"

What more can you want from an update? We have now got to the home straight on the Club's Headquarters phase 2 building. The site at the rear is now completely built up with our new buildings and plans are currently under way for phase 3, refitting of new Members rooms in the existing building. Since moving to our new Headquarters in 1991, everything has dramatically changed. From running in a disorderly fashion with everything everywhere, we now look forward to better administration and facilities to justify the U.K.'s second largest Car Club.

The last six months have been tough and the Club's finances have taken a battering, but the result for the future is so promising. H.Q. life is extremely busy and we can look forward to an interesting Summer.



CLUB INSURANCE

It has come to light recently that some Members in the Club Scheme have not got a current

Club underwriting the value of your car. -

**YOU HAVE BEEN
WARNED!!**

The last six months have been tough and the Club's finances have taken a battering, but the result for the future is so promising. H.Q. life is extremely busy and we can look forward to an interesting Summer.

Club Valuation Certificate. You do this at your peril! If you do not keep your Car on agreed value you will only receive a fraction of the Club's guide price last published in March 1994. We have had phone calls from Members who have lapsed their Club Valuations and consequential losses through claims have occurred. As a Club we can do nothing if you don't keep your Club Valuation up to date. The scheme works by the

TSSC EVENTS

May kicks off the events season in earnest and we hope to see many of you at The South Of England Meet, all Club Services will be there, plus many, many Club cars. We are aware of the size of type in the Events Calendar and this month it is a little bigger!!!

TOPPING OUT NEW BUILDING



LEEDS COLLEGE OF TECHNOLOGY

WE have a two year full time course which is ideally suited to anyone with a keen interest in the restoration and preservation of older vehicles.

The course covers all aspects of panel beating, wheeling, welding, ash framing, trimming, glassfibre laminating, paint refinishing, mechanical repairs, auto electrics, business law, finance and estimating. Successful completion of the course results in the award of the City and Guilds Diploma in Vehicle Restoration. The Motor Vehicle Foundation course is a one year full time course which is aimed at the 16 to 18 year old school leaver. It is designed to give a basic grounding in all aspects of mechanical and body repairs. This course leads to accreditation for appropriate units for Vehicle Body and Paint in City and Guilds 3300 and City and Guilds Motor Vehicle Mechanics 3400. On Tuesday and Thursday we provide evening classes in Car Restoration. These are solely workshop based and cover welding, wheeling, panel fabrication and all the metal working skills needed to undertake a restoration project.

If any of your colleagues or club members would like to visit our workshops and facilities, or require any further details, they are most welcome to contact me at any time.

Mr. Moorhouse. Course Tutor. Tel: 0532 774433.



T.S.S.C.

INTERNATIONAL
WEEKEND

16/17th JULY

Advanced bookings now
being taken.

See booking form in
AREA NEWS REVIEW.



DID YOU KNOW?

THAT by attending the monthly area meeting in your area, you can save ££££s on TSSC Offers.

During the next few months, special order forms and area discount vouchers will be available from your area organiser. Not only can you save yourself up to 10% on selected products, you can also support your area as all orders placed on special forms will be placed into a monthly prize draw with £50 worth of TSSC products as the prize for area raffles, prize draws etc. SUPPORT YOUR AREA, SUPPORT YOUR CLUB & SAVE MONEY.

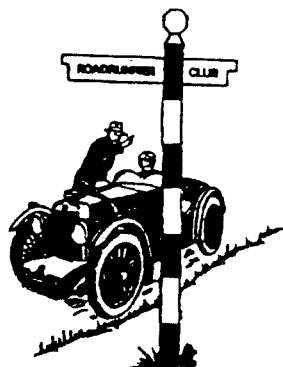
ROADRUNNER CLUB

THE Roadrunner Club, in its second official year, is specifically orientated towards the classic car owner that enjoys 'using' as opposed to 'showing' their car. Open to the owners of any marque of classic car, the club organises non-competitive rallies throughout the country and occasionally on the continent.

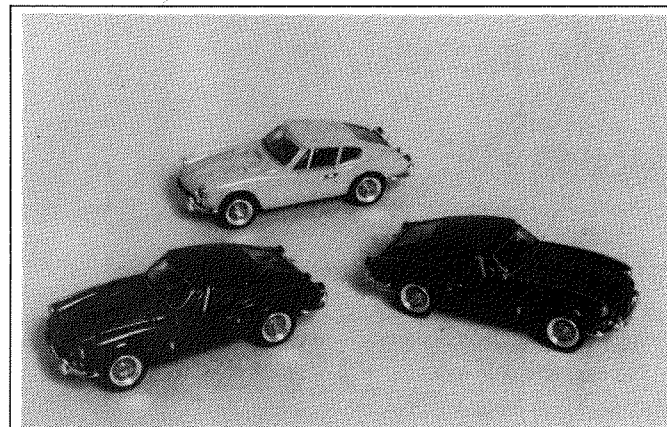
Our standard format for a one day rally costs approximately £20 per car and would comprise a detailed Tulip diagram type route book, rally

plaque for the car and commemorative finishers badges/souvenir. Where possible we negotiate discounts to Country Houses, Stately Homes, events, car shows etc. where it would be a feature of the run.

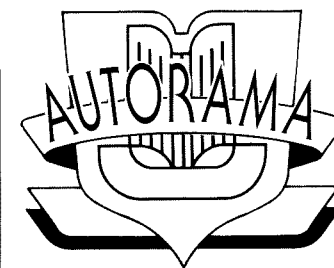
Should you like further information about the club, please do not hesitate to contact us at the above address.



NEW FROM APOLLO MODELS



These models are now available for sale, either in finished form or as kits. Finished cars are available in Signal Red, Conifer Green and Wedgwood Blue. Special colours and personalised number plates are possible for a small extra charge. For further information contact our distribution outlet, RAE Models, 0932 846298.



*In and Around
the Trade Scene*

LATEST RELEASE OF NEW TRIM FROM MOSS EUROPE FOR SPITFIRE & GT6.

Spitfire 4 to MkIII. Rear wing top moulding, bright stainless steel.
Spitfire 4 to MkIII. Front wing moulding, bright stainless steel.
Spitfire IV, 1500 and GT6 MkIII. Rear wing top moulding, bright stainless steel.
Spitfire 1500. Rear wing top moulding, black stainless steel.

These cappings are English manufactured quality reproductions of the original items which will improve the look of any car.

Front, bright finish 706556	£24.67
Rear, bright finish, early, 707319	£24.67
Rear, bright finish, late, 715696C	24.67
Rear, black finish 715693	£28.20
All above, retail prices inc. VAT.	

HUGE SAVINGS ON S.I.P. COMPRESSORS FROM TSSC OFFERS

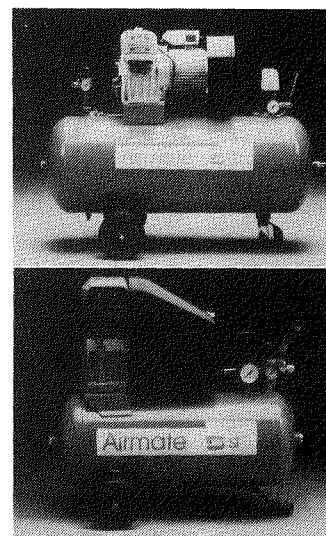
We have negotiated a new package with S.I.P. which has enabled us to reduce the price on our two best selling compressors.

**TORNADO 1.5HP, CATALOGUE
£209.95, NOW £179.95.**

**NIMBUS 2HP. CATALOGUE
£299.95, NOW £209.95**

Members placing orders for the above during April will receive a **FREE** original kit (worth £40) which includes spray gun, tyre inflator, air duster, grease gun and hose.

**PLEASE CONTACT JOHN AT
TSSC HQ FOR FURTHER DETAILS.
0858 434424.**



T & J ENTERPRISES, BIRMINGHAM 021 777 3386

HAVE just obtained a quantity of Spitfire III rear flasher lamps, Lucas L760 brand new, boxed. Genuine Lucas. Any interest? £5.00 each. Specialist suppliers of obsolete Lucas electrical spares. P.O. Box 1963. Hell Green, Birmingham. B28 9LP.

The above items can be purchased from any one of Moss Europe's six UK outlets listed in their current range of adverts. Details of locations only are available from Customer Services on 081 498 8888.

WARNING!

Members
currently insured
through TSSC
insurance



without a **current**
TSSC Valuation,
will be on
Market Value Only.

This cover is only a fraction of TSSC Agreed
Value and as a Club we cannot support
member claims when on Market Value Only.
Ensure your cover is TSSC Agreed Value with
an up to date TSSC Valuation.



Mike Crewes

WHEN was the last time you checked your tyres? With the traditional rain at this time of the year, getting a decent grip on the road is probably at its most difficult. It is important that you have tyres that are working efficiently.

TREAD

The law states that the centre three quarters of your tread is at least 1.6mm deep around the entire circumference of the tyre (Regulation 27 Road Vehicles (Constructions and Use) Regulations 1986).

The only reason for tread on tyres is to allow water, dirt etc, to move away from the tyre surface to allow the tyre to make a good contact with the road surface and thereby give grip. The less tread there is, the less water etc can escape and less grip will be formed. At 60 mph a good tyre will displace a gallon of water every second.

DEFECTS

If the tyre has any foreign body (nail, glass etc) in it or any cut or tear anywhere in it, then again this is an offence under Regulations 27. Any bulge in the tyre is a breakdown in the tyre and is an offence. All these defects could lead to a blow out, which, at speed will probably lead

to loss of control of the vehicle. In any pub there is always the budding 'super driver' who will relate stories of 'the blow out I had at 80 - no problem, three spins and two hedges later I had it licked'. The point is that a blow out is often sudden and usually controllable, a good tyre will never blow out, only a defective one will.

THE NEW TYRE LAW

A blow out occurs when, for some reason, tyre pressure is lost. The weight of the vehicle on the tyre causes the walls to rub together and overheat, this causes the tyre to fail, and a blow out may occur.

Incorrectly inflated or overloaded tyres may also lead to a blow out, remember - the air carries the load, the tyre merely holds the air.

MIXING TYRES

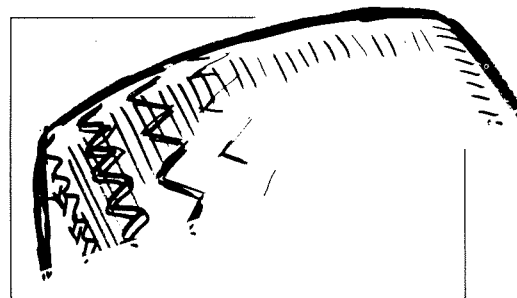
Most people know that radial tyres, bias belted tyres and cross ply tyres cannot be put on the same axle. However, there is a combination that is allowed, but few people remember it.

The best performing tyres are radials, followed by bias belted, followed by cross ply. Whichever tyres you fit to the front of the car, the same or better performing tyres MUST be fitted to the rear (Regulation 26). The better the performance of a tyre the better it will corner, so you can see that if the rear of the car is cornering better than the front you will not experience any problems, if it corners worse than the front, the rear will tend to try and overtake the front.

Well that briefly is the law regarding tyres. Check them regularly, if they look worn, they usually are. The tread indicators on the tyre are set at 1.6mm, so if they are flush with the top of the tread it's time for a change.

Remember to check the inside of the tyre tread, worn trunnions or badly adjusted steering will wear tyres more quickly. If you fit lower profile or wider tyres without adjusting suspension angles, your tyres will wear more quickly. As a rule tyres usually wear evenly, if they don't, suspect a defect somewhere.

This could be an added danger. If you have a query or topic on Road Traffic Legislation, why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire. SL5 8EN. Enclose a stamped addressed envelope. ☆





RACING NEWS

Barney Rubble

WELL here we are again, the start of a new season and Mallory Park was the chosen venue.

I arrived with John Sadler, and we found a space near the rest of the motley crew, and the talk generally was of what had been done to the cars in the winter lay-off, noticeably Kevin Ginger and Paul Lucas finding a surplus of blue and orange paint and had decided to paint their cars with it. As well as ourselves in the Road Going Sports series we had been joined by a fair number of Porsches, Lotus and Jaguars, which as the season unfolds should prove interesting. Practise was fairly straightforward, with only Mark Field braking down on the track with a missing throttle pin, this was soon put right, and Mark was back, to make his debut in the world of motor racing.

So to the race. After the practise session, although the big boys were up the front, the motley crew were packed in the middle with Kevin Ginger leading, Paul Lucas second, John Wolfe third, John Pinkney fourth, John Sadler fifth, Pete Whiteman sixth and Mark Field bringing up the rear with a Lotus Europa.

After the green flag lap, they lined up on the grid waiting for the green light, and when it did all hell broke loose! There were Porsches, Lotus all over the place, mainly in the barrier, which meant a Red flag was brought

out to stop the race before any further damage could be done to those stuck on the grid by the boys from the front who were blissfully unaware that anything had happened. As they lined up for the second time it began to rain, which gives me the feeling that the man upstairs is not a lover of Triumphs!! Well they had left the grid safely and immediately Paul Lucas overtook Kevin to claim first place amongst the crew, with the others staying as they were on the green flag lap, Paul's lead was shortlived as by the third lap Kevin had retaken the lead, John Sadler had passed John Wolfe although JW was not giving up and things around the hairpin were getting hectic. Pete Whiteman was having a battle with an E Type Jag, and proving that you don't have to have twelve litres under the bonnet to win races! Mark meanwhile was enjoying himself with the Europa, John Pinkney was also having fun at the hairpin trying to see how sideways he could get the GT6, on lap five JS and JW were still side by side although John Sadler was just in front by a nose. Pete Whiteman had passed the Jag and showing it a clean pair of heels.

By lap eight, John Pinkney was now having some fun with a Mazda and while he was trying to keep the Mazda from passing him, he thought he would have time to entertain the crowd on the start-finish line by spinning which as you might think, caused the driver of the Mazda a bit of a fright! But in true JP style he soon recovered and was back in the hunt although a few places down. Paul was still trying to pass Kevin especially at the hairpin where I think he thought he had changed four wheels for two as he insisted on hanging out the back end of the Spitfire at alarming angles like a speedway bike! Pete Whiteman had caught John Pinkney, who after his success with the Jag now thought that a GT6 was a mere formality! But unfortunately he ran out of time or laps should I say, they finished in the following order, well I think that's how they finished as by this time my note pad had turned distinctively soggy and my pen had given up the ghost on about lap eight.

Kevin Ginger	Class A
Paul Lucas	Class A
John Sadler	Class B
John Wolfe	Class A
John Pinkney	Class B
Pete Whiteman	Class A
Mark Field	Class A

See you all at Snetterton on April 17th. The AGM of the competition section was held on the 26th February 1994 before the annual dinner and dance, the following points were agreed by all those in attendance.

1) That where possible we will attend all the major shows and local events.
2) That a series of articles will be published in the magazine to encourage new interest from within the club, these articles will be put into book form to give away at shows and other events.

3) To continue to organise test days at Goodwood but due to the increasing expense of these days, that they could be every other year, instead of annually.

4) That we should look at the possibility of asking other clubs whether Triumph based or not in the hope that in 1995 we could have our own grids within the 750 Club. At the dinner the following people were awarded prizes for their efforts in 1993.

Overall Champion was Nick Barry and Adrian Boyle.

2nd overall was Kevin Ginger.

3rd overall was John Sadler.

Winner of Class A, Kevin Ginger.

2nd in Class John Wolfe.

3rd in Class Peter Whiteman.

Winner Class B, A Boyle and N Barry.

2nd in Class John Sadler.

3rd in Class Colin Elstrope.

Winner of the Barney Rubble Award for services to the Competition Section was Jo and Mark Field. ☆

Overall places and points for 1993.

1 N Barry & A Boyle	75 pts.
2 K Ginger	61 "
3 J Sadler	53 "
4 J Wolfe	51 "
5 P Whiteman	50 "
6 R Thorpe	41 "
7 M Keenoy	40 "
8 C Elstrope	28 "
9 M Amshwand	15 " *
10 R Munn	14 "
11 J Eatough	13 "



UGUST 1976,

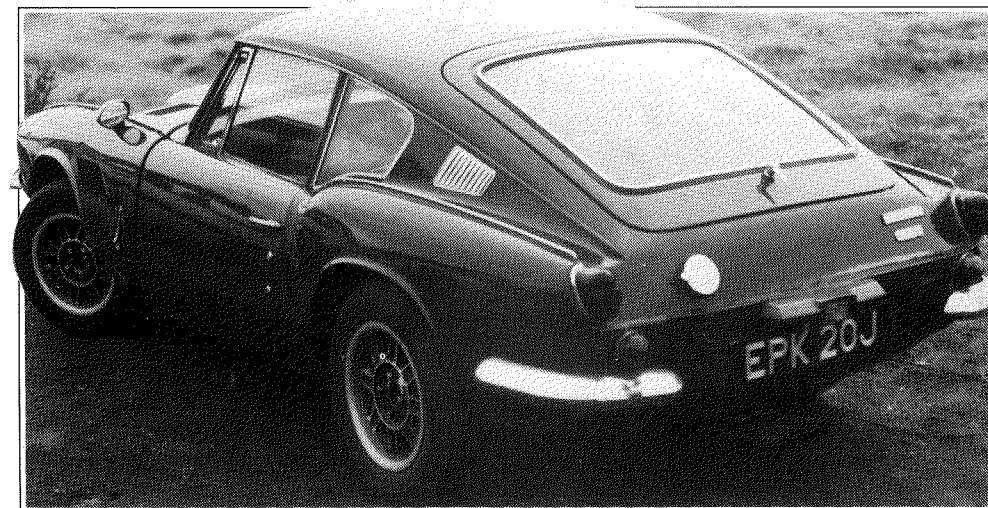
I was eight years old, I was accompanying my grandad on his weekly shopping trip to the local Co-op during the long, hot summer holiday, when he pointed out three 'P' plated MkII Escorts outside a local engineering firm. He went on to explain the significance of the last letter on a number plate and that these Escorts must have been bought in the last few days. I found this fascinating and went on the spot as many 'P' plates as I could. I think I reached two

TRIUMPH TRIUMPH TRIUMPH

GT6

REGISTER

Gordon Hulmes



Michael Titchen's GT6 MkII

hundred before I returned to school that September.

So what? you may be asking. Well, the tenuous link to this month's article is that this was the first time I had become aware of cars as anything other than noisy objects and that you should look both ways before (and during) crossing the road. Therefore, two years earlier, when the last GT6 left the showroom, I wouldn't have known what a GT6 was if one had knocked me down on a crossing.

I have always wondered what it would have been like to own a new GT6 when it was regarded as a modern sports-car rather than a classic. So when a member wrote to me a few months ago with the same request, I appealed for information. I was surprised by the number of members who had bought a new GT6, many of whom still own it and others, having deeply regretted selling it, now have another. I had most response from MkIII owners, the majority of these from the end of production (i.e. 1973-74), so this is where the details are concentrated.

THE PEOPLE

Not surprisingly, all were professionals; ranging from Architects, Work Study Officers, Accountants, Surveyors, all earning between £2,400 and £4,500 p.a. or to put it in more relative terms, the GT6 cost between 30% and 60% of their annual salary.

About half were recently married and when kids arrived, the GT6 had to go - this was the main reason for parting with the GT6, spurred on by the 'swap for new' syndrome which was very

apparent in the '70s.

The other half were middle-aged and had spent their 'sports-car' days in the army and now that they had money and had discharged their family responsibility (need for a 4-seater), decided to recapture their lost youth - these people tend to be the ones who still have their GT6.

THE SALE/WARRANTY

Buying a new car in 1974 was much simpler than in 1994. There were no complicated

finance deals and if there were, people were generally wary of them (this was the year the Consumer Credit Act appeared to regulate finance agreements). Many customers who worked for local authorities received an allowance for car purchase and benefited from very cheap loans. Apparently, cash discounts were hard to negotiate against GT6s due to shortage in supply, with customers still only managing 5% at the end of production. In 1974 it cost £2 to retain a 'cherished' number plate, (£80 today) and this was cheaper than buying new plates (£5.50) from the dealer.

Purchase tax was at 25% - a car was still seen very much as a luxury item. Warranty was 12 months or 12,000 miles with a free 1,000 mile service. Warranty problems were few and far between, the GT6 was extremely reliable both during the warranty period and beyond, reported problems being of the annoying type rather than serious, e.g. faulty door seals, faulty locks; an exhaust manifold attached only finger-tight being the most serious reported. In February 1972, a batch of GT6s was recalled under warranty for a modification to the rear wings because the suspension was causing 'problems' with the rear brake hoses.

OTHER CARS

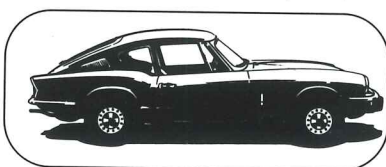
Cars traded-in or owned immediately before the GT6 include: Ford Capri 1600XL, Ford Cortina MkIII 1600GT, Mini 1275GT, Triumph Vitesse MkII. Other cars that were considered when choosing the GT6, and their reason for rejection are:

TRIUMPH TR6 - Price and soft-top (draughts, leaks); TRIUMPH

SPITFIRE - soft-top; MGB GT - shape (too much like a saloon car) and too many around; MGB ROADSTER - soft-top; SUNBEAM ALPINE - performance; JAGUAR E-TYPE - price (strange that no-one mentioned soft-top being a disadvantage here!). Apparently no-one considered a foreign car in the early seventies and especially not 'Jap crap'. Britain was still making quality cars in the early seventies before BL put a stop to that in the mid to late seventies. Cars which should have given the GT6 a run for its money but were dismissed on these grounds were; DATSUN 240Z, OPEL GT and FIAT 124 SPORTS. The Opel GT especially, being a lovely shape and the same price as the GT6 (a rare sight today). It is also strange that we see so many 240Zs still around today and they cost more than the GT6 and MGB GT when new; maybe they appealed to a certain market (they were the quickest by far - 0-60 8.4 secs).

Ideal cars (rejected for obvious reasons) were listed as: JAGUAR E-TYPE, PORSCHE 911, ASTON MARTIN - so it seems that apart from exotica, the GT6 was most customers' ideal car.

The GT6 shape must have been one of the deciding factors - one customer only realised that his purchase contained a 2-litre straight-6 (and not a 1300 like the Spitfire) a couple of days before delivery!



THE NEW GT6 ON THE ROAD

Perhaps the biggest surprise for me was to find out that the GT6 was designed to run on 5-Star petrol which was

becoming scarce by 1974 - many say that it has never run properly on 4-Star. One member remembers that a few weeks after he bought his GT6, the Yom Kippur War caused a petrol shortage for a few weeks. He remembers that the dealer from whom he had bought the GT6 just a few weeks previously, refused to serve him with 5-Star because he was not a regular customer.

Petrol at the time cost 30p per gallon - One member claims to have filled his tank to the brim at Dover (in the summer of 1974) and driven non-stop to Geneva on the same tank, 480 miles, or an average mpg of 49.5 rather than pay 40p per gallon in France (it was 25p in Switzerland).

Finally, I asked all the contributing members, what modern car is closest in image today to the GT6 when new. They all said there was nothing close but if pushed, it would be the Rover 220 coupe or the Nissan 200SX.

I hope you enjoyed this extract of the masses of information I've received, unfortunately space prevents me going into too much detail but I may print some of the 'stories' I've received some other time. Thank you very much to all who contributed - Barry Mardlin, Eric Hart et al (unfortunately I've left the other letters at work and the deadline approaches - I'll credit you next month, thanks anyway).

Lastly, a request; could someone tell me the diameter of the crankshaft pulley - a member has a GT6 item and a Triumph 2000 one and he wants to know which is which - I can't help since I have an 'ML' prefix engine.

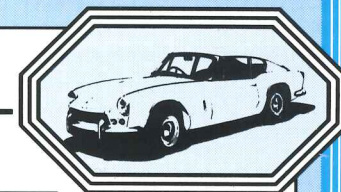
Bye for now. ☆

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SEE US AT S.E.M.

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Rear leaf spring, IV/1500	£59.00
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Economy carpet sets, Spitfire	£55.00
Moulded carpet set, Spitfire	£135.00
Sun visor (PAIR)	£28.00
Glove boxes (EACH)	£14.00

TRIM, HERALD / VITESSE

Door panels, Herald (PAIR)	£42.00
Door panels, Vitesse (PAIR)	£46.00
Seat covering kit, Vitesse	£95.00
Under dash mill board	£14.00
Moulded carpet set	£115.00
Economy carpet set, Vitesse/Herald	£55.00
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EST Original Herald, TSSC International, Stafford 1993. My heap would never take the prize but Jane Mumford's nice little red number did just that.

It underwent a total restoration in 92/93 which will, hopefully, be fully described in either Practical Classics or Classic Car in the near future. Paul Read, Jane's fiancé, is engaged (?) in various other projects, such as a MkIII Spitfire, a Mkl GT6 convertible using a Spitfire 1500 rear body and what is described as a BAD Herald 1200 which may receive some attention one day. There is also a TR2 and a TR3A in the family, both said to be in A1+ condition. Wow! By the way, I am now beginning to run low on photographs of members cars for publication in these pages, so if you would like to see your pride and joy appear here then please write to me. You should enclose an SAE if you would like your pictures returned afterwards otherwise they go into my little collection.

Bits and pieces time again. May I first apologise on behalf of the Editor (he who takes ALL the blame in spite of the disclaimer on Page 3) for the funny in last month's column where I referred to the 'late Isle of Sheppey'!! I imagine that it rather

Herald



13/60 Register

Phil Willson

surprised those members who live there. Was it a cryptic social comment, I ask? Were the reports of its death premature? Don't ask me, I didn't write it.

Practical Classics recently published a buyers' guide to the Triumph Herald written by TSSC member David Lillywhite. David covers the subject in a very complete and professional manner but unfortunately there was a glaring error which needs to be highlighted. The problem is in the part dealing with engine checks where the article correctly points out that it is not at all

uncommon for the crankshaft thrust washers to drop out when the unit is badly worn. The result is usually terminal for the engine if it is allowed to run in this state since the endfloat goes up to around 0.2" (5mm). Unfortunately, the article then states that when checking a prospective purchase 'there shouldn't be any more than 1/4" of movement' at this point, whereas, of course, anything approaching this figure indicates serious problems and the possibility that the block is scrap. The workshop manual states that the figure for setting up purposes should be between 0.004" and 0.008". Obviously, with use these figures will be exceeded, but the basic test is that the endfloat, detected by pulling and pushing the crankshaft pulley (or the flywheel if the gearbox is off), should be barely perceptible — no more than say the contact breaker points gap (0.015"). The more accurate method is to use a dial gauge if you have one. Anything exceeding this figure implies that a rebuild is soon required.

Now for three questions from my post bag that maybe someone, somewhere can answer.

1) Do detailed drawings of the Herald exist other than those published in the official workshop manual?

2) Is there a source for the wide wheels seen on Brett Ford's Herald in my February '94 column? Brett has suggested that they may have been for Formula Ford use originally. I wondered if they were Weller wheels of 1960's or 70's vintage. They obviously have the correct pitch circle and hub cap fitments for the Herald which implies that they were supplied with our cars in mind.

3) Does anyone know of the whereabouts of a Butler Saucer Light Mk 2, one of which can be seen on the red convertible that appears in the aforementioned Practical Classics article. This is wanted by a member of the Ford Side Valve Owners Club, but I'm not too proud to help especially since I learned to drive on one of those quaint old timers, ROO 106,

are you still out there?

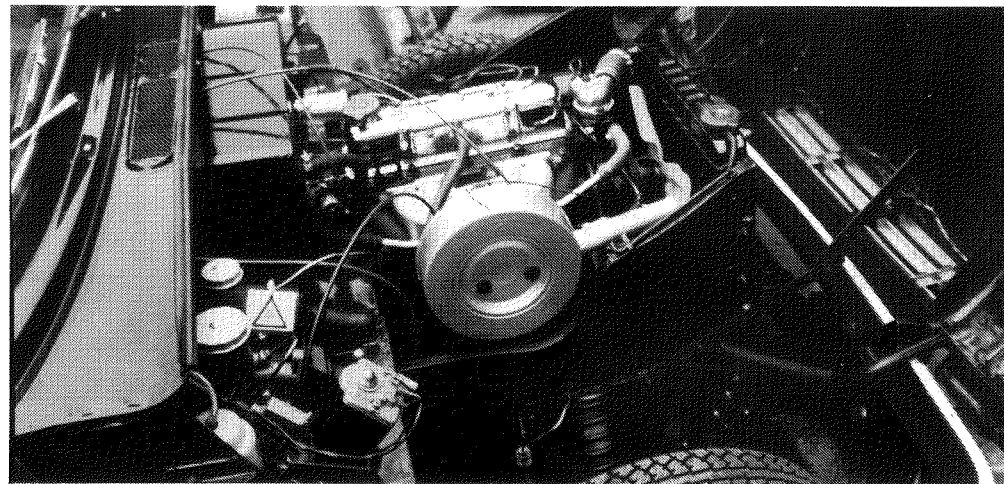
Many thanks to D. Skates for his quick response to my request for ideas for installing electrical fuses in Heralds. In the next month or two I will experiment with such an

installation on my own car with the aim of giving you a detailed description later in the year.

Work has restarted on my 2500S before it becomes a pile of rust in the driveway. If luck is with me it should

be my transport to the International in July. I know it's not a Club car, but it ain't half nice.

Next month: electronic ignition systems to give more energy to bright sparks. ☆



SPITBITZ



By the time you get this ad., hopefully the sun will be shining so here are some more special offers for that summer touring.

'BARGAIN OF THE MONTH'

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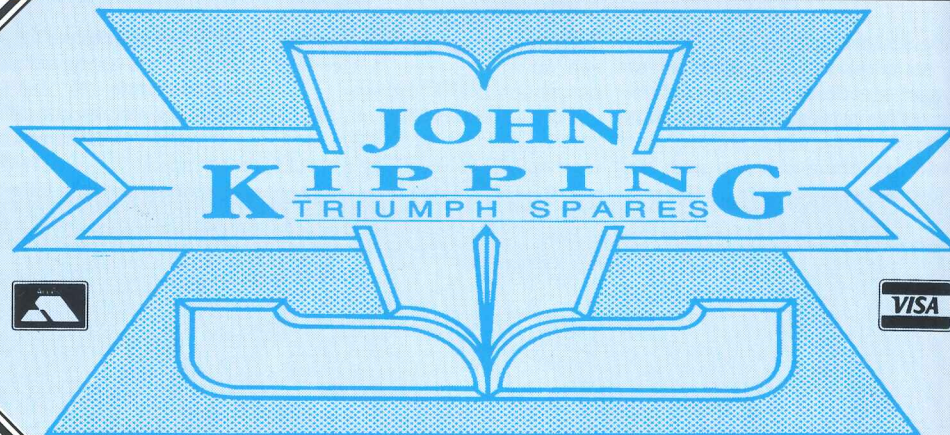
ALSO FOR THAT SUMMER HOLIDAY, Boot racks, all chrome steel type, comes with bracket to fit over sides of boot and rubbers, or comes with wood slats.

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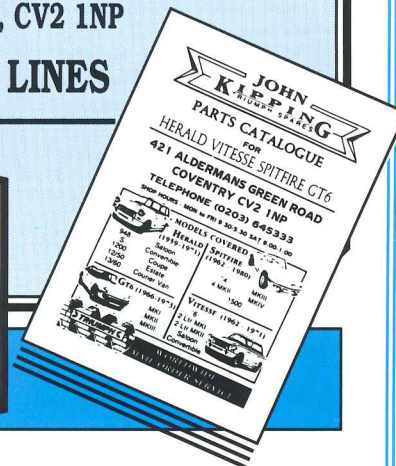
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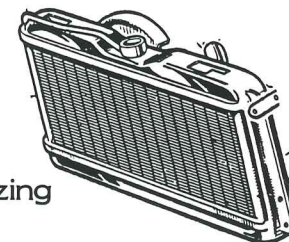
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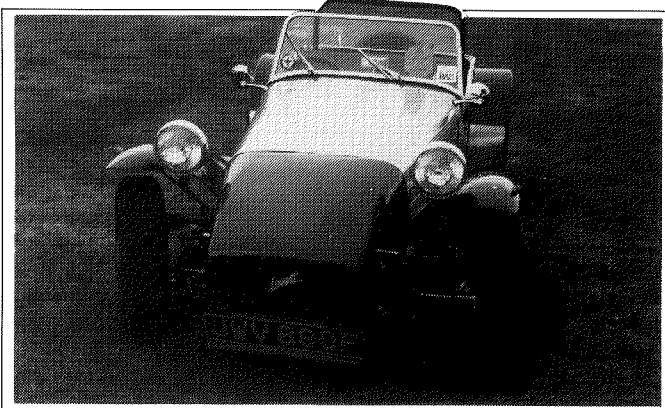
NOT A PLAGUE



THE Locust is one Herald based kit car that, though being mentioned, has not featured in any detail in this august publication, or any other month.

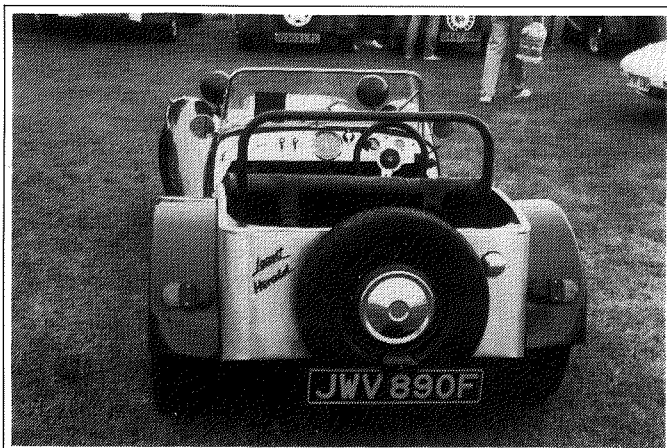
The Locust appeared around 1985, badged as a J.C., it was another model from the John Cowperthwaite stable. This man has been responsible for the entire Moss range, which is Roadstar, Malvern, Mamba and Monaco and the other J.C. model, Midge. It was sold, as 'built from plans'. In 1989 the Midge the Locust were taken over by a company called T & J Sportscars, T & J promoted a Ford based version of the Midge and Locust and introduced a third, Cortina based model, the Hornet. I'm afraid I've lost touch with the Locust now, but I am certain that it has not been advertised as a Triumph based kit for some time.

What about the car itself. Well as you can see the shape is very definitely 'Seven'. The construction follows the Midge principles,, the body being made of plywood and skinned in thin aluminium sheet.



SPECIALS Specials Specials REGISTER

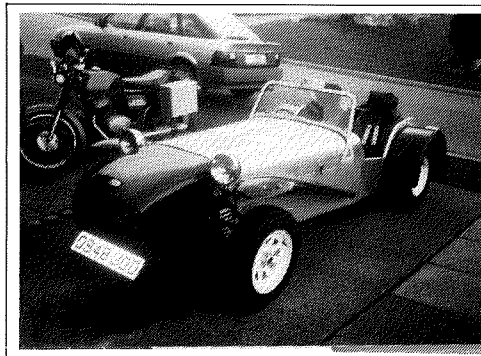
Trevor Collett



The photo of green and aluminium Locust JMW 890F was taken by me at the Stoneleigh Kit Car Show in 1991. I don't know who owned or built this car but it is particularly interesting to me on two counts. Firstly, it is the only Locust I've seen in the flesh and secondly it is the only kit car I've seen, apart from my very own Moss Malvern, to pay tribute to its base by sporting a 'Herald' badge.

Pictures of red and aluminium Locust Q948 JOD were recently sent to me by Barry Burnett from Exmouth in Devon. There seems to be a bit of a concentration of car builders in Devon — perhaps it's the radio-activity they get from the granite down there causing the insanity. Barry tells me he was building the car between '89 and '92. All mechanical bits, including 1600 six pot engine, came from a 'basket case Vitesse Estate'. He used a novel method to design the wiring loom. He hung wires on cup hooks screwed into the wooden body for all the separate circuits and then bound them together after testing each one. Barry used the original loom, which he unwrapped, as a start.

Barry reckons the build cost him about £2200, which indicates to me a careful sourcing of parts, confirmed in his letter by reference to him getting copper fuel pipe from a refridgeration supplier at half the price asked by the motor factor. The Locust is apparently great fun to



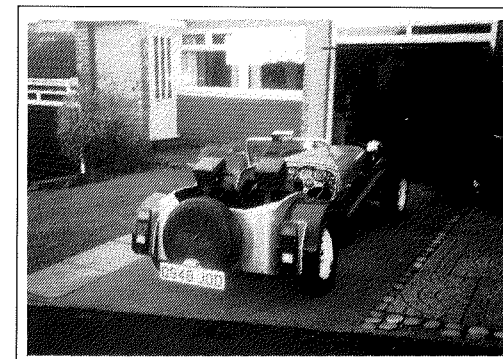
drive in spite of occasional eccentric behaviour from the rear suspension. If you ask me eccentric behaviour from the rear suspension is part of the fun.

Barry's local licensing office in Exeter, did not allow him to keep the donor car's registration, possibly because he used a replacement chassis from J.C.

As far as I know the decision to issue a Q plate in circumstances like this is very much down to the individual officer. One tip I do have, if you want to avoid a Q, is to attach somewhere on your creation the original Triumph commission plate and even the number tag

from the original chassis — but don't quote me.

I have details of very few Locusts, they obviously did not have the sales success of the Midge. There are obviously a few about though, competing for attention with the Lotus's, Caterhams and Westfields.



COME TO THE SHOW

Don't forget I want to see all you Southern Kit and Special owners at the SEM on 8th May at Leatherhead and again at the Triumph Kit Car and Specials Day at Brooklands on 4th September. What else have you got to do! ☆

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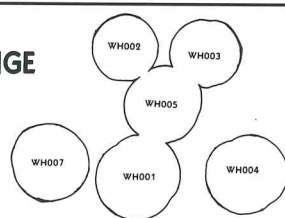
HERALD — VITESSE — SPITFIRE — GT6 — BOND EQUIPE — SPECIALS

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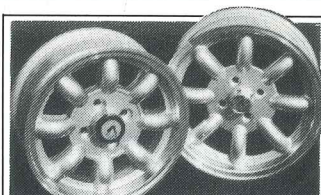
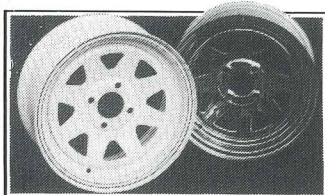
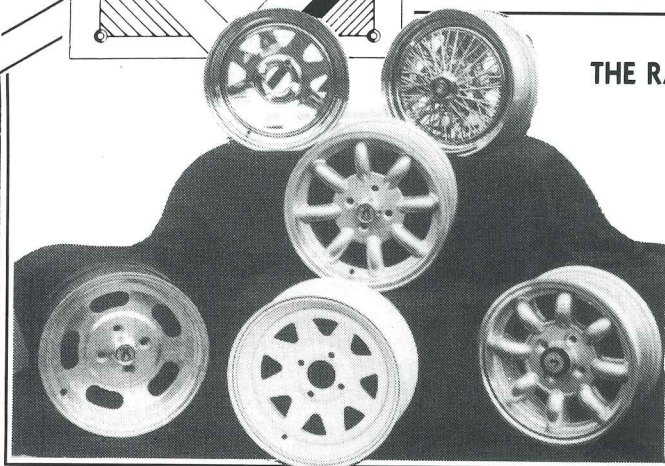
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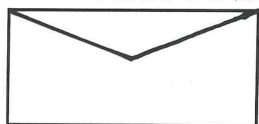


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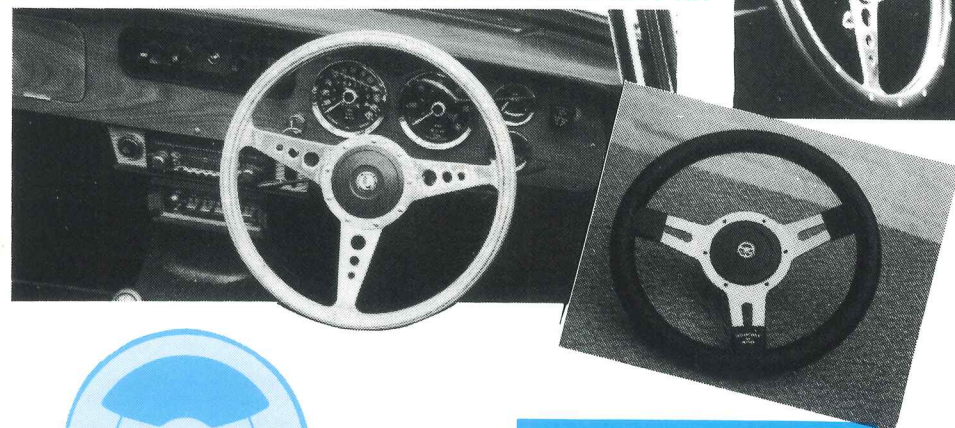
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THE REGISTER MAC REYNOLDS



I... remember back in the September register... I mentioned a mysterious scribe had left notes under my wipers... on the way to (and at) Stafford... the culprit was Dave House (Exeter) who is the proud owner of BLA 341B... rather nice looking 1964 1600 convertible, finished in Conifer Green... nicknamed 'McVitie' (for no good reason)... she is mostly original except for the wheels and a few other bits (?), little is known about her history, apart from the fact (according to her MoT certificates) she's been around the country... (London, Reading, Totnes, Plymouth and now Exeter). The certificates also confirm the mileage as being 58,000.

Dave says 'She always starts, drives and handles very well, and is a pleasure to drive. Some people say that they are difficult in the wet!... I don't know as I never take her out in the rain!!' She's looking great Dave... and thank's for the notes... 'nice one!'

The second feature is also finished in Conifer Green... being a Mkl convertible... TPH 410F... chassis number HC7649E... registered on



16/2/68... the car was purchased in 1986 by Philip Boyce (Coventry), it was then in an appalling condition... after pondering over which direction to go in... the decision was eventually made to go ahead with a complete restoration... (which has taken seven years... and well over £8000!!!) this does not include Philips own time/labour which as he quite rightly says... we wouldn't like to put as price on. He did all the work himself (apart from welding and spraying)... I have to say

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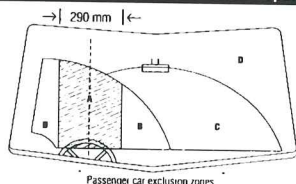
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British Standard Rules for windscreen repair



- Zone A**
No repairs allowed.
- Zone B**
Damage contained within a circle of 15mm diameter may be repaired.
- Zone C**
Damage contained within a circle of 25mm diameter may be repaired.
- Zone D**
Damage contained within a circle of 40mm diameter may be repaired.

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- Zone A**
Damage not contained within a 10mm diameter circle.
- Zones B and C**
Damage not contained within a 40mm diameter circle.
- A combination of minor damage areas which seriously restricts the drivers view.

I recently received a letter from a Mr Stanley (Stroud) who would like to know if either of his two previously owned Vitesse are still in existence . . . he would like to pass on/provide a great deal of early history on them . . . the first, a Mk1 saloon RMO 115F . . . the second a (green?) Mk1 convertible OGP 530E . . . he also says that if either of these two cars were for sale . . . he would be most interested. . . . Another member wishing to pass

on information . . . this time in the form of an original 'manufacturers guarantee' (see previous page). This was sent in by Karl Dexter

the completed Vitesse (from the numerous photographs) looks outstanding . . . well done indeed.

(There is little chance for me! I still haven't fitted my door to glass

seals . . . next month maybe?)

I have an apology to make concerning the number plate light repair kits (Perspex) that I mentioned are available (in the Feb. Register) . . . I have had several enquiries . . .

but to my embarrassment . . . I have lost my notebook with whom the supplier was in it . . . the only clue I have is that they were on sale at the Yeovil Festival of Transport last year . . . I have made several phone calls all to no avail . . . so if anyone knows where they are available . . . please let me know so that I can pass it on . . . otherwise it's a mega search at Yeovil this year . . . sorry!



Thanks for the photos Humphrey . . . I will return them . . . soon . . .

And finally . . . finally . . . it was nice to

(Lee on Solent) who found it amongst some early owners manuals . . . it bears the chassis number . . . HC 11112 CV . . . a nice addition to any cars documentation . . . thanks Karl . . . With the MoT test becoming more stringent . . . I'd like to update you on condition / damage to windscreens . . . see diagram / notes . . . (self explanatory???) . . .

Another new addition to the test is the petrol cap (rubber) sealing ring . . . this apparently has to be in good condition . . . so as to prevent any petrol spillage in the event of an accident . . . (I can just imagine it . . . you have just rolled your 'pride and joy' . . . but the first thought that will come in to your head . . . 'Oh! it's OK my petrol cap sealing ring is in good condition!!) Correct me if I'm wrong . . . inspection of this item can be avoided if (on locking types) the key is not available . . . who thinks up these laws???. . . what about the plastic type 'emergency' caps . . . Finally, it was nice to see Humphry Whitchers 13/60 saloon (damson) featured in the March edition of Practical Classics . . . Humphry is at present in the throws of restoring a 'confirmed' Vitesse estate . . . look forward to seeing the completed (gleaming?) machine . . .

receive a visit recently from fellow Vitesse owner . . . Dave Whetton . . . (and good lady wife . . . sorry, forgotten your name!) down in the sticks on holiday . . . Dave has almost completed his rebuild of a Mk1 convertible . . . photos? Dave? . . . and your new address please

Thanks . . . take care . . . cheers . . .

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DO YOU HAVE OUR NEW CATALOGUE?
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HIS months photo is sent in by Giles Dive of Wakefield, Yorks and features his 1972 MkIV Spitfire, AAJ 589K with top down on a cold winter's day last Christmas. Giles bought the car three years ago having first owned a Spitfire MkIII, VAP 46H.

As the 15th owner, Giles found the car in a sorry state, with a smokey oily engine and matt paintwork. However following an engine overhaul which included rocker arms from a scrap 100,000 miles Herald that were newer than those on Giles' car, and lots of elbow grease on the Pageant Blue (originally Sapphire) paintwork, the car is now quite respectable. A few mods which Giles has added to his car include the later MkIV wooden dash, alloy wheels, a Reliant Scimitar's drivers seat and a very effective electric engine fan from a VW Golf. Giles adds that purists may not like some of his mods, but says he is extremely happy with the car and loves driving it. That's what it's all about really.

COMMISSION NUMBERS

My thanks to those members who kindly wrote in in response to my request in February's Courier for details of late Spitfire 1500 commission numbers. If you remember, the 1979 model year commenced at FH 130,001 and I

wanted to find out what the 'FH' commission numbers had reached before the International 'VIN' commission numbers were adopted in October of that year. With the information sent in, I have drawn up Table 1 which lists the commission numbers of member's cars first registered around October 1979.

1979 Model Year	FH 130,001	1 Jan 1979
Howard Simpson	FH 126,793	2 Oct 1979
S. Parkhouse	FH 130,779	10 Nov 1979
Simon Dodds	FH 131,295	1 Mar 1980
Dave	FH 131,441	15 June 1979
C. Staggs	FH 132,217	9 Oct 1979
Kevin Cooke	FH 132,332	16 March 1979
Brian Blackmore	FH 132,513	29 Oct 1979
Brian Alstrom	FH 134,321	11 March 1980
'VIN' numbers start	TFWAD1	
	AT000001	1 Oct 1979

the Triumph
Mk4 1500
Spitfire
Register
JOHN
THOMASON

From this small survey, what the table clearly shows is that in 1979, the Spitfire, in the UK at least, was selling very slowly with cars sitting in the showroom for a long time before being bought and registered. Howard Simpson's car looks as though it sat in the showroom for at least 9 months before being sold!

The one exception to this observation appears to be Kevin Cooke's Spitfire which looks as though it was registered nearly as soon as it rolled off the production line.

By way of follow up to the other

question that I posed in my February article, it would seem that all Spitfire chassis numbers, regardless of model were given a 'FC' prefix.

MYSTERY SOLVED!

'Why does my Spitfire sit down on the driver's side?' must be one of the more vexed questions that has been asked by Spitfire owners over the years and until now, one of the great unknowns of the universe! Well now I believe we have an answer for you.

In Couriers 147-149 I wrote a series of articles on the Spitfire's rear suspension which included possible causes of 'lop sided' Spitfires. Whilst still valid, I believe that there is another, more common reason, which is pretty obvious really and it's surprising that it hasn't been put forward as the reason before. Let's look at the facts. It's always the driver's side that 'sits down' and that 95% of the time fitting a new spring cures the fault, pointing towards a fault with the spring. The problem also seems to be peculiar to the Spitfire IV/1500, the earlier cars not appearing to suffer this malady, which points to the 'swing spring' of the MkIV/1500 (fig. 1). A full explanation of the principal of the swing spring is given in my earlier article, but basically only the main leaf is clamped directly to the differential. The other 4 leaves are only held in place by a clamp box and are free to pivot about a round pin at the bottom and slide under a rubber pad at the top (fig. 2). Here lies the problem.

Following a letter from David Tunbridge of Stratford upon Avon, who wrote in with his findings after rebuilding a swing spring, we have come up with the following explanation.

1. With an unladen car, standing stationary, the weight on each rear wheel is the same and the rear spring sits parallel to the road.

Consequently, with the spring clamped to the top of the diff, the axis of the diff and hence the body/chassis to which it is attached, also sits square to the road (fig. 3.).

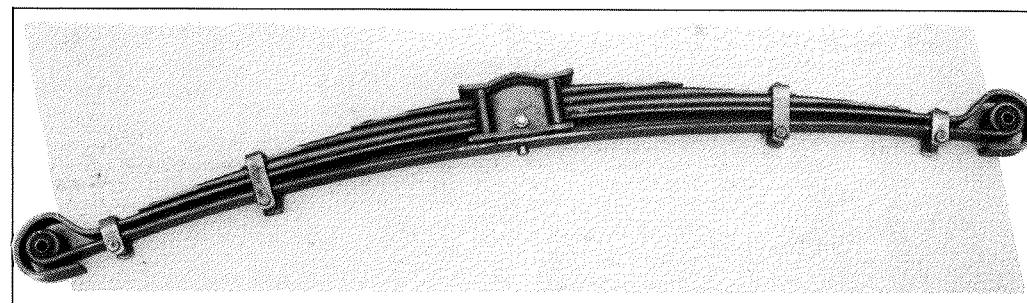
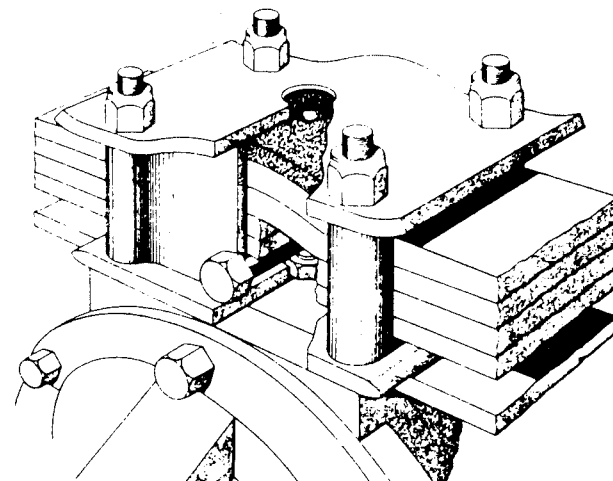


Figure. 1. The familiar Spitfire IV/1500 'swing spring' with clamp box at the centre.

Now, predominant use of the car by the driver only, causes the spring on that side of the car to flex more than the other, since obviously, it is carrying more weight. The effect of this unequal flexing is that the rubber pad in the clamp box wears away more on the driver's side than the other. This is clearly shown in fig. 4.

The wear is exasperated by the sliding of the spring under the rubber pad when cornering, sliding more on one side due to the different cornering loads caused by the drivers weight being only on one side of the car. In really bad cases the rubber pad wears completely away to the extent that



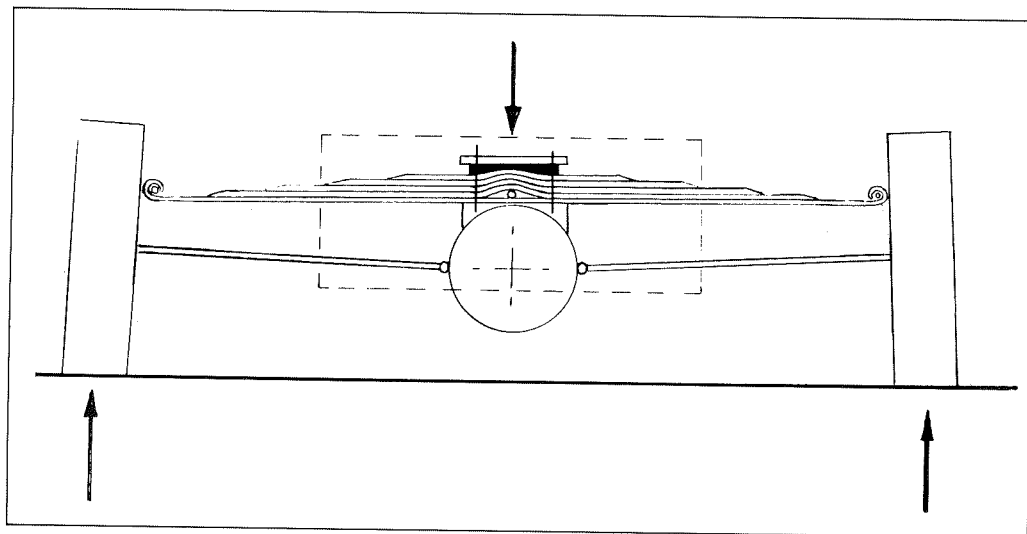


Figure 3. Spring arrangement as new with no wear in rubber pad.

the top of the spring rubs directly on the underside of the box (fig. 5.).

3. With the rubber pad worn away only on one side, and the weight of the car on the spring, the spring no longer sits squarely in the spring clamp box, but sits higher up on the worn side (fig. 6.).

4. With the car stationary, each rear wheel still carries the same load and so the rear spring still sits parallel to the road. However because of the pad wear and the spring now not reacting squarely on the clamp box, the differential and hence the chassis/body lean over (fig. 6.). So there you have it, **the car leans over on the drivers side.**

5. A rubber pad worn to the extent shown in Fig. 4., will also be responsible for a lot of suspension noise from the rear whilst driving over uneven roads. In such a condition the spring is free to 'rattle about' in the clamp box as it becomes loaded and unloaded.

So before buying a new rear spring to cure your lop sided Spitfire, it may just be worth checking that that simple rubber pad is not the cause of your problems! If replacing the rubber pad, ensure that the replacement is moulded with a rubber 'button' on the top. This is used to locate and hold the rubber pad in the clamp box. Without such location, there is a danger that the sliding motion of the spring will dislocate the pad to one side and have the same effect as a worn pad.

On the subject of replacement rubber pads, how about one of our traders getting the pads remanufactured from one of the more modern, wear resistant materials such as those used for uprated spring bushes?

One mystery still remains about the Spitfire's 'swing spring'. What is the purpose of the small metal tag marked

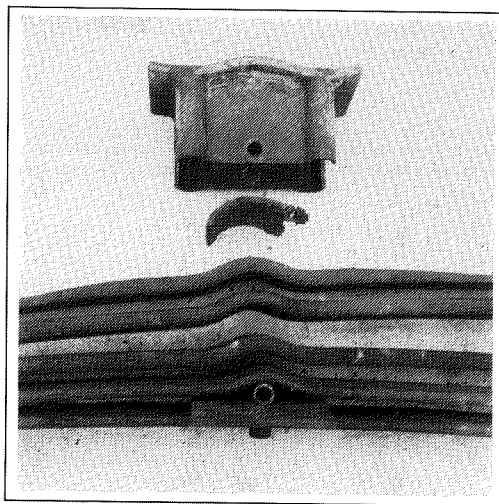


Figure 4. Spring clamp box disassembled. Note the typically worn rubber pad and how most of the wear is on one side — the drivers side!

'front' which is attached to the original springs? (fig. 7.). Triumph obviously put it there for a reason. It was thought to be associated with the edge of the main leaf which is ground back on one side at the centre of the spring. However as David Tunbridge points out this ground edge was merely a case of accommodating tolerances. The original springs were made from flat steel

bar of a nominal 1 3/4" width, which due to tolerances would not fit exactly into the recess across the top of the diff. Hence one edge of the lower leaf was ground back to enable it to fit. On the more modern remanufactured springs, the stock flat bar from which they are manufactured is slightly narrower, probably a metric equivalent, such that it fits in the diff recess without the need for grinding! But what's the purpose of the 'Front' tag? Any ideas?

On the subject of **mysteries**, does anybody know the reason for the following anomaly. On the Spitfire,

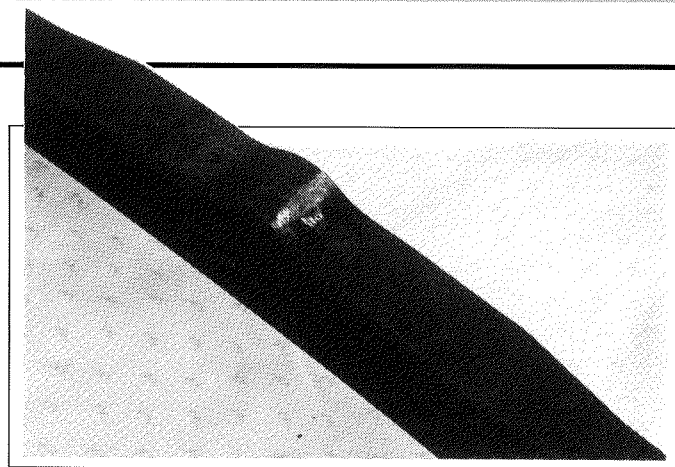


Figure 5. Evidence of where the spring leaf has been rubbing on the underside of the top of the clamp box. Again note on one side only. The drivers side!

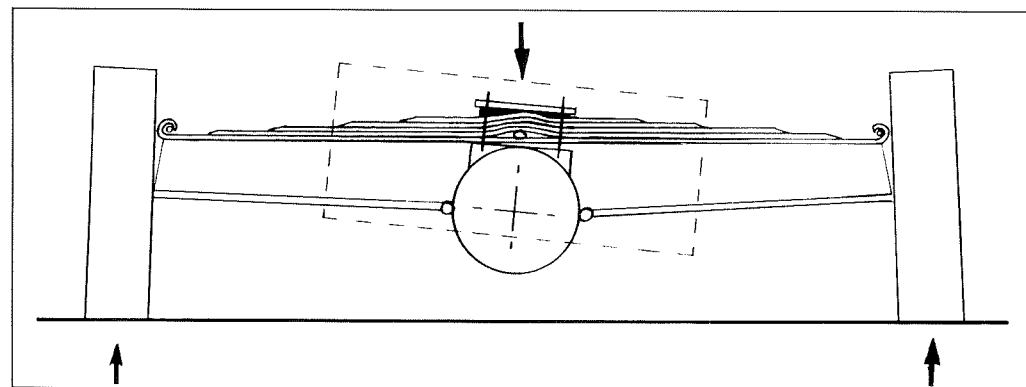


Figure 6. Pad worn down on driver's side of the car on wheels, spring no longer seats squarely on differential, hence differential axis and body no longer square to spring or ground. Body leans to driver's side.

the front brake hose is simply connected directly to the brake caliper (fig. 8.). However on the GT6 the front brake hose is connected to a small length of rigid brake pipe which is then connected to the caliper (fig. 9.). **Why?** It is perfectly possible to connect a Spitfire hose directly to the GT6 caliper, I've done it. So why did Triumph go to the cost, complexity and time of fitting that short length of brake pipe only to the GT6? The difference also resulted in different length front brake pipe between the Spitfire and GT6 as they routed different sides of the suspension turret. Triumph must have had a very good reason for doing all of this. Any ideas?

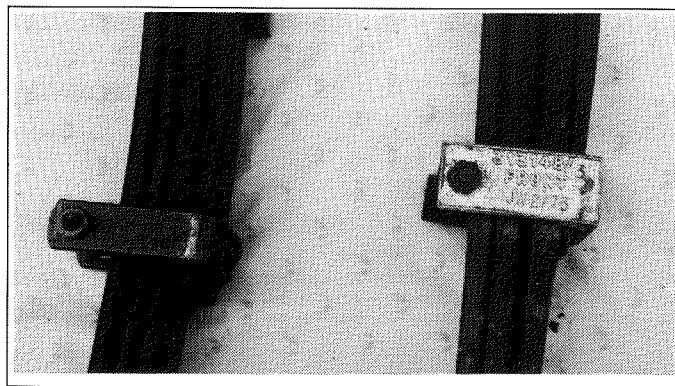


Figure 7. Original, with 'front tag' and remanufactured spring. Note how the ends of the leaves of the remanufactured spring are not finished or have the provisions for the rubber 'buttons' between the leaves.

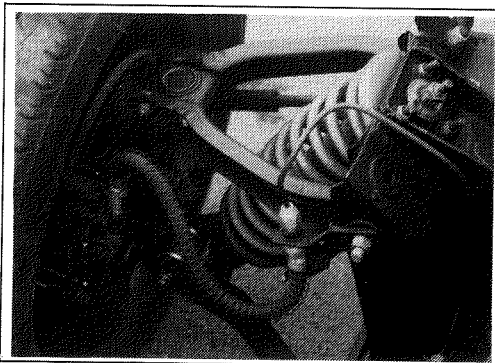


Figure 8. Spitfire front brake hose arrangement.

The plot thickens! On the Herald, early Spitfires and Spitfire MkIV up to FH 50,000, the rear brake hose is connected directly to the rear wheel cylinder.

However on later MkIV's and the 1500, the hose is connected to a short length of rigid pipe which is then connected to the wheel cylinder!

Triumph even went to the trouble of changing the brake back plate to include a small metal tag which could be used to secure the brake hose/pipe connection. Was the introduction of the rigid metal pipe necessary to meet some regulation? If so why was it not done on the front as well and why was it done so much earlier on the GT6??

On a final point, Adrian Jump of Shepshed, Leics. sends in a photo (fig. 10.) which clearly demonstrates a good way of removing suspension bushes.

All you need is a socket large enough to accept the bush internally and a long 1/2" bolt.

Having passed the bolt through the old bush and then the end of the socket, simply tighten up the bolt to withdraw the bush out into the socket.

I have found that if a sharp knife is first used to cut off the perished rubber that splays out from the end of the old bush, that end of the bush is more easily pulled through the suspension eye.

'Oh yes, I nearly forgot to ask. How many of you are driving around with an extra three quarters of a pint of oil in your sump as a result of my comments in Aprils issue, you know, the one about Dipsticks!'

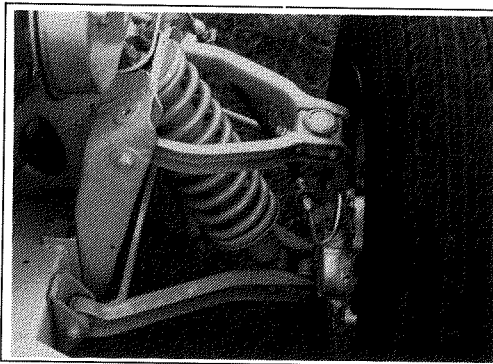


Figure 9. GT6 front brake hose arrangement incorporating the short fixed length of rigid brake pipe.

All in all a much cleaner method than burning the old bushes out and one which can be used in reverse to insert the old busy.

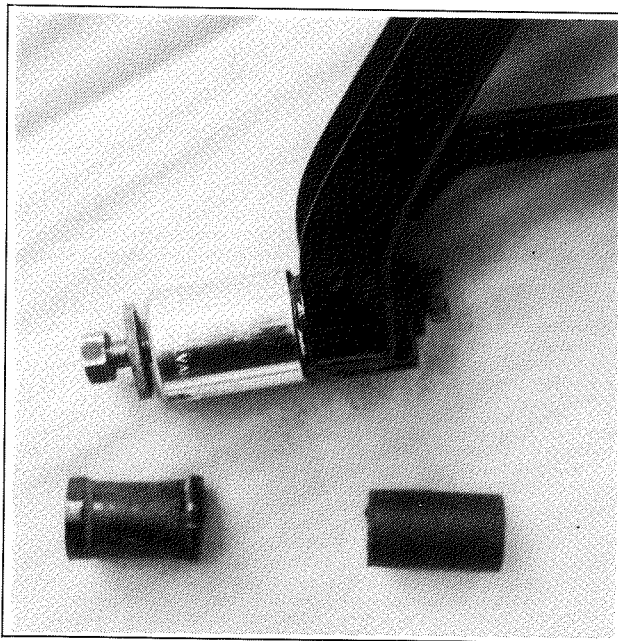


Figure 10. Method of suspension bush extraction and insertion.

HAPPY BIRTHDAY

A bit of advance warning for those of you who may wish to organise some birthday celebrations. In November the Spitfire 1500 will be 20 years old! ☆



EQUIPE

Register

Bruce Pilbrough



HAVE you ever wondered why it is that a Bond Equipe in the same condition etc as its nearest equivalent Triumph is 'worth' so much less than that Triumph.

Well, let's look at this in a little more details, since the published values vary considerably.

CLUB VALUES OCTOBER 1993

CONDITION	1	2	3
Equipe 2+2/GT4S	1600	900	400
Equipe 2L GT	2000	1300	550
Equipe 2L Conver.	2000	1400	600
Spitfire MkII	2700	1600	500
Vitesse 2L Saloon	2600	1400	600
Vitesse 2L Conv. MkII	4200	2200	900
MAGAZINE VALUES			
CLASSIC & SPORTSCAR - APRIL 1994			
Equipe 2+2/GT4S	1800	1200	400
Equipe 2L GT	2000	1000	400
Equipe 2L Conver.	3000	1500	800
Spitfire MkII	3500	2000	1000
Vitesse 2L Saloon	3500	2000	1500
Vitesse 2L Conver. MkII	4000	2500	1750

At the risk of upsetting a few Vitesse owners, it seems that the values of their cars are somewhat inflated, unless you are guided by 'Classic Cars' magazine. The amazing thing is that the premium which open top touring attaches to a Vitesse convertible is generally more than the extra you would have to pay for being able to drive with the hood down in a Bond Equipe. Surely this should not be the case. I will now wait for the inevitable barrage of protests from Vitesse convertible owners.

CLASSIC CARS - APRIL 1994			
Equipe 2+2/GT6	1750	1000	500
Equipe 2L GT	2500	1500	1000
Equipe 2L Conver.	3500	2250	1500
Spitfire MkII	3000	1250	900
Vitesse 2L Saloon	2250	1250	500
Vitesse 2L Conver. MkII	3750	2000	1000
PRACTICAL CLASSICS - SPRING 1994			
Equipe 2+2/GT4S	1600	900	450
Equipe 2L GT	1800	1100	550
Equipe 2L Conver.	2000	1200	600
Spitfire MkII	2700	1600	550
Vitesse 2L Saloon	2500	1400	500
Vitesse 2L Conver. MkII	4300	2400	1000

SO WHY THE DIFFERENCE?

Bond Equipes are less well known, mention to someone that you have a 1960's or 1970's Triumph — the chances are they they had one themselves or knew someone else that had. Mention your Bond and the usual reply is 'Oh yes, one of those little three wheelers'. The Equipes are much rarer than any of the Triumphs. Of those that have survived, few of them are

used regularly and therefore seen other than at specialist events. This probably affects values. Recently sold Bond Equipes include a competently restored 2 Litre GT MkI which could be described as a 'tidy everyday car' sold last year for £1700. A very good 2 Litre convertible was sold last year for £2500, and currently being advertised is a one owner, 2 Litre GT MkII for £3500. An Equipe in good condition requiring only maintenance to keep it in good order should, if anything, be worth more than its equivalent Triumph counterpart. It is much rarer, there is less steel bodywork to rust (and therefore less to look after), and yet the mechanical maintenance is the same. Availability of some trim and body sections is a problem, but there are some body panels for the Vitesse which are unobtainable. Sadly, restorable Equipes have been and continue to be used as a cheap source of parts for kit cars, specials and Triumphs. I accept that an Equipe with a badly rusted floor and/or bulkhead presents a slightly greater problem than the similar Triumph, but the majority of the body will be rust free. I know of one Equipe which has been re-bodied as a Vitesse! I can't see the point in that, as there are enough decent Vitesse about for all those who want

to buy one, and enough which are restorable for those who want to restore one. I understand people putting together Vitesse estates and GT6 convertibles, since these offer particular combinations of practicality/desirability. But to rebody Bond Equipe as a Triumph Vitesse is almost like taking something out of a fine presentation box and putting it in a plain wrapper. I hope that no one thinks I have anything against Vitesse, I don't (some of my friends even drive them!)

WHAT IS THE SOLUTION? I would suggest that when submitting a club valuation form that you base your own estimated value on the nearest equivalent Triumph. If more Equipes get back on the road in good condition they would be seen by more people who may then understand the merits and values of these cars.

NEW PARTS NEWS '1300' NUMERALS

Regular readers of my rantings (sorry I meant writings!) may remember that on my last trip to the Autojumble at Beaulieu I found a new and unused set of '1300' numerals as used on the GT4S 1300. I can now inform you that patterns have been successfully made and the numerals are now available. Contact Peter Jacklin (0733 232818) for these and other Equipe badges.

More BEW '94 details. The 9th Bond Equipe Weekend will be held at The Plough at Eaves, Eaves Lane, Woodplumpton, nr Preston, Lancashire, on June 11th/12th 1994 (1:50,000 O/S map 102 ref. 494 375). The prizes will be:- Bond Equipe Weekend Shield — Choice Equipe 4 Cyl. (winner). Choice Equipe 4 Cyl. (runner up). Choice Equipe 6 Cyl. (winner). Choice Equipe 6 Cyl. (runner up). Autosculpt Trophy. UK Distance Award. Special Award.

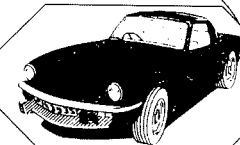
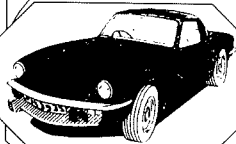
There will be the traditional raffle with some great prizes (ask anyone who was there last year). I look forward to seeing you there. ☆

THE SPITFIRE GRAVEYARD

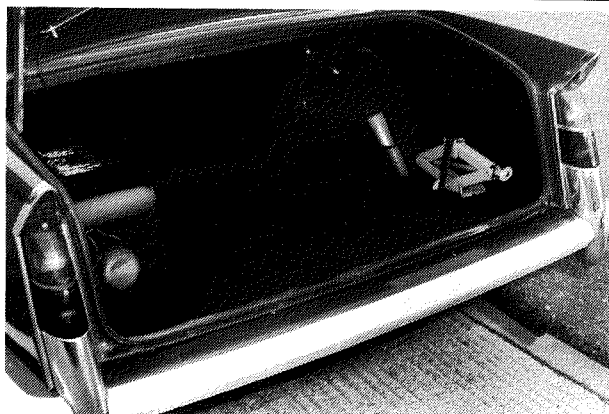
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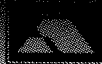
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H I GANG! At the moment I'm busy entertaining a good friend and TSSC member from Oregon in the U.S.A. Sharon is over here collecting car parts for her stunning 1970 MkIII Spitfire 'Lil Car' and her 1969 GT6+ known as April, seen here as bought - rust free!

She is very fond of her cars and is quite determined to locate as many original and new parts as possible whilst over here.

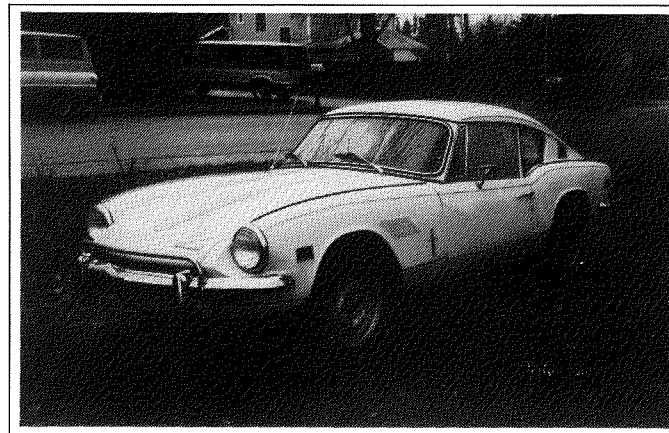
I've discovered just how different U.S. specification MkIII Spitfires are from the U.K. version and indeed how much the 1970 model varies from the 1969 and 1970 models.

April is presently under restoration and has received an original occasional high seat conversion kit from T D Fitchett who displayed a high standard of customer service.

Sharon is also buying stainless steel exhaust systems, overdrive gearboxes, seat foams and TSSC mohair hood etc for the two cars.

On her first day on our fair isle Sharon handed me a letter from 1969 GT6+ owner Scott D. Kohl from Salem, Oregon (soon to be a member!). Scott wrote to me a most erudite missive concerning his 'mount'. He says he bought KC 22961 from the second owner in San Rafael, CA at the Northernmost end of San Francisco Bay near Sears Point Raceway. He says he saw the advert in the quarterly newsletter from Moss U.S.A. The 'ad mentioned 'needs bodywork' 'Racing Green' and 'lots of parts'. The asking price was \$900 (£600). For him, finding the right car was a difficult task, because he doesn't believe in respraying a non original colour, not even a shade or tint thereof so he had to find one that is a factory colour that he likes — he admits to a deep abhorrence to red, and intensely dislikes Saffron Yellow.

Scott goes on to tell me that he didn't notice the 'ad for two weeks, but the owner still hadn't sold it when he called. Someone was supposed to have come up from



Leon F Guyot

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himself with a four day weekend, and a friend bought himself a pick-up truck, so off to California! They left Saturday morning 29th June and arrived after an overnight stop early Sunday afternoon, after looking the car over.

After receiving the owners repeated assurances that the car would make it, he bought it and set off for home. The trip back was relatively uneventful, but not as smooth as it could have been.

It rained all the way into Orgeon, bucketing at times. Additionally they became separated some 175 miles north of San Rafael.

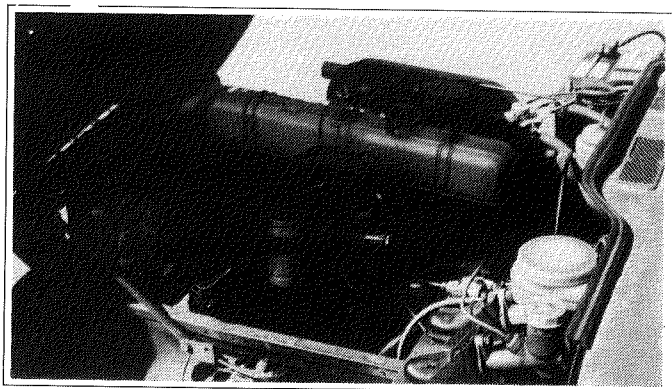
Scott didn't hook up with his 'support vehicle' until Klamath Falls, Oregon, where a mutual friend is attending college, the last 400 miles were easy.

The GT6 is as rust free as you could wish, as it was always garaged,

Oakland to look at it, but the fuel pump on his MGB went out! Tsk, Tsk.

Scott says he didn't know if he was going to be able to find the time to get there and back as he only gets 5 vacation days per year, which he likes to preserve for car/Triumph related events, as it happens, he suddenly found





although it did have one shunt, requiring a new drivers door and repair to the adjacent sill. It received a correct coloured respray at that time, but has received a few dents since overall its condition is rather unremarkable, except for the fact that the engine is completely original.

This engine might look quite ordinary (note original U.S. specification dual-circuit brake master cylinder) but the astonishing fact is that this engine has propelled the car over some 235,361 miles, which Scott was able to substantiate with photocopies of copious service records from April 1974 at 95,300 miles via August 1980 at 201,002 miles, to August 1981 at 213,200 miles.

Apparently, the previous owner purchased it in 1971, two years old with 32,000 miles on the 'clock'. Apart from the head being off within the first year of its life, the engine has never been apart. True, it uses some oil, but not as much as you might think.

Scott adds that the previous owner's wife wasn't eager to see it leave. They had gone on their first date in it, and she had fondly dubbed it 'froggy' due no doubt to its colour and its rather prominent front wing/headlamp treatment.

The engine is the only part of the powertrain that hasn't been rebuilt/replaced. Five gearboxes (he alternated between two), four diffs, two rear springs and three propshafts. No one who has owned a GT6 for many many miles will be surprised to hear that.

Scott admits that he has plans to try and fit some sort of 5-speed gearbox, he would be grateful if any member could provide him with any info. to help him with this idea, send letters to Léon to forward.

The present gearbox has all but eaten its countershaft bearings, but he has procured an overdrive unit from a rusted out 1970 GT6, it's only a D type, but it's better than nothing (he thinks!).

On a recent trip to Sacramento (Triumphfest), he logged 27MPG, so the engine still has many miles left on it. He says he's still got 60PSI oil pressure! Not at idle of course.

The GT6 is his only transport at the present time and has been as reliable as a rock. Scott has never accepted the notion that British Sports Cars are unreliable, they are simply maintenance intensive and need more frequent care than other vehicles, and when combined with Americans' all but total disregard for maintaining their cars, it's no wonder that they gained their ill-deserved reputation.

Further to the engine photo, the previous owner replaced the Delco distributor early on with a 22D as the bushings were so bad that the rotor arm was banging on the inside of the cap!

If the alternator doesn't look original, that's because it's not. The 'perfect' substitute, a Mitsubishi alternator bought at an Autojumble for \$10 from one of the 'badge-engineered' Dodge/Chrysler Mitsus cars they sell in the U.S.A. It has a built in regulator like the Lucas unit but needs a switched lead instead of the always-hot. There's also a prong for the charge lamp, which was a perfect match for the Lucas connector, once it was extricated from the plastic plug. To mount it only required the fabrication of an extension for the upper bracket, and grinding down of the lower block mounted bracket. With over twice the output (65AMP), he says it's got all the 'muscle' he needs.

To finish off, Scott says that he has never grown tired of driving it, and he doesn't ever expect to. There are very few cars, in his humble opinion, that have a higher fun-per-dollar (pound?) quotient.

He thinks that the prices he has seen in British magazines are positively silly by US standards, where the Spitfire is worth more than the closed top GT6.

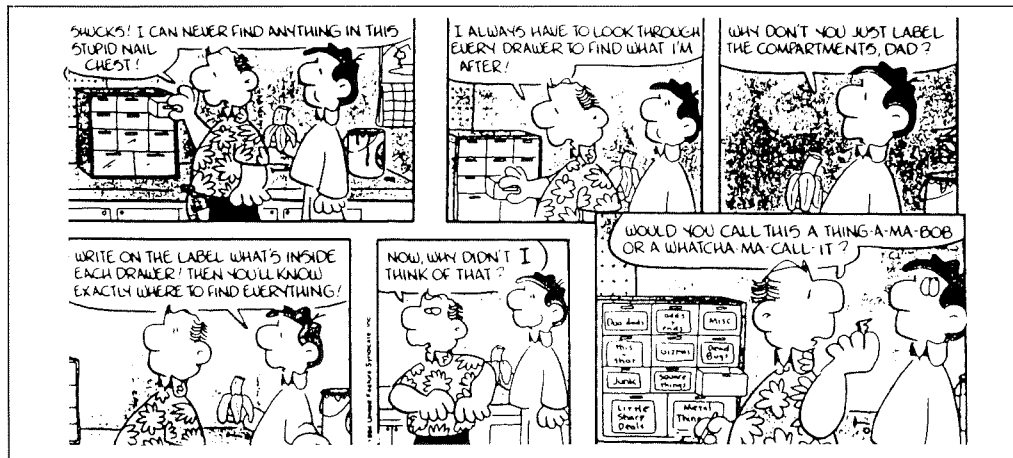
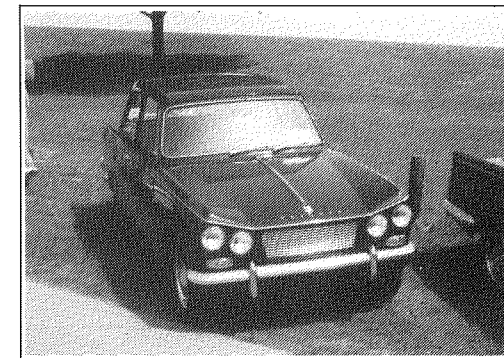
Thanks very much Scott and I look forward to seeing your name on my U.S. membership list in the near future, and also to meeting you on my next visit to Oregon...

N.B. Special thanks to Sharon for all her help in the preparation of this article.

This cartoon rather tickled my fancy and recently appeared in the Portland Triumph Owners Association magazine — Triumph Trax, for which I thank them!

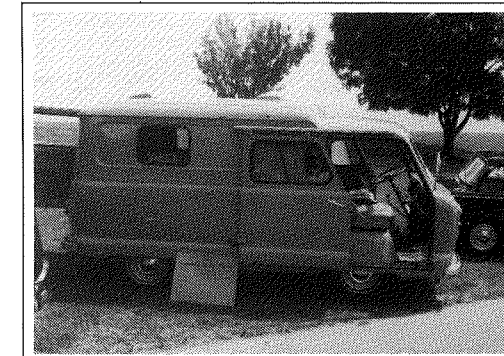
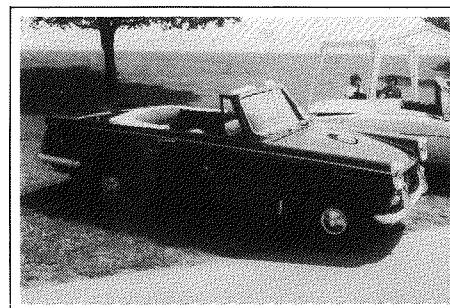
Staying in America, a few photos her from The British Columbia Triumph Register organised All-Triumph drive-in at Abbotsford near the Canadian border circa 1992 (Yes, I know it's in Canada!)

Firstly, this rather smart Vitesse 6 Convertible in Signal Red and White (owner unknown). Parked next to it is the Vitesse 6 saloon of Kevin Moore of Chillawack, British Columbia. (N.B. Léon saw this car at VTR in August



1993 at Everett, nr Seattle, WA). . . . Now, especially for Bill Davies of Swindon/S. Wales areas is a 1963 Standard Atlas Major in Coffee! The sign says it cruises comfortably at 70MPH with its 2088cc engine as fitted to the TR4 and TR4A! Here is what appears to be a very early Herald 1200 convertible in very dark green, fitted with a bonnet handle, no further info is known about this car.

OK. That's it for this month, for now I must fly to the new South Africa, a fledgling democracy in the making.



The elections are on the 26th, 27th and 28th April. I fly out on the 30th April and land on the 1st May, with the election results being announced on the 2nd May! Exciting times! But not too exciting I hope! Unfortunately I've now no time to write my Round the TSSC World report this month because I'm flying Round the TSSC World! But watch this space and wish me luck!

☆



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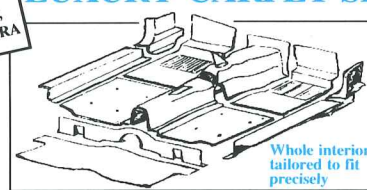
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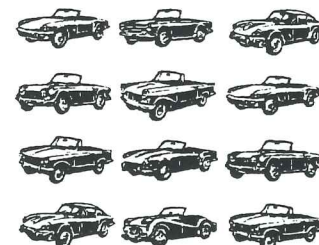


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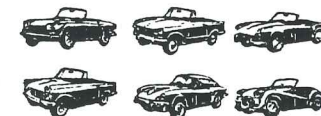
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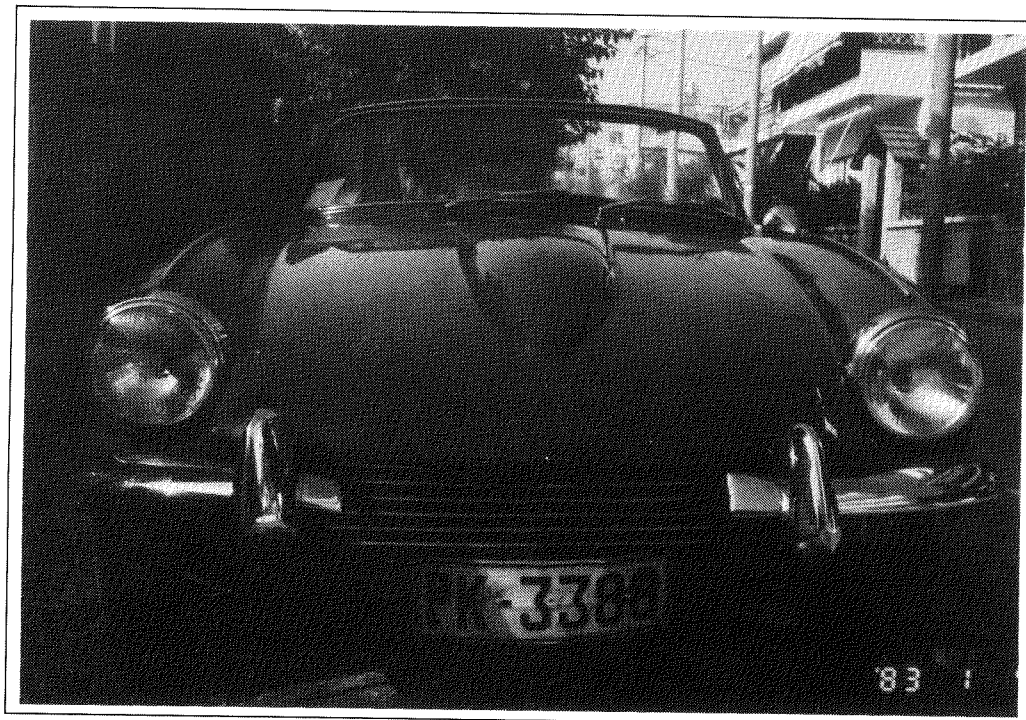
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I HAD a very good letter recently from Michael Thorlacius who is Danish and now lives in Athens. He owns a MkII left hand drive Spitfire.

He says in his letter the reason why the front bumpers on some MkIII Spitfires and GT6 MkII's have the middles cut out is to assist getting air into the engine, because of the extreme heat suffered in countries such as Greece.

His car is fitted with a GT6 MkII bonnet which he personally thinks is more sexy!! He says there are no spare parts in Greece so he has to try and get everything from England and at the moment he is saving for a front valance. He wishes to know in what year his car was made because the Greek papers have it registered as 1964 which we know cannot be correct as the commission number is FC 83210 which makes the car manufactured somewhere in 1966.



REGISTER

Brett Dennis

Over the last couple of years a lot of people have rung up asking which grille should be fitted to their Spitfire bonnet, so I have included a few photographs to show you the

difference between the models. There were 5 grilles fitted altogether.

The first grille, as you can see, is of a very tight two piece metal mesh design — similar to those found on 12/50 Heralds. If anyone wishes to purchase a pair of these, T D Fitchett may stock them.

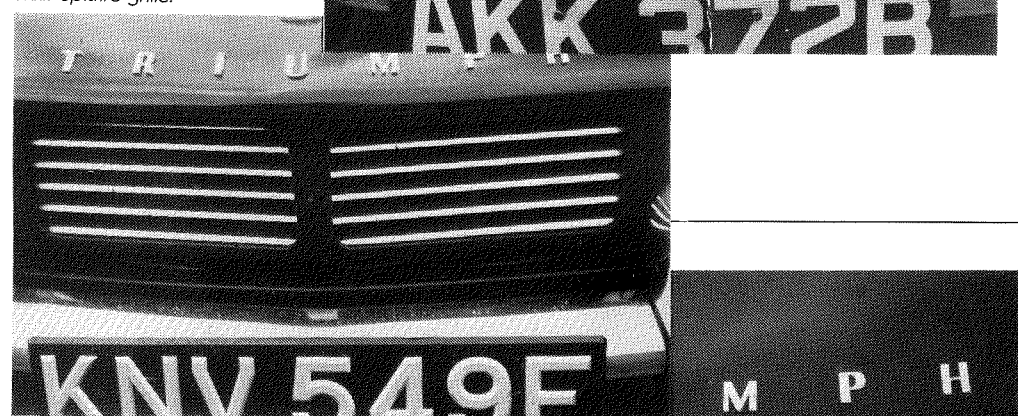
The MkII Spitfire grille (photo 2 over) is a very rare piece indeed. This is also a two piece design but now with stronger horizontal slats and is also made out of metal.

The MkIII Spitfire had 3 types of grille fitted all being of one piece design. The first grille fitted up to FD 75000 which is 1970, and is called grille Assembly Aluminium. As you can just see from the photo it looks similar to the MkII. It can also be seen more clearly in the photo of Michael Thorlacius's Spitfire. It is also found fitted to the GT6 car. From 1970 onwards it was also the aluminium grille assembly but now

painted black and then from FD 817252 the grille was made out of black plastic supposedly for cost purposes. . . . Does anybody recognise their car from the number plates in the photographs? ☆



MkII Spitfire grille.



MkIII Spitfire grille.



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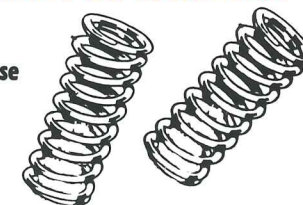
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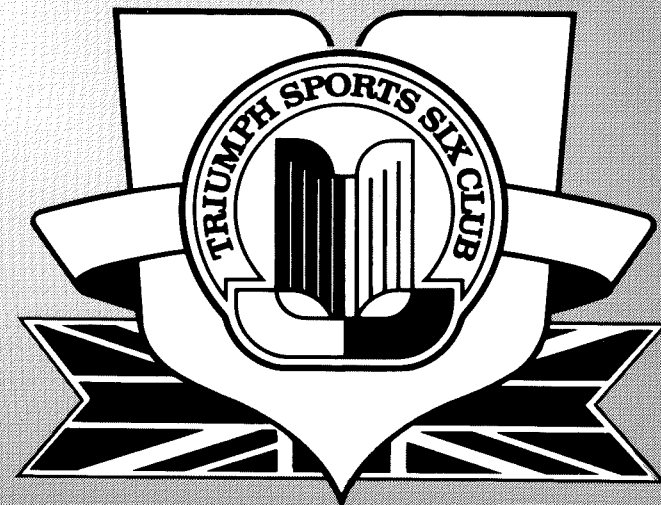
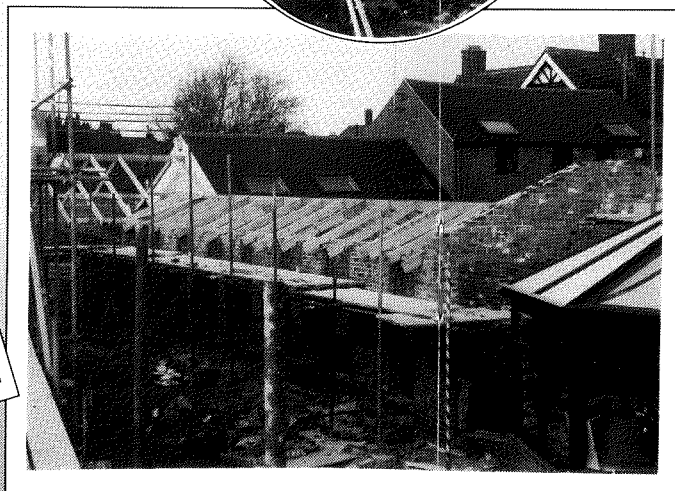
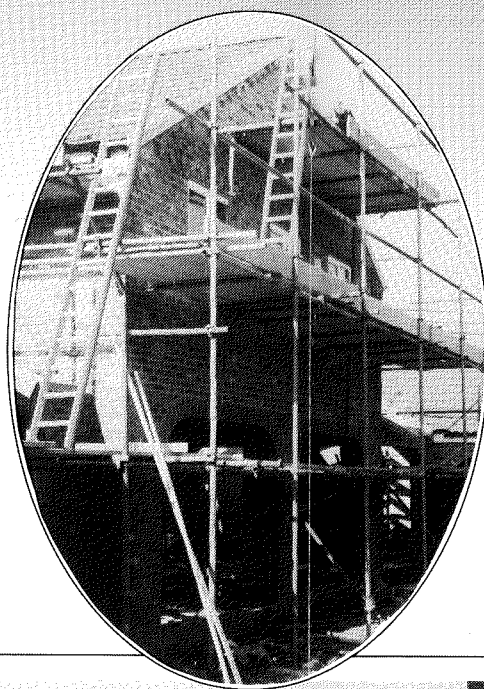
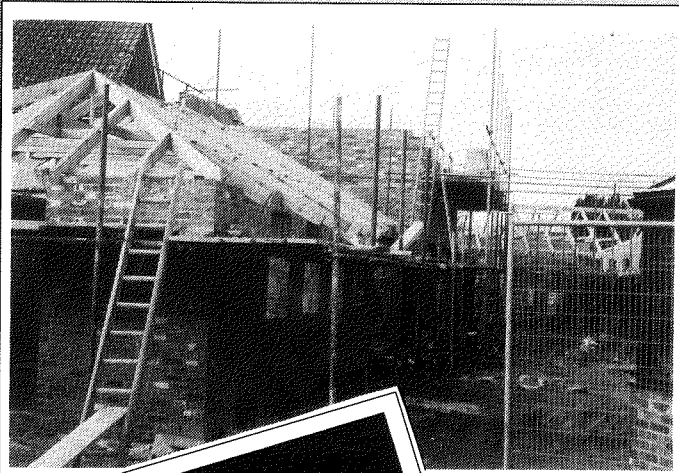
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Tourers Talk

Mike Crewes

WITH the start of the camping season upon us, I expect a lot of tourers, like me, are putting the canvas back on their trailers and preparing to go off touring.

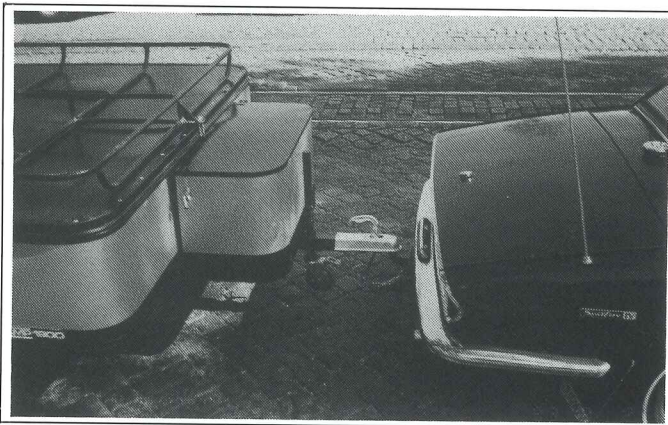
I'd like to start the serious bits this season, with a couple of letters I received late last season from members in Europe.

Firstly, a letter from Diamantino Ramos Turbulento, Portugal. He writes: 'I use a trailer tent towed by my Spitfire MkIV. It is a Combi Camp 1900 made in Denmark in 1974, the same year as my Spitfire.

It is in new condition, very light and strong. The car has no problems pulling it. Of course, I have to be more careful when towing it, particularly when cornering and braking. My Combi is in original condition, except for two modifications I have made, which I have found very useful and would advise to all TSSC Member-Campers who use trailer tents: the first one (as you can see in the picture), the metal box on the front of the trailer.

It is very handy to keep, not only the spare tyre, but also other camping gear, such as grill, gas stove etc. therefore saving space in the car's luggage compartment.

Mine was specially made, but I think you can find identical boxes at



caravan dealers. The second is the small rotating wheel that I welded on the front of the pole, although the trailer is very light, the wheel makes moving it around a lot easier'.

Thank you Diamantino, a couple of useful tips for us there. Another letter I received was from John de Vos, Netherlands. He writes: 'I thought it would be nice to write a short article about my Vitesse MkII Convertible towing an Oldtime Trailer.

I have owned this car for a year and it's great. We went on holiday this year in Normandy and Brittany. Driving the Vitesse is still fun with the trailer behind it, there is enough power running up the hills especially in third gear at 3500rpm and more. I changed the differential when I bought the car and it now has a 3.63:1 instead of 3.89:1. There is no overdrive and this makes a good compromise.

The trailer has small wheels, eight inches and the maximum speed is 65mph. If you have a choice of 13 inch or eight inch wheels, take the big ones, because we had a fire driving too fast. This was no problem, because we had a new wheel on board.

Every petrol station has eight inch tyres, but if you have a different size it will be a problem getting one in France. This was not our first time touring in France, but I think that this is the perfect combination for the family and tent! Thank you John, does anybody else know of a better combination?

What experiences have you had with towing and touring, let us know the good and the bad of it. Any useful tips? Don't take it for granted that we all know everything, you probably have something stored away that we could all share.

Why not tell us about your rig, equipment or gadgets.

Please send all articles and letters to:- Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN. Replies require a S.A.E.



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Heralds and Magnettes at Knockhill Race Circuit.

MONDAY morning - oh dear, Monday morning seemed to come very early. Up at six o'clock, breakfasted and the car repacked, a quick check over - no water needed, hydraulics OK, just a drop of oil - and we were ready for an eight o'clock start.

It was still dark as we edged through the early morning traffic, dawn was just breaking as we crossed the Forth Bridge, although no sign of the sun which had blessed us for much of Saturday and Sunday, and we were soon entering Knockhill Race Circuit for the first test of the day. Here we were required to complete a lap of the circuit at our chosen speed, between 30 and 40mph, and then to repeat the lap at exactly the same speed. Not as easy as it sounds, as the temptation is to go faster as the track becomes more familiar, but we managed to be just three seconds faster, which was better than most.

Then it was off across the countryside to the first regularity of the day, in Keillour Forest, near Perth. As on Saturday morning, the navigation and roads were relatively straightforward, and we managed to complete the route without any errors - were we getting better?

Certainly we were in a better frame of mind as we continued, the scenery getting rather more wild as

we left the soft Perthshire countryside and headed into the Grampians. Test 16 followed a short run up Glen Quaich, and required us to restart on the steep inside line on two hairpins. Once more the poor little 948 barely managed it, the clutch beginning to smell quite strongly by the time we left the second restart. But we did make it, to be greeted by Alex Back, former Grampian Area Organiser, wielding the stopwatch at the finish.

No time for socialising, however, as it was ever onwards, via a route check on the banks of Lock Tay, to the next Main Control, at Killin. On again, with the weather now deteriorating, on smaller and smaller roads up Glen Lochay to Test 17 at Kenknock. This was a hill climb of about a mile and a quarter, on a steep and rough farm track, and in the process of putting up a respectable time, we hit a particularly deep pot hole with a resounding crash. As we pulled away from the end of the test, something seemed to be wrong with the car, although I could not initially put my finger on the cause. A brief inspection didn't reveal anything, and as the next regularity started immediately, there was nothing to do but continue. However, as soon as we got underway the symptoms got dramatically worse - as the car accelerated, the steering pulled one

THE EVENT

way, and on deceleration, pulled the other. No doubt about it, the location of one of the drive shafts was damaged. So there we were, 2,000 feet up on a bleak Scottish hillside, with a mortally sick car, and the sight of our Irish friends, with their MG Magnette sitting in a pool of oil, did not help to lift our spirits. Knowing that our rally was now well and truly over, we still had the problem of repairing the car and getting home. Unlike the Magnette, we were still mobile - just - so we decided to continue following the route for the time being. By driving very smoothly it was possible to avoid most of the peculiar steering effect, and as we found that a comfortable speed seemed to coincide with our target times, we decided to complete the section before looking for help.

By an amazing stroke of luck, the section finished on the outskirts of Kinloch Rannock, and there in the village was the local garage - and 2pm on a Monday was not an unreasonable time to expect to find help. Thank goodness it wasn't the middle of the night! Sure enough, the garage was open, with the owner busy welding up an MoT failed



Clive Hall and Mark Bentham in their 1200, descending Glen Lyon in the Grampians.

Escort, surrounded by mad rallyists - the Marauder was over the pit having its gear-linkage reconnected, an Austin Healey was being attacked with a large hammer, and another Magnette had its bonnet up. With only a small amount of persuasion, the Escort was removed, and the Herald substituted on the ramps. It didn't take long to identify the problem, the nearside outrigger had torn away from the main chassis rail, allowing the back wheel to float around - and you thought the Japanese invented four wheel steering!

Whilst I held a shield over the fuel pipe, a repair was swiftly effected, a patch made for the damaged main rail, and the whole welded up most expertly. If anyone wants a chassis restoring, I can recommend Brown's Garage in Kinloch Rannock! With the car back on terra firma, we had to decide what to do, once again we were hopelessly behind time, and had just 32 minutes to reach the next Main Control at Dalwhinnie without exceeding our maximum lateness. The only problem was, Dalwhinnie was 25 miles away, 15 miles of that would be on the A9, but there was also a minor mountain road from

a good check over - no oil or water needed, the front brakes needed a small amount of adjustment, the clutch rather more than a small amount (early 948s have a mechanical adjustment on the bell housing, unlike the automatic adjustment on later cars). We even had time for some food, and a chat with some of the other competitors. It would seem as if the hillside where we broke the chassis had been the scene of more carnage. Bryan Halliday had broken the diff on his Herald, the Irish Magnette had holed its sump, Paul John's Vitesse had brake failure on the following regularity, whilst the Ford Anglia, which had caught up with the rally after its problems in Wales, was once more in trouble with the electrics.

And so our journey continued - time controls on the minor roads near the Kyle of Lochalsh, and over the Pass off the Cattle to Applecross and Shieldaig, before heading east almost to Inverness, and then north and west again to the Harbour Lights Hotel at Ullapool. A brief respite here, and then it was onwards again: two more regularity sections, with the weather now nearing blizzard conditions as we headed further up the west coast. The weather was so bad as we entered Lochinver that we never even saw the control, gaining maximum penalties in consequence,



Climbing out of Trainnafour, late again, after chassis repairs in Kinloch Rannock!

and then again in Drumbeg, where half the village must have been spectating (even though it was now two in the morning, and snowing extremely hard), we managed to get ourselves lost, again incurring maximum penalties at the next control.

Main Control 19 was at the Parkhill Hotel in Durness, and we were now right up on the north-west tip of Scotland, but there was to be no easy coast road run to John O'Groats. Instead, we were heading south again on the minor road to Altnaharra. This was the road on which we were given the momentous instruction 'Straight on at crossroads... in 41 miles'! And this

Melvich. From here it was a short run to the start of the last regularity section, and dawn was breaking as we slithered and slipped our way, now on sheet ice rather than snow, towards the finish. One last driving test in the council car park, and then it was round the corner to the John O'Groats Hotel, and the finish. We had made it!

We enjoyed our breakfast at the hotel, saw that Clive and Mark were there, as were Bryan and Rowand, so all three Heralds had finished. And then it was a gentle run down to Wick, and our hotel, and bed...

At the grand dinner that evening, Team TSSC commandeered a table, as we tucked in to a splendid meal,

top, and neither of us had had a trouble free run. It was a classic case of 'to finish first', first you must finish'. Weren't we glad we had not given up!

Next morning we lined up Team TSSC for a group photo, and then it was time to head home. After encountering more blizzards in the Grampians, we broke our journey at Carlisle, and then it was a straightforward run down the M6 to Birmingham, and then back across country to home. Checking the car over afterwards revealed that we had travelled a total of 2,768 miles, consumed 87 gallons of petrol (averaging 32mpg), used less than a pint of oil, and the radiator had taken



Team TSSC. The morning after, outside the hotel in Wick.

was the road, now covered in thick and slippery snow, where we encountered Pip Cook's Porsche stranded on the open moor, with a ten foot wide ditch separating the car from the road! By the time we got the car back on the road there must have been at least a dozen crews helping, with no one giving a thought to time penalties - it was that sort of event. Those snow tyres certainly came into their own here, as we passed and left behind other competitors - yes, we were running late again!

But the end was in sight, as we headed east to Kinbrace and north again to the last Main Control, at

to the accompaniment of local dancers and musicians. I don't think any of us had any expectations of an award, so the announcement that Paul and Julian had won the 'Best Semi Expert' Award was greeted with loud cheers from our corner, repeated when they also earned a Second in Class. By all accounts my face was a picture when it was announced that we had won our class, and I genuinely thought there must have been a mistake: we had done so badly - but the others had been even worse! The Saab came second, which meant the two smallest engine cars had come out

no water at all.

The dates for the 1994 Le Jog have now been announced - December 3rd-6th, if you have an interest in competitive motoring, and are looking for a great adventure, may I suggest you consider having a go? It was absolutely superb, and even now, months afterwards, I am on a 'high' everytime I think about it!

But you will have to be quick - entries are likely to be filling up fast, and although the event is open to cars up to 1967, the earlier cars are likely to get priority, and cars of the sixties may well be restricted in numbers. ☆

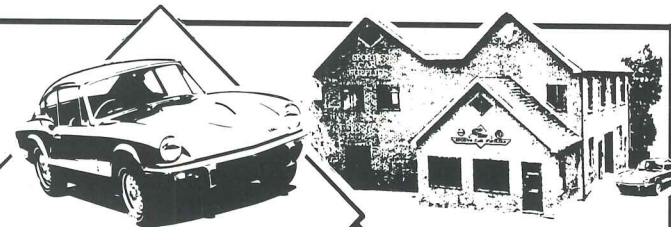
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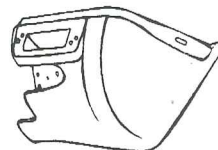
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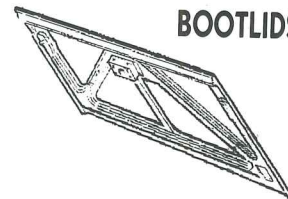
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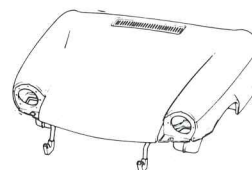
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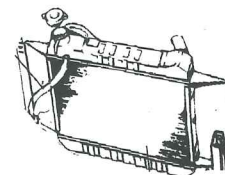
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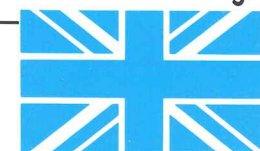
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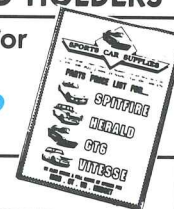
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Pen To Paper



MOST OF THEM SEEM TO RUB THEIR HANDS TOGETHER AND SMILE . . .

FIRSTLY I would like to say congratulations on a great Club and Club magazine.

I have owned my car, a 1979 1500 Spitfire for the last three years, my 'pride and joy'.

The car has had much work done on it, mainly before I got the car but it has been used almost daily for the last three years so a little more work was needed to bring it back to its A1/A2 standard.

After going around some local garages I was not happy, most of them seem to rub their hands together and smile, which to me meant 'NOT GOOD NEWS' as most would not even give me a rough quote until they had completely torn the car apart. So, back to square one!

EUREKA! The Courier. After I had flicked through the Courier I found my saviour, a company in Essex 'Mike Wilkinson Restorations'. After one phone call and a trip to Essex, I was given a 'on the spot' quote, which was great as I was working to a tight budget. Mike also told me if there were any other problems he would ring me before he started the work.

After a couple of weeks he rang me to tell me of a problem. I told him my budget and he said he could work within it.

When the time came to collect the car Mike had worked perfectly to my budget. I would just like to say 'thank you' to all at Mike Wilkinson Restorations for their help and patience. I would also like to say my car GNX 688T looks great. I know many people like myself have to work to a tight budget, it is not fun. There is always something that needs doing that you may not be able to afford. But in my eyes, it is worth leaving it to someone who knows about Classic Cars as they will give you an honest quote and if you decide to go ahead with the work it will be to a very high standard.

Patrick Welby-Everard

SPITFIRE 4 IN BLACK . . .

WHILST putting the Small Bore feature together for Classic & Sportscar, I was reminded of my mother's association with Triumphs, in particular those accommodated by the club.

Only last month, she received her gold membership card, having been a member of the club over ten years, though she has owned their cars since 1961.

The first was a Herald Coupé in purple and white, registered 6752 NK which she passed her test in. This was traded in at South Harpenden Motors against a brand new Spitfire 4, registered 403 VRO. It was unique in so much that it was finished in black as a special order from Standard Triumph. In 1967 this car too, was traded in for the then new Spitfire MkIII and likewise ordered in black. It has since remained her sole means of transport covering less than 80,000 miles to date, but we often wonder what happened to her previous Triumphs — anyone know?

Julian Balme

GT6 CONVERTIBLE

I HAVE just begun my latest project (with the help of Paul Cull in Swindon), which is going to be a GT6 convertible. I have spent more than two years collecting all the panels and designing this car having started with little more than a Registration Document.

De-seamed, with the latest Porsche 911 composite headlights, it should turn a few heads when it is eventually completed. Safety features such as side impact bars, reinforced windscreen surround and custom made roll bar will be combined with modern 'gadgets' (alarm, CD, electric windows etc) to make this quite a unique motor car.

However, I am completely at a loss as to what engine to use to move this lot around at high speed. Ideally, I would like something smaller, lighter and more powerful than the straight six engine, but it must also be easily fitted in the available space. If anyone has any experiences that they wish to share with me, please contact me on 071 638 7081 work, 071 638 7084 FAX or 081 692 0540 home or write to me at 13 Wilshaw House, Creekside, London SE8 4SF. Also, if anyone would like to send me their address I will be happy to send them my spec. for this car.

Oliver St. John

WELL, ALL I CAN SAY IS

A TRIUMPH widow is, I presume, someone whose husband spends all his free time in the garage working on his car. Well, all I can say is - count yourselves lucky that he is doing it in the garage.

Last July, at the TSSC bash in Stafford, Clive was inspired to upgrade his special which at that time had a Spitfire 1300 engine, to a 1500 with overdrive. He bought all the bits he thought it would require at the show, collected a few catalogues, then drove home full of enthusiasm.

Now unfortunately, our tiny cottage does not have a garage, so most of the work had to be done outside. I said most, because, as the autumn moved damply and mistily into cold, wet and windy winter, so more and more of the work seemed to be creeping into our living room.

For weeks I picked my way daintily in and out of what looked like heaps of colourful spaghettis which sprawled across the carpet (so that's what a wiring loom looks like!). In December I issued an ultimatum.

No Christmas tree or decorations would be put up until the loom, dashboard, assorted dials and switches were removed. They were dutifully removed to our bedroom!

We now have a poly tunnel at the end of the garden path covering the car. Neighbours keep asking how our tomatoes are doing? But progress is being made. Bits that have been wintering under the bed are now returning to the car.

Universal joints and jubilee clips no longer appear on the kitchen table but have taken residence back under the car somewhere. ... So you see, perhaps having the other half out in the garage has its advantages.

Anonymous

BASKET CASE to NUT & BOLT REBUILD

MY WIFE and I have just completed a 'nut and bolt' rebuild on our 1500 Spitfire, purchased as a 'basket case' just a year ago for £300.

With no previous experience, I doubt we would have even started the project let alone achieved such a satisfactory final product within our £3000 budget had it not been for the advice, encouragement and assistance given to us readily by Andrew Stone at Pegasus Garage, Newington, Kent.

Andrew and his team did all the 'clever bits' which were simply beyond us, most noticeably the bodywork and paintwork.

He has always been happy for us to keep costs down by, for example, doing basic preparation work ourselves beforehand.

He jokingly refers to his 'Pegasus Charity Work' but we have, seriously, lost count of the hours he has put in with us which were never billed (unless you count custard creams and cheap French beer as payment!).

He has guided us through problems and generally enabled us to reach our goal. To know he is there at 6.30pm to 'lend' you an HS2 float chamber to get you to the MoT (first time pass), use his hub puller, stud extractor, access his infallible central data store (ie ask him a question and know that he will give you the right answer!) etc, is a rare comfort indeed.

He also planted the seed of an idea with us which has borne fruit and members may find useful. This is to replace the bonnet support with an hydraulic strut. A MKIV Escort hatch one is perfect, standard for GRP and heavy duty (to support a spoiler) for metal. Length is perfect to mount from the top of the suspension turret to the bonnet rail behind the headlamp or, and this is the one I use, from the radiator bracket to a right angled bracket mounted off the top of the wheel arch cross bonnet bar mounting point.

This is very convenient and with my my GRP bonnet particularly, is like an extra pair of hands, helping to avoid stress cracks.

If anyone is confused I'm happy to supply more details/photos, or see me at the SEM! ... I would not hesitate to recommend Pegasus to any member in the area, especially as they now have a spray bake oven for body and paint work.

SJ & JM Fearn SECURITY AND INSURANCE

AN article on security and insurance would perhaps help youngsters to protect their cars properly.

My daughter was not really aware of the ease with which her car could be taken, even parked outside our own front door. **Also, her insurance broker advised her that at 23 years old she could not get classic car insurance or even fully comprehensive.** I am sure her third party cover will pay out if the vehicle is not recovered, but nowhere near the true value.

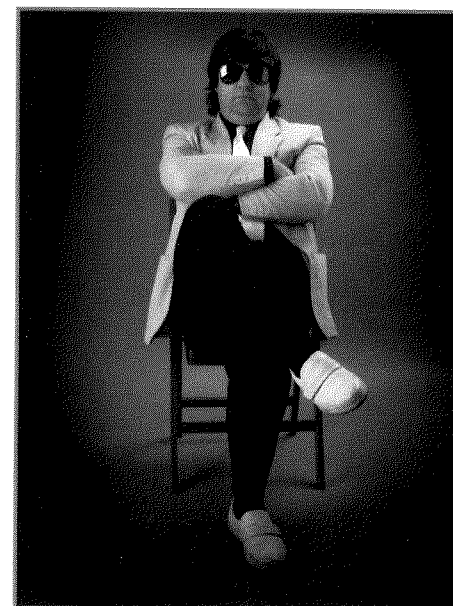
Maybe a warning to other youngsters would save them a bit of heartache and expense.

My daughter is now without a vehicle and as a student starting university this year, has little chance of buying another.

C. S. J. Prior

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... the car would be improved ...

I HAVE recently been involved in an accident where the third party admitted full liability. The result:-

A badly dented rear wing/damaged bumper and a twelve inch section of the wheel arch broken away. Eleven months ago the rear arch had been cut to good metal prior to making up with glass fibre. The body was bare metalled overall and resprayed with two-pack.

The result of the three months dispute is that the dent will be pulled out and the glass fibre replaced, even though two well known garages are not prepared to guarantee the work as they have both indicated to the insurance companies that 'due to the now substantial damage, a new wing is required'. For this repair the insurance company asked me to pay for the wing (100%) and part of the labour (70%) as they considered the car would be improved (they are only contracted to replace as before). ... The moral is therefore: 1. Avoid repairs with glass fibre (even though when professionally carried out they can outlast adjacent metal). 2. If you can only afford a glass fibre repair, check your Insurance Company's Policy on this type of remedial work. **N.B.** We cannot all be purists!

Andrew German

WANTED — PASSIONATE ITALIAN HEART

... to replace the Triumph 1300 unit currently fitted to our much loved Spitfire.

Has anybody got any advice or experiences that they would be willing to share, of fitting FIAT or ALFA twin cam engines into a Spitfire. If you can help, please give me a call on 0273 566593.

Clive Senior

CAN ANY CLUB MEMBER EQUAL MY RECORD?

I DROVE my new Spitfire MkII out of the showroom in Wokingham on November 25th, 1966 and still have it.

There is a genuine 83,000 miles on the clock as the car was laid up for long periods whilst I was working abroad. KRX 896D has spent almost all of its life outside (so desperately needs a respray) but the bodywork and chassis (undersealed from new) are in remarkably good condition. All components are original and the car has never let me down. The only repair costs have been for normal wear and tear. Unfortunately, after 28 years we will have to part company as I am moving to France early next year and it will be impractical to take the car with me.

Neil S Mowle

... find it dripping with condensation?

EVER opened the boot of your Spitfire 1500 to find it dripping with condensation? Yes! Me too!

This is caused by the double skin forming a too effective insulating seal to the boot. I removed one of the bungs which lets the damp air out. Remember not to leave any small screws on the boot floor. I am now using my Spitfire after almost two years lay off due to working abroad. I have covered 2500 miles in six weeks mostly travelling up to the ski areas of Scotland. Good skiing and good driving, what more could you want?

Whilst overseas I saw quite a few Triumphs, mostly TRs in the US

and one Spitfire in Jos in Nigeria. Every single one was being driven in sunny weather with the soft top up or hard top fitted! Congratulations to John Thomasson for writing an informative column every month, keep it up.

STANDARD TRIUMPH

XPERIMENTAL REGISTER

I HAVE started a register of all experimental works Standards and Triumphs that were used by the experimental department at Standard-Triumph.

All the vehicles carry a chassis/commission number with 'X' and followed by three digits, eg 'X123'.

I would be grateful if you could print a plea for all owners of these vehicles to contact me at the address below so that I can update records I have and to confirm that these vehicles survive and in what condition. There is **NO COST** to the owners to join the register as it is the vehicle that becomes the member. All owners names and personal details will remain secure for the safe security of the vehicles. I can be contacted at any time.

Dave Jell

5 Downsway, East Preston, West Sussex. BN16 1AA. 0903 787333
Mobile 0860 424890.

ARE YOU SLEEPING RESTFULLY ... ?

AT last I can sleep restfully in my bed again.

Thanks to Gareth Pritchard of St Austell, re: the meaning of the cross signal flags. How apt! Of course, it's most logical when you point it out!

Two flags on the side of a sixties saloon car meaning 'I require assistance' and 'I am operating astern propulsion'.

Who the hell thought that one up? I'll have a pint of whatever he was on at the time ...

Best regards,

Chris Sheridan



subject which often arises at meetings which I have attended and for which there seems to be many different views is 'How much should one pay for a panel; How much for a respray, or for an engine rebuild?' The general consensus seems to be, 'I have been ripped off!' or 'It is too expensive!'.

Before considering our Club cars, let us have a look at the cost of service and repair of the modern average family car.

To start with the service costs vary between approximately £50 and £150. £50 for an intermediate service e.g. 9,000 mile service, which usually consists of an oil and filter change and a check on lights, braking system and any minor adjustments. Out of the £50 approximately £35 is labour charge! (at £30 per hour at a main Dealer). A major service, e.g. 18,000 mile service, entails the same as above but with the addition of such items as spark plugs, air filter, fuel filter and maybe brake pad/shoe changes as well. This little lot costs you approximately £150. However, should you need additional work such as a new water pump or cam belt change or maybe new brake discs, this is all additional cost at £30 per hour, plus cost of parts which in themselves may not be cheap!

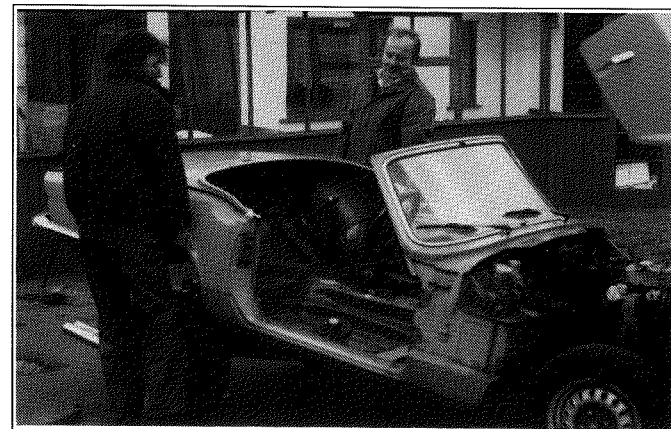
When it comes to repairs, (usually body panels as the result of an accident) in most circumstances new panels are fitted. This saves a lot in the cost of labour - instead of knocking out a dent and filling it, and then spraying it. A replacement panel can often be sprayed off the car and then fitted as they are usually bolt-on. They also need less preparation for spraying. However, even a minor accident, say a medium impact

What is the Real Cost of a Rebuild ?

Mike Stafford

on a front wing may cost £500, of which £50 may be the cost of the new wing. Paint which on a modern car is usually 2-pack, costs about £25 per litre, primer approximately £10 per litre and thinners at approximately £20 per gallon. Then extras such as clean wipes, sanding papers and cutting compound. The major proportion of the cost is labour - 10 hours this may be £300!

With these figures in mind, let us look at the costs involved in the repair of a Spitfire as an example, bearing in mind it may be 20 years old and not 5 years old, panels not being quite so readily available as the modern car! The first major difference is that some of the better known traders advertising these services to us, such as GB Sports Cars, MW Restorations or Pegasus Garage, charge labour at approx. £20 per hour, which is an immediate saving of



30% on the modern dealer prices.

However, unlike the modern car which has a lot of bolt on panels, our cars are mostly spot welded and as a result more time is needed to remove the damaged wing and then weld in the new one, then spray it! Hence a job may take three times as long.

When comparing this with a restoration, where the old panels, or sections thereof, need to be cut off, before a new section if a particular repair panel is not available. All this takes **TIME**, which in turn is chargeable to us, the customer. If a repair section is fitted then

extra time is also necessary to grind the excess weld off flat and fill the weld to give a clean, smooth finish and ensure the correct contour to the repaired panel before spraying. Where a restoration is being carried out, where possible, it is often cheaper to ask for new panels to be fitted instead of repair sections, eg., a new rear wing on the Spitfire may cost £110 but may only take 4 hours to remove the old one and fit the new. But to fit a front and rear repair section to the rear wing, as is often the case may cost £20 for the panels, but take ten hours to cut out and fit new ones. Then

clean up and fill to a comparable standard of a new wing before being sprayed. This in comparison to a new wing may cost as much as £60 more and does not include any necessary rectification work of the rust found behind the damaged section, which is usually always there in cars of our age. Remember this is just for one side! It can be seen from this, that time and hence cost, soon start to mount up. The same applies to sill replacement. Beware of the cowboys who say they can do a sill for £50, it is probably an oversill tacked on over the existing rusty one which may last 12-18 months, has been blown over with a Holts spray can!

When being quoted £1000s for a restoration, it is the man hours that are the major proportion of the bill as demonstrated by the above examples. The new panels/repair

sections may only amount to 25% of the cost and of course it does depend on the scope of work which you have asked to be done, ie, only replace the panel but leave the rusty patches behind is obviously cheaper initially than agreeing to a price which includes curing the rusty patches found behind the panel, which in the longer term is more sensible. It should also be noted, that you can request that the restorer keeps you informed about any situation which arises while the repair is being done, which may require your further agreement financially, to complete a repair properly. I am sure most of the restorers we deal with are only too willing to do this, as it means you have a control on what you spend and also you can agree on how much work is done. It helps both you and the restorer - but **DO NOT** expect to get the job done for next to nothing. At the end of the day, they are the same as a main dealer, they are in business and it is their way of making a living. Most of them are willing to help you

and give advice, often much better than a main dealer, but please **DO NOT ABUSE**

their services. Awkward

customers may cause upset to who is usually a friendly and understanding person.

This in turn may be passed on, in way of attitude and

service to the more appreciative customer, which is detrimental to everyone! A case of one bad apple in the barrel ruining the lot!

The same principle applies to resprays, again the amount of preparation that goes into a respray is the main key to a good finish, even and especially concours! The cheapest respray that most

cowboys may advertise at £100 is more of less like passing the car through a car wash, except that they do the minimum of masking up, no rubbing down or blemishes taken out beforehand. It should be noted that cellulose paint is between £20 and £25 a litre and thinners are also required at £15 per gallon. A quick blow over may use 2

litres of paint. Remember that there is also labour charge - for the

cowboy £10=£15 per hour!

When you go to a restorer and ask for a respray then do not expect to see any change out of £500 for a basic respray - similar to a cowboy job but, with more care. Better masking up and cleaning for preparation and maybe with some minor blemishes taken out and where needed an isolator coat applied to stop the old paint reacting with the new. It will look better and last longer than the cowboy job!

At the other end of the scale, where a concours job is required, you are looking at £2000 to £3000 for the job. This is on top of any major panel

replacement.

Again here the majority of the cost is the man hours in labour charge and remember this is at £20 per hour and be equivalent to £200 a day.

What is entailed? To start with a complete strip down of the car -

**DO NOT EXPECT
TO GET THE JOB
FOR NEXT TO NOTHING !**

we will assume that the chassis is separate and not part of the respray as it is mainly part of the mechanical rebuild side of the restoration. Firstly the whole body would be taken back to bare metal, either using course paper and stripper or sand blasting. This saves time but needs to be done by an expert as it can cause distorted body panels. Next any rust patches on the surface have to be ground back to clean metal and filled along with any minor dents and scratches. These are then flattened to the contour of the original panel shape. This may have to be repeated several times to achieve the correct contour.

The body is then given several coats of high build primer at £12 per litre and as much as 5 litres may be used at this stage! This is then allowed to dry and then flattened down and a shadow coat, usually black is blown over the body. This is to show up any imperfections which might still be present but which may not easily be seen. These areas then receive further primer and are then rubbed down and the shadow coat again applied to check all is correct. It can be seen that this is a very time consuming job and hence very costly. It is only when this is all done that the top

colour coat can start to be applied. Also remember this is done both inside and outside the body and on doors, boot and bonnet!

The colour coat is usually applied starting with 2 light coats, one after the other and then rubbing down with 1200 wet and dry to ensure a smooth surface and a good 'key' for the next coat. As many as four further coats slightly thicker than the first are then applied, again rubbing down carefully between coats. The final coat is then applied and allowed to dry for at least 24 hours and also harden. Cutting compound is then applied and is used to cut in the paint and is used in increasingly finer grades to achieve the final required finish before polishing. The car then has to be put back together taking very great care not to scratch any paintwork, and all the electrical systems have to be checked to ensure correct operation. Next time you wash, dry and polish your club car to a nice shine that you are proud of, look how long it takes you (approximately four hours). This may be the equivalent of £80 plus the cost of shampoo, polish and chrome cleaner, this could be another £10.

In doing a concours respray as much as 10 litres of paint may be used, that is £250 just for the

paint. Then add at least two types of thinners, about 15 litres at £15-£20 per 5 litres. Also high build primer, at least 5-10 litres at £12 per litre. To start the job you needed filler, rubbing down paper, white spirit to clean the panels before spraying, wiping cloths and at the end of the job cutting compounds and then polish. In paint and other materials alone, you are looking at a minimum of £500.

The car is rebuilt which takes time. If on average it takes 10 days to do a respray and rebuild of this kind, then the labour charges will be 10 times £20 per day times 10 days which is £2000 plus paint etc, £2500. This also assumes that only one man is working on the car, in reality there are some jobs which we know require at least 2 people.

If you get quoted £3000 for a concours respray, if that is what you requested then you have got a bargain, do not believe the people who say they can get one cheaper, they are not getting the full service. While, in 5-10 years time your car is still in pristine condition, their's is probably showing signs of dullness or even **RUST!** At the end of the day, the final finish is determined by 90% of the preparation done **BEFORE** the paint goes on the car!

☆

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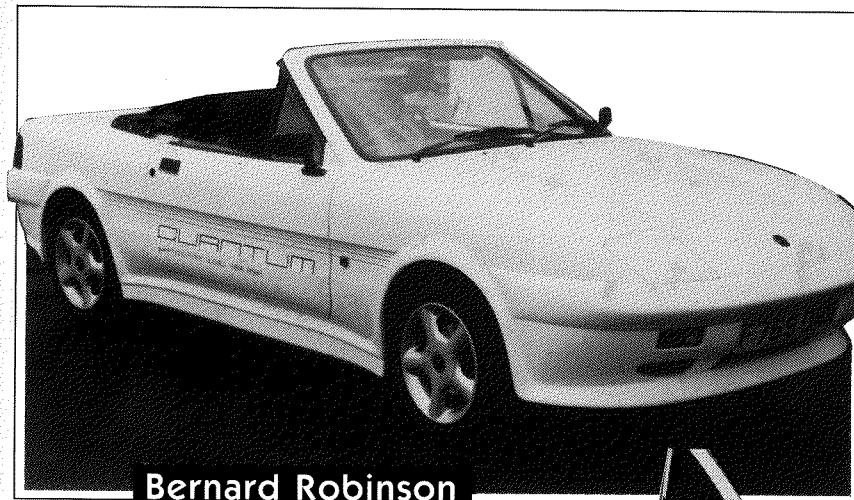
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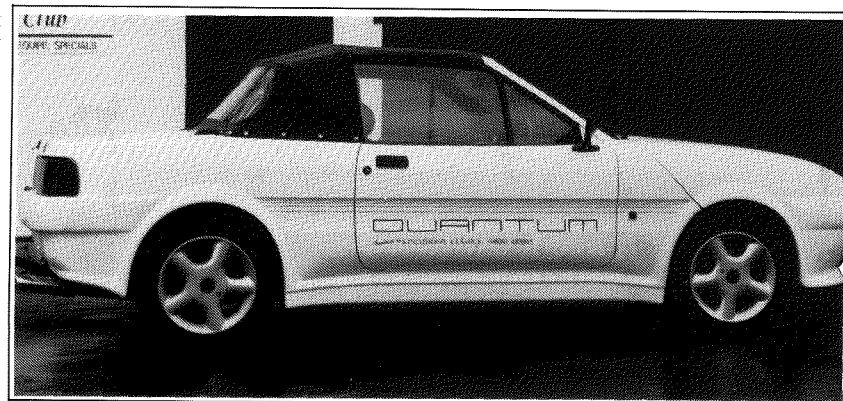
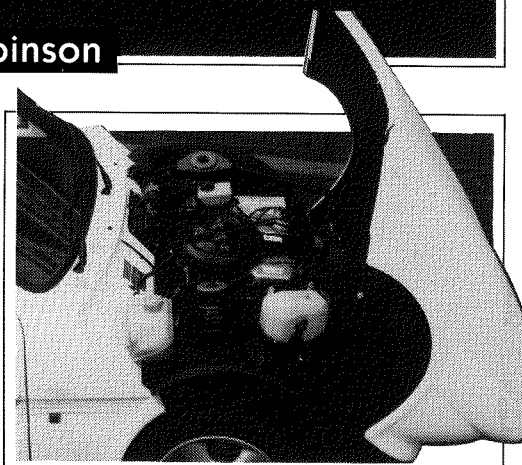
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Bernard Robinson

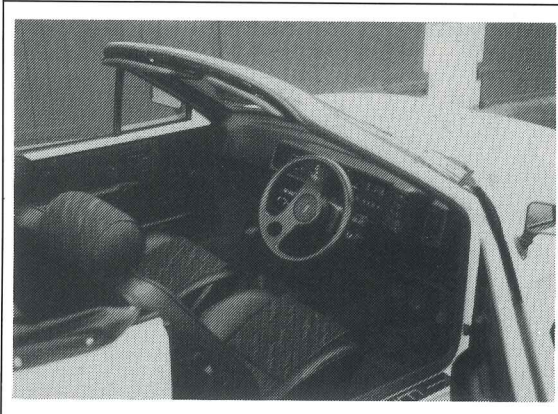
2 SEATER sports soft top,
elegant lines with forward
hinging bonnet giving
unrivalled engine bay
access' — Sound familiar?

This description is equally true of
the Quantum as well as of most club
cars. As with Bond Equipés, its
fibreglass monocoque construction
means that rust is also out of the
equation. So as the car is Ford XR2
based mechanically what precisely
is this feature doing amongst the
Courier pages? In a word (or two)
'Kingsthorpe Classics', who are a



P H Y S I C A L

newly formed Northampton restoration/servicing company whose aims include, full restoration of customer/Kingsthorpe Classic cars, full service of customers cars, MoT repairs, cars bought and sold and to gain a reputation for providing a friendly first class service at the right price. They hope to convince customers they can have their classic car or Quantum worked on, built with



high-tech experience with customers interests at heart, they are not just there to take your money.

Whilst classic car restoration and servicing is their bread and butter, the jam in this particular sandwich is the Quantum for which they hold a dealership agreement and which they also hand build to order. The Quantum is available as a 2+2 or 4 seater option. Utilising Ford XR2 mechanicals and trim, cost is around £10,000 on the road (although this can be reduced if the customer provides the donor vehicle). If

compared with similar sports equipment (MX5, MR2) and add to that the fibreglass construction, so body maintenance is minimal, the price stacks up well.

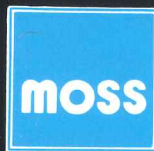
The guys at Kingsthorpe Classics, namely Alan Peck (proprietor), Darren Brown and Alex 'Big Word' Cameron (mechanic), draw on their considerable experience to put their cars on the road to your spec. Alan's past CV includes engine building and development at Cosworth Engineering for 15 years then moving on to form his own company, supplying F1

engines for Tyrell, Ligier, Jordan, Lotus and Fondmetal. Darran (Alan's son-in-law) who was formerly a mobile mechanic was bitten by the classic car bug early on and has restored (including his own 13/60 convertible), an Austin A35, Singer Gazelle, Morris Minor, Austin Cambridge and Dolomite Sprint to name a few. Kingsthorpe Classics was formed after he

convinced Alan, classic cars were the way to go. As Darren told me 'classic cars are for enjoying and we like to see those cars used!!' So when asked if I would care to take out their 2+2 Quantum demonstrator, and as an everyday classic car 'user', I thought it would be interesting to see how a 'modern' sports would stack up. First impression was the quality of the build, panel alignment and fit were spot on, the doors shutting with a good rich clunk. Looking round the car, it was obvious to me that Kingsthorpe's bag was attention to detail and this is always something that pays off. On the road, the car was lively and responsive and handled very well. As with any soft tops I was expecting wind noise, but this really caught me out as I struggled to detect any at all!

Road noise was also at a minimum in fact the car totally surprised me as it was better than a few mass produced boxes I've driven. Obviously engine options range through standard, turbo and for the economically minded, diesel variants also on offer.

A Spitfire for the nineties? Well it certainly fitted my criteria. Would I buy one? I wonder if the wife really does want that house extension? ... if you would like to try one for yourself or wish to discuss your problems about classic restoration or servicing, give Kingsthorpe Classics a ring. They are obviously proud of their work and if the Quantum demonstrator is anything to judge by, then rightly so! ☆

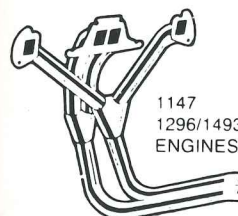


THE ORIGINAL

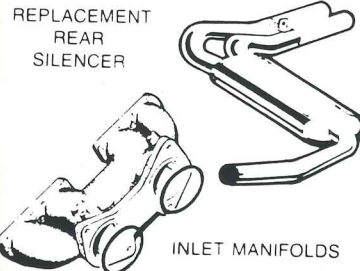
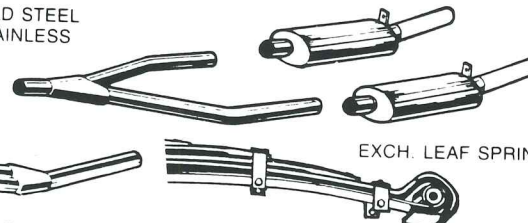


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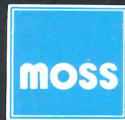
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MOSS

NOT that I have spent much of my driving career on the race track but an invitation from Jane Parsons, Moss Europe's Marketing Co-ordinator, was

enough to tempt me down for a day testing Triumphs at Castle Coombe in March.

Moss Europe, major supplier of MG and Triumph parts held this test day before a weekend race meeting of MG and Triumphs, the idea was a re-launch of their tuning divisions and a good one it was.

Leaving home at the crack of dawn on a wet and windy morning was not the ideal conditions for the day but isn't it always the way at a British race track. Although I was going to drive down in my Vitesse, I ended up in my 1981 left hand drive UR Quattro to give me a mellow drive down.

On arrival I was met by the entire Moss team and many people from the world of

Triumph and MG. After a brief coffee and track chat off we went. I was first out as passenger in a TR4 rally car, well modified and considering

A DAY AT THE RACES WITH MOSS EUROPE

the wet conditions, we went round well, I was braking from the passenger seat. This was a

good start as I learnt some of the racing lines and enjoyed being driven in such a good competent car.

Now we all love sports cars and my first drive was to be in the new MGB RV8, I had about 40 minutes to kill, so, wet and windy, just right to give the Quattro a blast round, it was fun and now I had been at the wheel on the track.

Moss take their products very seriously and my passenger in the MGB RV8 was Neil Aldred, Moss Overseas Development Director, hoping to stay in the UK for this test drive. As I entered, the track conditions had improved and there was a fair dry driving line, by now an average 12 cars at a time were on the track including some cars/trucks I won't mention.

We're not racing we are testing. Easily said, not so easily adhered to. Not having much



MG experience this MG is an experience, it's silk-like power and solid feel makes this MG a true British sports car. After a few laps I started to see just what fun this car has become. Neil



Keeping The Great Marques Alive

seemed reasonably happy sitting next to an MG/racing novice and although the heavens opened and I found difficulty in finding the windscreen wiper switch, the test section was a complete success, inviting only minor power slides. This car is very powerful and that is what appeals to me and I believe any purchaser who has £25,000 to spare.

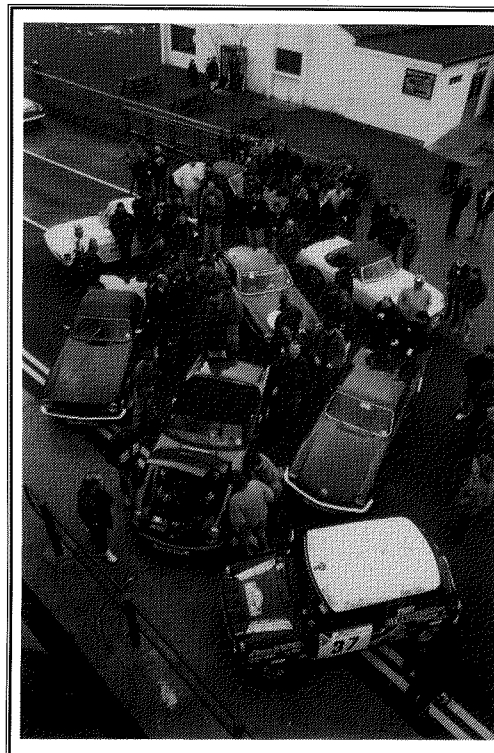
Time flies and during lunch with soft drinks, everyone seemed to be enjoying testing cars from MGB to Spitfire, TR8 to MR2!

My afternoon stint started with Terry Hurrell, Moss General Manager in London and to many the bastion of Triumph tuning being in the business for more years than he cares to count. Terry continues in his optimism and strength in Triumph cars from SAH days and is an original force in the name of Triumph. After

a couple of laps, I took to the wheel and being over 10 years since I last drove a TR8, memories came back as though it was yesterday. In fact, this TR8

is a converted TR7 but in TR8 form it is the best TR for long distance motoring. Once again power plays its part, the American import engine to Rover and subsequently many sports car makers has to be the job, O.K. why did they not put it in the Stag from day one? Anyway, this much modified car performed well and although I didn't feel it was suited to the circuit, I would have loved to drive the Fosse Way, an 'A' road worth driving.

After another stint and a further blast in my UR Quattro, then my run in Terry's Spitfire 1500, my passenger Peter Wigglesworth,



Moss TR Research and Development man. The Spitfire is known as an experimental car, with various modifications including 105bhp engine. This

MOSS
GUEST

car surprised most drivers in that it is genuinely a tight entertaining car, you need overdrive and this alone gives the feeling that it goes. Driving different cars often comes down to feel but moreover to power, the Spitfire had both and in its own right, it is a very complete car. Once again on lapping Castle Coombe the rain comes down by the bucket load and joined by heavy swirling winds. This did alter my driving somewhat and Peter had an uneventful drive. I suspect had it been the morning with dry conditions, I would have driven with more spirit. Moss had this day to evaluate tuning and modifications to road going cars in respect of workability, satisfaction and possible improvements. On the track you

get the feeling the more modified the better and in this respect it can make a test day a farce. Far from this the cars I drove were suited to the road where

we all spend 99% of our time. They were all tractable from low revs, the MG RV8 very refined and congratulations must go to all at Rover for their courage and conviction to bring this car to our showrooms. The TR8 could have made a name for Triumph but at least with the help of Moss you can have a rewarding TR7, a car that want to go somewhere.

Lastly the Spitfire, well after all the work on our famous Quazi Spitfire in Hong Kong and driving Terry's 1500, I like modified cars, it's just the degree that needs addressing and Terry's is spot on.

It's horses for courses and along with all the other test cars on the day including Paddy Hopkirk's Pirelli Marathon Mini Cooper, it makes driving fun and that's where I came in, I did have a 150 mile return journey in the Quattro! ☆



P.S. Thanks Moss for making your business our pleasure. *Bill Sunderland*

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ATTENTION ANY DISABLED MEMBERS

Let me introduce myself:



Y NAME is Ian Smith, I am 29 years young, and I was until three years ago a very active ambulanceman.

Then disaster struck on the 11th June 1991 — I had an accident in an ambulance and incurred a severe spinal injury, which has now left me wheelchair bound. For the first 12 months after my accident, I was not worth living with, all the usual questions:- why me? and such like were pounding through my head, along with the thought that I was never going to be able to do anything again, in fact I don't know how my wife Carol put up with me.

Anyway, about 12 months after my accident, my next door neighbour Geoff, bought himself a 1981 Spitfire to restore as he had owned a brand new one in 1973 (but we won't go into that painful story yet - hey Geoff). When he rolled up outside, I went out to have a look at it and was full of self remorse, saying what a great car it was and I wish I could do it.

This is where Geoff turned around and said — 'why don't you?'. At first I thought he was going a bit loopy, but after sitting me down and telling me just what was available for these cars and it's just a phone call away, and that he would help me in any way he could, that was it, the seed was planted — I started to think positive again and told myself it could be done.

So after searching all the classic car advertisements in all the car magazines I eventually found one for

sale in the Liverpool Echo.

The car cost me £525 so you can imagine what sort of state it was in, but it was running and came with a few spares including a factory hard top. So on the 14th September I became the proud owner of a blue 1977 Spitfire 1500 (thanks to my dad who picked it up and brought it home for me). I joined the TSSC and started going to my local meetings at

about the same time and started to enjoy myself once again. I was taken to some classic car shows at the NEC and G-MEX and saw the standard to which some of these cars had been restored and to my delight some had been restored by disabled people, at last I had found something to strive for. After about six or seven months

of attending our Mersey Area meetings, the Area Organiser, Chris Wright asked me if I would like to become joint Area Organiser with him — so I jumped at this opportunity.

My car is now half completed, unfortunately I can't work in my garage in this weather as it is too cold, but the first signs of better weather and I will be out there. If there is anybody out there who is disabled and would like some help and advice on anything — I

can be contacted on 051 480 3252 almost anytime. . . . And, on a last note, could I just say a big thank you to my wife Carol, my mum and dad, Geoff and his wife Carol, and to Chris Wright and Julia. And last but by no means least to the TRIUMPH SPORTS SIX CLUB, especially to Angie Hill who has looked after me whether it be a telephone query or a visit to Club HQ by Geoff and I. ☆



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TSSC COVENTRY AREA'S

CAR '94

Sunday, 22nd May 1994

A NEW SHOW FOR '94



IT IS perhaps appropriate that the Coventry Area of the Triumph Sports Six Club should play host to a new outdoor car show in 1994.

Coventry was the birthplace of the Triumph and 1994 marks the 35th Anniversary of the launch of the Triumph Herald. It is also 30 years since the production of the Herald Coupé and Courier Van ceased. To be held on Sunday the 2nd May, the **CAR 94 Show** will however cater for all Triumphs and Classic Cars alike. The Triumph Sporting Owners Club, the Standard Motor Club, The Triumph 2000/2500 and 2.5 Register along with the TR Register have all been specially invited to attend.

A number of Autotraders have also accepted invitations to promote their range of new and second hand spares.

Commencing at 12.30, there will be a concours adjudication of all the cars present to determine, in the Judges

opinion, the best on the day, of the following classes.

The Best Herald
 The Best GT6
 The Best Vitesse
 The Best Special
 The Best Spitfire
 The Best Bond
 The Best Guest Car

Owners of the Herald Coupé are invited to join with a convoy of the marque that will meet in the grounds of Kenilworth Castle at 11am and journey to the show.

And, to mark the Anniversary of the Herald, four categories of supplementary Special Awards will be made, at the Judges discretion, to deserving Herald's irrespective of their condition.

These will include judging based on such features as originality, interesting features, historical attributes and tasteful modifications.

A Special Award will also be made to the Herald with the best period

accessories and it's owner(s) in period or fancy dress.

Commencing at 10am and costing £5 per car, the Show should prove to be a real family affair - it is to be held in the grounds of The Shire Horse Centre and Farm Park, just 1 mile south of the historic town of Stratford upon Avon. Located on the B4632, The Shire Horse Centre makes a great day out and will be offering a concessionary entrance charge to coincide with the **CAR 94 Show**. It is an excellent venue for both adults and children.

Complete with an adventure playground the Centre is full of animals, not just horses, you really get the chance to get close to the inhabitants ranging from rabbits through to owls. With Stratford close by there is also the chance to visit the home of the Baird himself.

A date for the diary. Any further information, call Ken and Diana Mulhall on 0926 842739. ☆

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International Concours 1994

Master Class.

This years Master Class is larger than ever, and congratulations are again due to all those who have qualified for it. Having already won their respective classes, these cars are established as among the best in the Club. Now is the time to decide who will be the master of the winners. Be there on July 17th Let battle commence.



346 JOT
7777 NX
957 BAB

BUE 320J
CVG 605H
FMM 714J
GGU 540C
JEL 35H
KXC 202H
LEX 478H
LKO 717 F
MFJ 520G
MFM 821J
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RNU 49G
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Herald Coupe
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Vitesse MkII
GT6 MkII
Vitesse MkI
Vitesse MkI
GT6 MkII
Bond Equipe
Spitfire MkIII
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Vitesse MkII
Herald pick-up
Herald 13/60
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Jeremy Philips
Graham Pole
* John Houghton
Jane Mumford
* Terry Lowe
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* John Tomlin
Mr Ansell
Mr Ovenden
Keith Dungworth
Isabel & Chris Tims
Mr Ellis
* Dave Binnington
Mick Maidment
Darren Humpheson
Felix Schonberg

* = Last year for compulsory entry in the Master Class.

International Concours Rules 1994

Following the publication of the rules of the competition in the May 1993 Courier, the following changes were made for the 1994 competition.

RULE 2. Should read: All cars must be driven to the event.

RULE 6 & 7. To be replaced with a new rule 6.

Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply;

- i Radial tyres.
- ii Stainless steel exhaust, in the standard pattern.
- iii Laminated windscreen.
- iv Seat belts.
- v Any factory available option, correct for that model/year.
- iv Copper/Cupro nickel brake/clutch pipes.
- vii Rear fog lamps.
- viii Upated standard configuration lighting.
- ix Non-original pain materials.
- x Alarm systems.

In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.

RULE 13. The Bond and Special classes are now one class, referred to as Bonds and Specials.

RULE 18. Will now read: Judging will commence at 10.00 and entries will not be accepted after this time. Cars must be available in the Concours arena by 9.45. Once in the arena, cars may not be removed until the end of the event, without the permission of the Concours Organiser.



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COLOURS AVAILABLE (EXCEPT WHERE STATED)
Black, New Tan, Light Tan, Shadow Blue,
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HERALD/VITESSE WEATHER EQUIPMENT

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Exterior Weatherstrips & Clips	Pair £11.75
Interior Weather Strips & Clips	Pair £8.00

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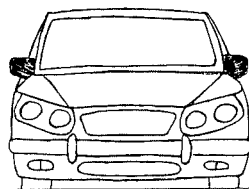
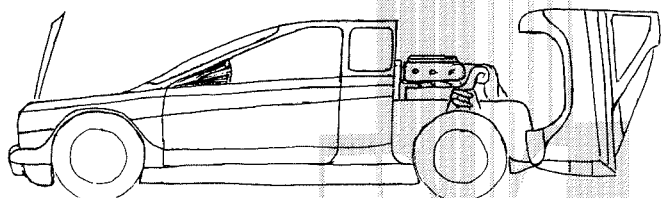
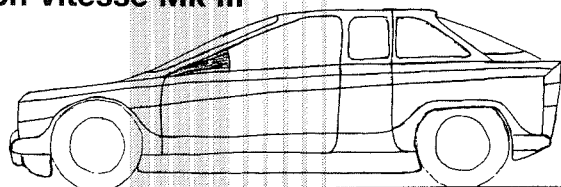
Phone for FREE '94 catalogue
stating model required

THE BMW TRIUMPH VITESSE MK III

John Davies

Now that BMW have bought Rover, let's not be chauvinistic and bemoan the death of British motor

A Vitesse for the 90's The BMW-Triumph Vitesse Mk III



manufacturing. Let's think for a minute, WHY did they buy? The answer is obvious. Rover has several specialist niches in the car market which the mainstream BMW clones cannot penetrate, like four-wheel drive/off road, and **sports cars**. Rover have already brought their MG Blazarus back from the dead, so what is left? Riley (who?), Healey (too up-market) and, wait for it, Triumph!

We cannot wait around for that urgent phone call from Munich; we must be ready. So here are the whole range. So the oriental look of the Vitesse's bonnet and four headlamps, the two door coupe style and the original wheel base, with the nearly straight top deck and side stripe of the Herald range will need to stay. This last is the reason why the Herald range were the last convertibles by any manufacturer that do not look headless with the top down, and will add to the attraction of the Vitesse MkIII.

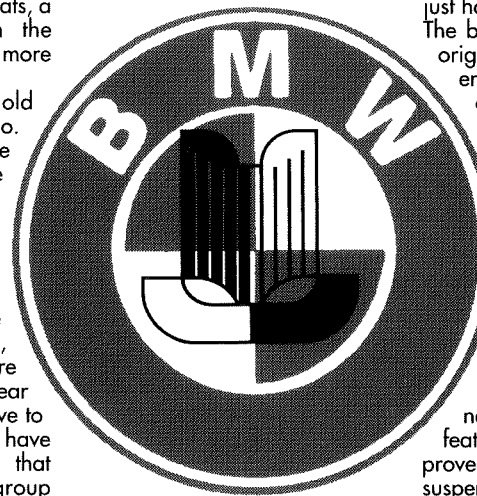
On the mechanicals, the front suspension can go in 'as is'. No one can doubt that the unequal

first design sketches for the new BMW Triumph sports car. What should it be based on? BMW are unlikely to go immediately for a two-seater, out-and-out sports car, they will want to carry their customer base with them. It must have four seats, or at least a reasonable plus two, so that cuts out the Spitfire and GT6. The Heralds and variants are just, well, not sporty enough, so that makes it a BMW-Triumph Vitesse! What are the features of the Vitesse that need to be preserved into it's new incarnation, and what needs to be forgotten? Anyone who has looked at a BMW will know how cleverly and successfully they have built a family appearance into their

length double wishbone, with A/R bar, is the way to go, and the design I will unfold for you is unlikely to leave enough room for MacPherson struts. I would be glad to argue monocoque against separate chassis with the production engineers, when I would point out that we might be talking body variants here, a feature at which the Herald range excelled. So let's keep it for now, if only for old times sake, but specify a GT6 chassis, for reasons which will become clear. What else do we need to keep? Very little, so let's be radical and suggest what should be **different**. For a start, let's get rid of the old rear suspension, and for real performance, specify a mid-

litres, but the whole range is semi-modular, and a half size version of the 4 litre V-12 would be just right. At just over half the length of a straight six, this would leave enough inside for plus two seats, a little more cramped than the original Vitesse, but much more room than the two seaters. For this reason, the old transmission will have to go. You could just bolt the output/input flanges of the gearbox and differential together, but again, this would push the engine forward right between the passengers. It will have to be transaxle, bolted onto the back of the engine, as in, say, a Lotus Elite. All BMWs are conventional front engine, rear wheel drive, so they may have to buy-in this, but they will have noted the non-super cars that have succeeded in this group recently, such as the Toyota MR-2, with this layout. The Elite uses the same Uni-16 transaxle as the Renault GTA, which would give the car that Euro-touch.

This will mean a redesign of the rear suspension, which few people will miss. We have the basics however. Away with that transverse



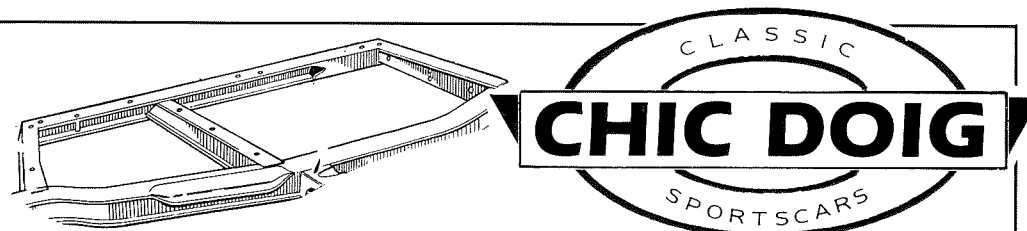
spring and replace it with coils over shockers. Beef up the radius arm into a semi-trailing arm, and make the wishbones into top and

bottom locating links, to give a rear suspension quite without the camber change in roll that presently afflicts us.

Finally, why a GT6 chassis? You just have to look at the illustration. The biggest move away from the original shape follows the mid-engine configuration. To get anything like the original engine access, a backwards lifting rear end that the Metro R200 rally cars will be needed, and the rear overhang must be minimal. So away with the boot and the rear outriggers, and that famous lifting bonnet goes at the back!

So I present to you, the BMW-Rover Vitesse MkIII. A new design with all the best features of its predecessor. Race proved engine transmission and suspension; famous manoeuvrability, accessibility and room for all the family.

Bags I drive the first one! ☆



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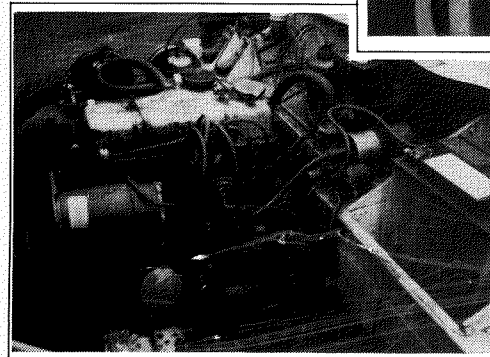
FITCH/494 D21



WE then concentrated on the new all-consuming aim in our lives, to get a divorce from the Sabre Toothed Spitfire, OAF. The divorce courts could not help, so we tried advertising it in the local paper, a good time to sell a sports car in April we thought. Not a bean of a response.

They must have heard of OAF's reputation. We gave up temporarily and went for a brain transplant in order to come up with some new ideas.

While we were thinking we stuck a 'FOR SALE' notice and the price on the car and parked it outside

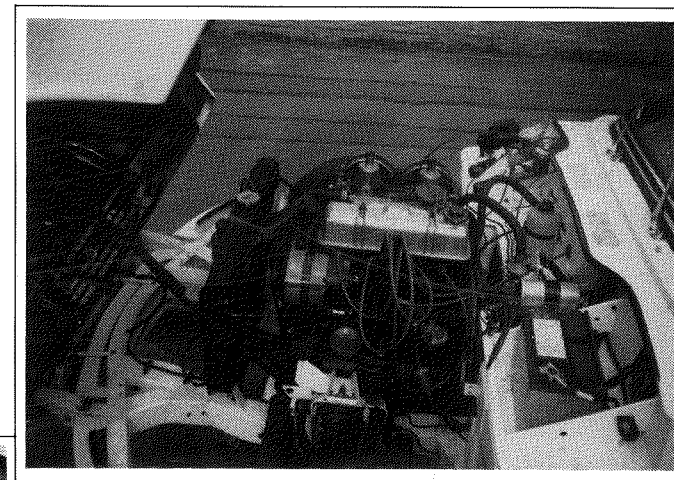


A very rusty and oily engine bay. The house. There are, at least, some advantages in living in the

Norwich answer to the North Circular! Amazingly, the response was phenomenal, people kept telephoning and asking to see it and the chap who bought it never even took it for a run. It did look quite smart with its two-pack paint, with touched-up wheel arches where the filler was splitting.

The chap kept coming around and admiring it and I could see that naive glazed look of excitement on his face that I once had myself. 'He doesn't know what is to come', I thought.

I had not the heart to tell him that he would probably end up in hospital pretty soon with no limbs left, as well as nothing left in his wallet but moths and parts invoices!



Much cleaner engine bay now!

We waved it goodbye and kissed the cheque, no chance of kissing the car and waving the cheque, and haven't had any subsequent sob stories thankfully.

Right. To work on OLKy. We never did decide on a suitable name. Our first task was to fit a new hood that Jenni had kept but never fitted to her old Mk III (which sadly has gone to the great scrapyards in the sky, are you out there EXF 678H?).

Before driving any car any distance I had to get rid of the awful clonks squeals and bangs which were coming from the back end of the car. I (and Nick Gorvin, thanks Nick) stripped the back of the car down. I, ably assisted by David Aspinall of Anglian Triumph Services, then replaced all of the UJs, except one (as there was no play in it) and the rear wheel

THE SPITFIRE THAT BIT! Part II Rob Tarry

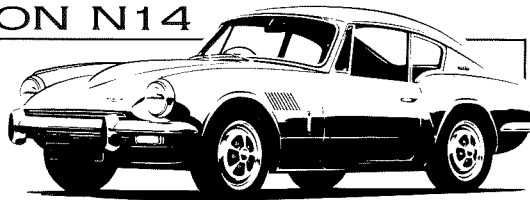
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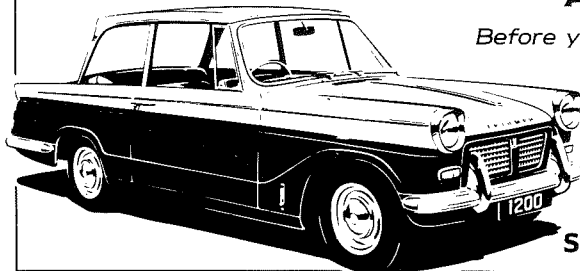
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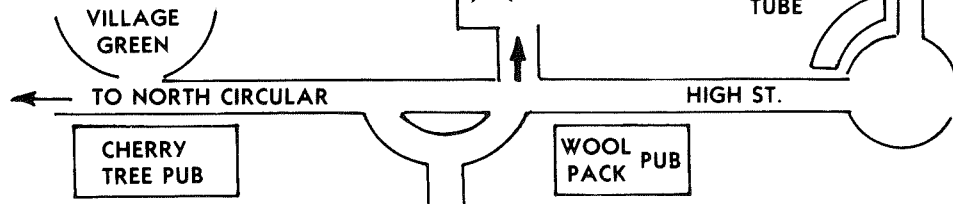
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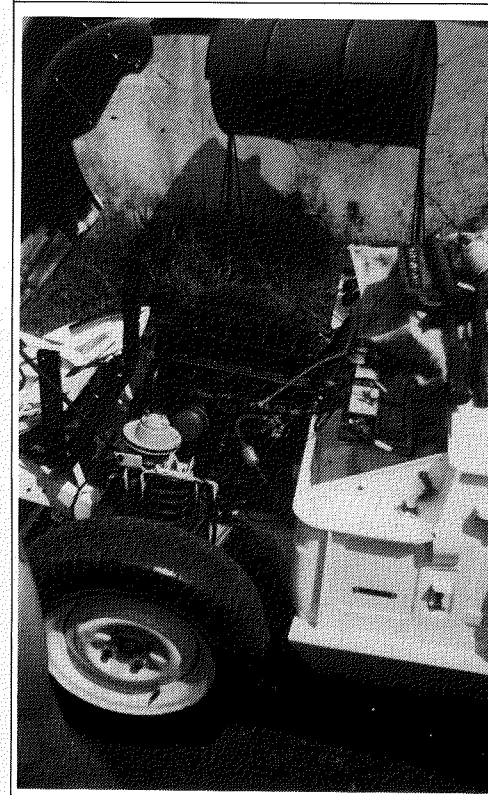


MON-FRIDAY 9.00 - 6.30

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bearings along with the rear shock absorbers. The old UJs that had been recently fitted must have been cheap ones as these were still noisy after installation.



Back on the road in blissful silence I thought after throwing the back end together, assisted again by the now completely ambidextrous Nick. The noise was still there. ****!!! It was the UJ that I had not replaced. Much muttering

Help me Nick! After running round in the car for a few weeks, and revelling in the Rolls Royce style rear end, I began to find out that a few of the jobs done by the mechanic of the previous owner were a little inventive to say the least, and also a little over-generous with the gasket seal. I never did find out what car the fuel pump was from.

We found that an engine runs much better without gasket seal in the oil and water ways. The water pump kept blowing up as it was pumping against a wall of silicone sealer (which did not give way, amazing stuff these modern compounds).

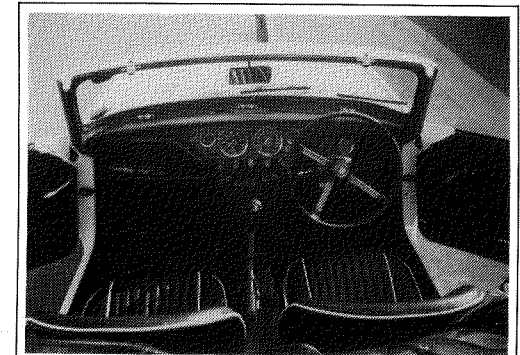
We took a gamble with the car soon afterwards. After converting to 'modern' alternator power, as the dynamo kept overheating at 40mph, we went, in

true Norfolk Area convoy, to EuroDisney which was 'great fun'.

Driving from Zeebrugge to Lille, however, in torrential rain, on the wrong side of the road, with no lights and wipers, was an experience not to be repeated or recommended!!! and something that the children at home should definitely not try.

Great thanks to the 'team spirit' of those with us and particularly to Phil for the use of his boat battery which only just fitted in the battery tray! At least the car did not bite Jenni, so there were compensations. Who was it that wanted an 'alternateur'? I knew I should have bought a new one.

OLK behaved superbly, showing off her shiny new drive train and suspension parts to the friendly Froggies. We had to fit a new 'alternateur' in France which proved excessively expensive, that will teach me to buy second-hand parts of dubious origin. Thanks to National Breakdown, and the French chap who decided that the only way to 'mend' the alternator was to hit it as many times as possible in ten seconds with a large spanner, continually pointing to the red light on his voltmeter and gesticulating wildly. I suppose the reason that he was a qualified mechanic was that he knew HOW to hit it with that particular size of spanner.



Incidentally, trying to explain to a French mechanic that you have converted the car to an alternator and that the wiring may be slightly different is not the easiest of tasks.

He kept trying the wires, looking at the charging light which was permanently illuminated, and rubbing

his chin as well as the now mandatory gesticulations. I suppose that it did not help much that the old alternator had two connections and the new one had three.

In the end I had to connect the new alternator myself as he kept connecting the wrong wires to the wrong place and refused to accept that I had any idea of what I was doing. Still, you can't have everything, I had got the alternator after all.

Our command of French words of a mechanical nature has been vastly increased — funny how most of the words are pretty much the same! Does anyone know the words for 'stop hitting the alternator'? I suggest that you learn them before travelling abroad in a Club car, substituting the word 'dynamo' or any other mechanical part, as appropriate.

We left the convoy, safe in the knowledge that we actually knew more about the workings of old English cars than the whole of the French population put together, and enjoyed the rest of our holiday.

The rest of the week turned out really hot. We were able to park undercover overnight which meant that the hood was never up from the Sunday to the following Saturday — aaaaah! . . . this is what it's all about!

The yellow peril saga seemed so far away and so long ago during these idyllic heady days.

We were so happy that we ignored the amazing oil consumption and small end knocking at any speed over 55 mph.

When we got back, the MoT was looming and those sills looked awfully frail. I pondered as to what would happen if the French mechanic had hit them with his hammer!

We decided to take the car off the road and 'sort it out'. We decided what was required. Front and rear wings, outer sills, diaphragms and doorskins were purchased for both sides and the car was completely stripped to the bare bodyshell.

So much for the spare room. There was no need to take the body off the chassis.



Even the windscreen frame was removed. I cleaned and painted everything that I could off the car and bought new bits if they disintegrated in my hands on removal.

Meanwhile the panels were going on slowly and I continued to clean and paint parts.

I also got a big tin of Gunk and cleaned the engine, bought and cleaned an overdrive gearbox and all of the necessary bits to convert the car.

The doors were the first thing to be done, along with the removal of the outer sills to assess the damage that 25 years of water, salt and general gunge can do to a car. The inner sills were sound but the diaphragms were in need of replacement. The doorskins were fitted and back on the car they went, in the correct position. These were to be the jig for the rest of the alignment process.

There was a bit of the dreaded tin worm in the front part of the inner sill areas which were cut away and replaced.

The front and rear wings were then removed.

'What horrors will lie behind these rust traps' we wondered. The areas were not that bad in fact.

Only a small amount of work being required on the inner wheel arches and the front 'D' plates.

Quite a few rot problems had been caused by copious daubing on of linseed oil putty in areas which had obviously gone slightly rusty and holes had needed to be blocked up to prevent water getting in. The car had obviously belonged to an overexuberant glazier at some time. This had held in the water and caused further rot in the offending areas.

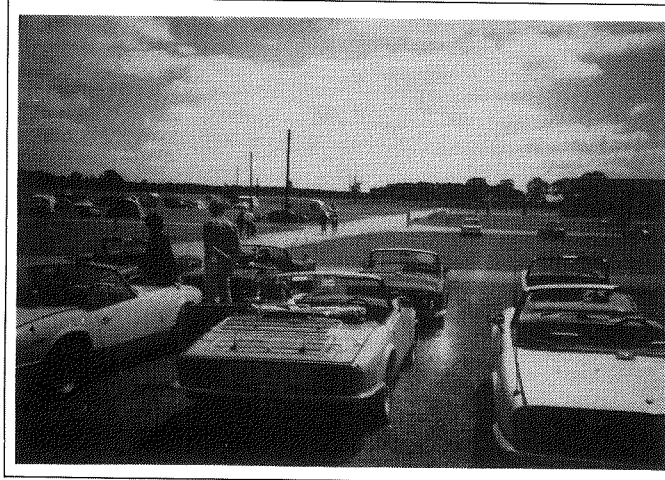
The new front and rear wings were attached and lined up, being careful to align the doors and bonnet correctly prior to the job being carried out. The doors just

missed the bonnet when opening, we must have got the spacing right. . . . We tried the door fit. Why did the door not line up properly at the styling crease with the striker plate on but was fine without? After much fiddling, deliberating and scratching of heads, we decided that the door striker plates would not fit in their current position. The holding bracket was drilled out and the plate was aligned correctly. The door was now right.

Meanwhile, I continued to clean and paint the car. The inside of the boot and floor pans were cleaned, Jenolited and painted with No. 1 and Smoothrite applied in so many coats that the carpets and mats seemed to sit several feet higher afterwards. Nice finish though!

The engine bay was tackled next. Gallons of Gunk, water and a very wet and dirty face, hair and clothes later, there lay before me a clean area for attack. The same could not be said for me!

The front suspension and wheel assembly was removed and painted separately and the engine bay scraped, sanded and burnt back to a reasonable base for further work. Jenolite was then applied to the bay and front chassis area, closely followed by the now familiar No. 1 and 'gleaming' Smoothrite.



The welding was finished and the painting was started. I stripped off the paint with a blowtorch and a wire brush/scrapper, hot stuff in August. Etch primer was applied after sanding and flattening.

Months elapsed, the weather worsened and the car was moved to a lock-up garage without electricity, just me, a car battery and a 12 volt halogen lamp for company (who said this was a doddle?). Small pin dents were then filled, sanded, primed, guide-coated etc etc. This was repeated all through the winter as the rain and snow beat down on the garage, eventually the finish was right.

The doors were removed and Stone-Chip applied to the door openings and to the kick plate areas to guard against over-active feet in later life. The inside of the car was treated with the now customary Jenolite, Number One and Smoothrite mixture, and the welded joints all around the car were sealed with seam sealer.

Finally the car was ready to be painted.

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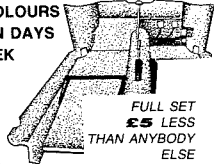
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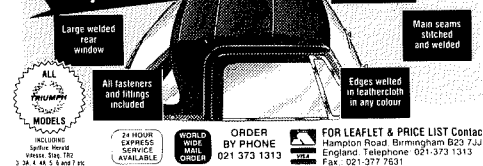
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Tommy the Triumph

THIS WEEK....

DOWN THE NICK

INVESTIGATES....
'REGULATIONS ON VISION OUT OF YOUR CAR'!

REF: APRIL 1994

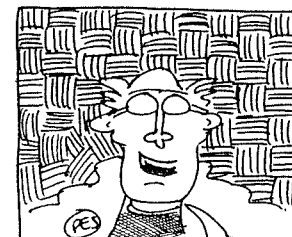
... THAT THE ARTICLE (ABOVE), BY WHICH IS CONSTRUED TO MEAN A COLLECTION OF NOUNS AND ② VERBS...



HEREAFTER KNOWN AS "WORDS"....



HOWEVER, AS A SERVICE TO THE T.S.S.C., THE PES HAS REWRITTEN THE WHOLE ARTICLE, AND IT IS REPRODUCED IN FULL HERE...



NOW I'M ALL IN FAVOUR OF OUR IN HOUSE 'FED' EXPLAINING THE WHEREWITHALL FOR NOT GETTING NICKED....

... INSOFARAS AND NOT WITHSTANDING THE INCLUSION AND ADDITION OF SEVERAL PRONOUNS, ADJECTIVES AND ③ INTERROGATIVE ADVERBS WHICH....

... SHALL, IN FACT, MAKE SOME SENSE, AND THAT THE SAID ARTICLE INDEED...



... (AHEM) KEEP YER WINDOWS IN GOOD NICK!



NO PUN INTENDED, OF COURSE....

... BUT AS A MEMBER OF THE PLAIN ENGLISH SOCIETY (PES, TO YOU...), I FEEL OBLIGED TO SAY....



... STATES IN REGULATION 30, SECTION 2(A) LINE 4 THAT THE SAID COLLECTION OF NOUNS AND VERBS (ETC)...



... MADE ABSOLUTELY NO SENSE AT ALL!



SO KEEP UP THE GOOD WORK, MIKE...



... AFTER ALL, I'M ONLY TAKING THE PES....!!

CLUB SERVICES 1994

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The following services are available from the Club Headquarters

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£29.00 UK £30.00 EUROPE £34.00 OVERSEAS

RENEWALS

£27.00 UK £30.00 EUROPE £34.00 OVERSEAS

TSSC REGALIA - MAGAZINE BACK ISSUES

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FAX (0858) 431936

TSSC OFFERS HOTLINE

Tel: 0858 434424

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MAGAZINE COPY DATE

All magazine material must be received by the 15th of the month prior to month of publication
DEFINITION OF DEADLINE — Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance to the deadline.

TSSC Main Street, Lubenham, Mkt. Harborough, Leics.
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TSSC ACCOUNTS

Underland (Club Manager)
Lubenham, Leics. LE16 9TF

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

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Chris Longhurst, 30 Shannon Close, Grove, Wantage, Oxon. OX12 7PT.

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Vicki Benson, 'Courier Cottage', 78 Barley Mow Ln, Catshill, Worcs. B61 0LP. Tel: 0527 877059.

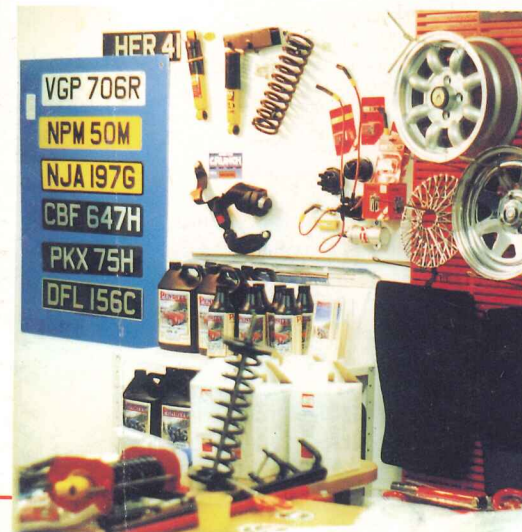
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• COME AND VISIT THE • Triumph Sports Six Club



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