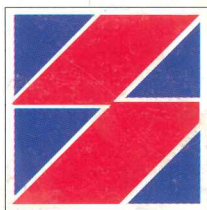
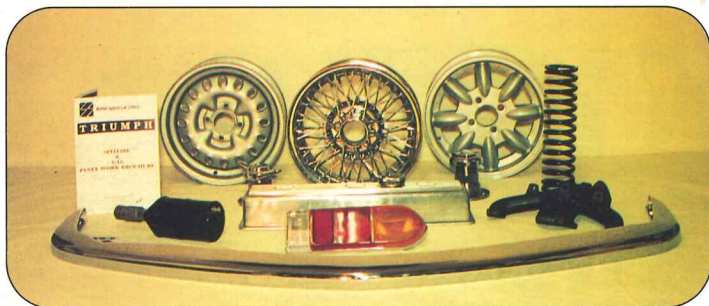


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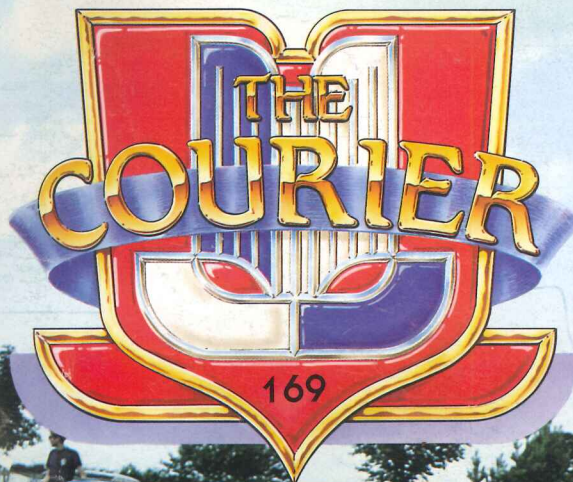
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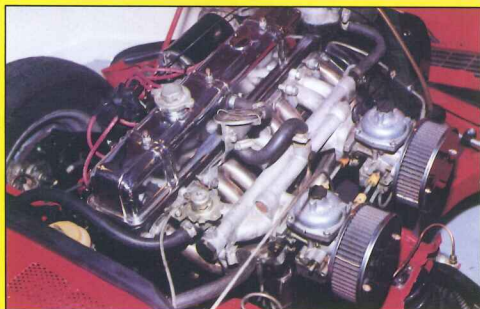
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL. 15 No. 169 JULY 1994
Price £1.50 Free to Club Members

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Main Street, Lubenham, Market
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TEL: 0858 434424
FAX: 0858 431936

H/Q open between
9am - 5pm Monday to Friday
9.00am - 1.00pm Saturday .

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OFFICE MANAGER

Trudi Squibbs

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Angie Hill

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS ADMINISTRATOR

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TSSC OFFERS CO-ORDINATOR

David Hill

COURIER MAGAZINE

EDITOR

Bernard Robinson

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COUNCIL MEMBERS 1994

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

For a full list of TSSC Officials see page 82

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Cover Picture,
TSSC International
Weekend '93'.
Photo:
Pete Williams.

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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 and cannot accept any liability for erroneous or misleading information found therein. ★

T.S.S.C.



Calendar

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

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

TSSC ORGANISED EVENTS 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

16/17 SAT/SUN - CLUB STAND BY SCOTLAND LOTHIAN AREA, S.A.V.E. RALLY, Dalmeny House, South Queensferry. Contact Ian Robertson 031 5391402

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

15/16/17 FRI-SUN

TSSC INTERNATIONAL WEEKEND. STAFFORD - SHOWGROUND. CONTACT CLUB HEADQUARTERS FOR DETAILS (0858) 434424

17 SUNDAY - UXBRIDGE ROTARY CLUB CAR SHOW, Club stand by West Middx Area. Contact Bob Rowland 081 561 0671

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

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

AUGUST

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

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

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

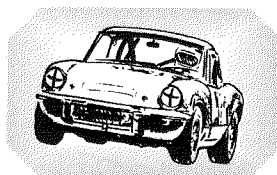
12-14 FRI-SUN - WITTON CASTLE CAMPING WEEKEND, Convoys, Gymkhana, Informal Concours. The N.E. Year's Event - Be there! Contact Graham Holt 091 371 1577.

21 SUNDAY - ANGLIA TRIUMPH SHOW, for all Triumph cars, extended Concours - extra TSSC Classes, Traders and Autojumbler free, Shelford 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

27/28 SAT/SUN - CLUB STAND BY WILTSHIRE WEST AREA at the Wincanton Classic Car Show & Autojumble, Wincanton Race Course.

TSSC CHAMPIONSHIP RACE DATES



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

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 TSSC INVITED

JULY

10 SUNDAY - TRIUMPH SPORTING OWNERS CLUB 30TH ANNIVERSARY RALLY & CONCOURS, at Tatton Park, Cheshire. Contact Malcolm Greenly 0922 478039

18/22 MON-FRI - 1 WEEK COURSE ON CAR RESTORATION, Contact Loughborough College 0509 215831. Course cost £190.

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.

19/21 FRI-SUN - HEALEY INTERNATIONAL SPORTSCAR WEEKEND, Royal Agricultural College, Cirencester, Glos. Contact Jim Palmer 0329 289568

20/21 SAT/SUN - BRITTANY BRITISH CAR CLUB PRESENT X1 RENCONTRES BRITANNIQUE DE VEHICLES 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.

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

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

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

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.

OCTOBER

29 SAT - 5 NOV SAT - RALLYE DU MAROC CLASSIC 1,500 Kilometer route, 50 places available.

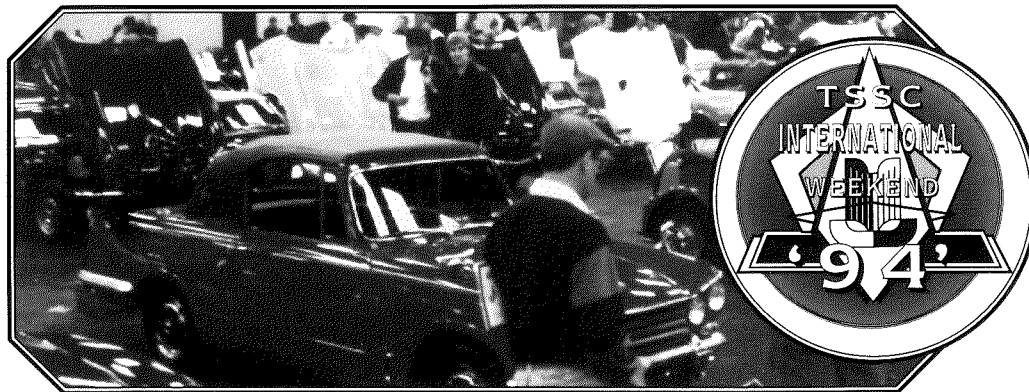
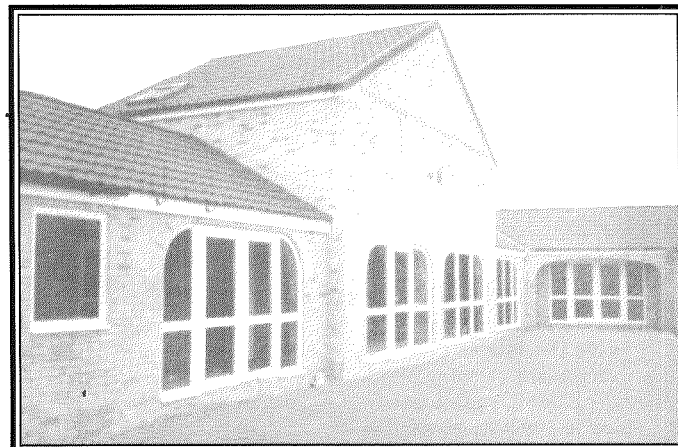
Bill Sunderland

"Comment"

NEW SHOP OPEN

The Club Headquarters has just completed it's internal refurbishment and our new building is now open. Dreams have become reality, the TSSC Offers and Regalia Departments now have an excellent environment for you, the member, to see just what we have on offer.

The development work has taken eight months to build and the comments so far from members who have visited the HQ have been overwhelming, specifically their amazement at the size of the new buildings. Much is still left to be completed in other areas but you really do have a headquarters to be proud of and enjoy. Every member should endeavour to make at least one trip to sample HQ life. We are currently preparing a pull out souvenir brochure which will be sent out with the Courier shortly, depicting the overall atmosphere and facilities that are now available.



INTERNATIONAL WEEKEND

What more can I say, summer is here, Triumphs head for Stafford, let's see you in your thousands on July 16/17th. The estimated attendance will be 5,000 members. I'm sure you will do the Club proud!



AREA DRAW

The winning area for Junes draw is **No 158, HUMBER.**

Congratulations. Simon, please contact Trudi at HQ to arrange how you would like your vouchers to be sent. We now have 30 areas registered, any other AOs wishing to join should send their forms to Annis Green as soon as possible.

WOULD THE ELAN AND SPITFIRE SELL TODAY?

We are concept designers and prototype builders. We are writing to ask your members if there is a demand for a replica S4 Elan or Spitfire 1500 in 1994.

For the Spitfire we have sourced most original new parts except the chassis, which has a deeper backbone for torsional rigidity. This had led to improving the rear suspension which is now double wishbone, with cast aluminium uprights. Differential is Ford Sierra. The floorpan and bulkheads are GRP composite with carbon fibre and steel outriggers. This same IRS is used on the Elan.

The price is:-
ELAN; £11,800 fully built (minus hood, engine, gearbox and paint).
SPITFIRE: £8,800 fully built (minus hood, engine, gearbox and paint).
Possible engine/gearboxes include Ford CVH or Pinto, Vauxhall Chevete, Ford,

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CLASSIC CAR TOUR "ON THE BEACHES" 21st August 1994

The Hants & Berks Motor Club is organising a Classic Car Tour in August of this year. It starts and finishes in Woodley, at the Museum of Berkshire Aviation, going to Southsea Sea Front, where the cars will join one of the largest American car shows in the South, organised by the Portsmouth Compass Car Club. The route home will be via Southwick (the D Day village) and the Meon Valley. There will be a barbecue to finish.

For more information contact the Publicity Officer: **Pam Roper at 33 St Paul's Gate, Wokingham, Berks RG1 1 2YP. Tel: 0734-787684.**

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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.

The Courier Index Volume 14 addendum.
Researched and Compiled by Peter J Williams.

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Over the last few seasons I have seen and taken part in several convoys and it has occurred to me that very few people actually know how a convoy works. Many years ago I produced a booklet which was circulated to all Area Organisers and potential convoy organisers laying out guidelines for running convoys.

I thought it would be worthwhile to repeat it in this column for a wider audience. If you do not have a copy of the booklet and you wish to have one, please send me a stamped, addressed envelope and I will send you one. I do not intend publishing the Legislation in The Courier but it is part of the booklet and is available on request. So here it is:

Firstly, what is a convoy? There is no legal definition of a convoy but the Oxford Concise Dictionary defines it as the Act of Conveying; protection; escort for honour or protection. This isn't very helpful either.

A convoy is generally held as a number of vehicles travelling together in a procession from one given point to another given point. There is no minimum number and no maximum number. It should be borne in mind that the larger the number the more difficult the act of conveying becomes. It may be held that any number of cars from two upwards travelling together constitutes a convoy.

Many of you will be old hands at convoys and will tell stories of convoys with hundreds of cars in them, some of you will wonder what a convoy is all about. This booklet is aimed at both the experienced and the inexperienced. Whilst not trying to teach you to 'suck eggs', I hope that it may reinforce the safety of future convoys.

ARRANGING A CONVOY:

This is usually the easiest part of conveying but the most ill-prepared. You will, of course, need a start point. This must be somewhere where you can safely marshal your convoy into its correct order without being a danger or cause obstruction to other road users. The amount of room you will need will depend on how many vehicles you intend to convoy. Usual places are car parks; these are usually both safe and spacious.

You will, of course, need a destination. Again this must have plenty of room for your convoy to park and if you intend to start a homeward

convoy from your destination, you will need room to marshal the return convoy. Your convoy should always aim to finish off the road.

Now that you have a start and end to the convoy, you will, of course, need a route between them. The route need not be the shortest distance but must bear in mind types of road, roundabouts, traffic lights etc. All of these features are potentials for splitting the convoy up. Plan your route very methodically and carefully, to avoid as many places as possible where the convoy would be split up.

Once you have got the planning right there is one more thing which you must do to comply with the Law. All convoys MUST be notified to the Police in writing at least six days in advance. The convoy organiser will become legally responsible for the convoy and the ways it is run under the Public Order Act 1986. If you do not inform the Police, the organiser and every convoy member all commit offenses. An extract of the Legislation is set out at the back of this booklet. You must notify the Police Station at the start of the Convoy, giving the start date and time, route and destination. You must also give at least one of the organiser's names and addresses.

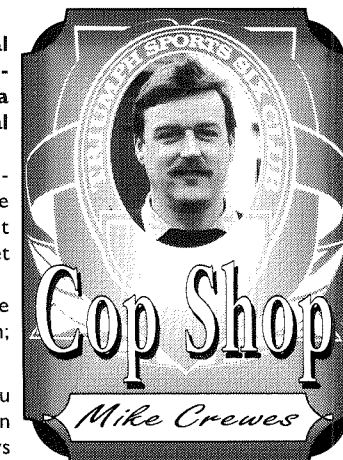
FORMING A CONVOY:

The convoy leader should be someone who is experienced in convoys and who is thoroughly conversant with the route. He or she should also have a co-driver who is willing to assist in leading the convoy. The rest of the convoy should be formed up in their order with the slowest cars at the front and the faster cars at the back. It should be borne in mind at this point that a driver's ability will also play a part in his cars speed. A slow driver and a fast car will remain a slow driver.

Each car on the convoy should be given a route card, i.e. a card or piece of paper with route directions on it. If a car gets lost, it may continue using the route card. At the very least it will give the drivers confidence and allay their fears about getting left behind.

It is very easy to forget the proper rules of the road, in favour of some all powerful 'rules of the convoy' or 'must stick together' syndrome which may lead to following cars either travelling too fast or driving too close to each other. This should be avoided at all costs.

Once the order of cars is set, it shall remain the same order for the whole journey. If you have more than about ten cars and no Police escort or assistance, consider running two convoys. If you have access to Citizen Band radios, these can help tremendously in running a convoy, if the lead and tail are in radio contact. You must abide by CB rules and legislation.





SPITBITZ



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Bonnets MkIV & 1500 from	£75
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Hood frames	£45
GT6 or Vitesse engine, good	£95
Seats per pair, from	£25
Driveshafts MkI, II, III only	£25
Bootlids, MkIV & 1500 from	£20
Front suspension units complete, includes suspension units complete disc, hub, spring and shocker, only	£25
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Propshafts, all models, ngn overdrive	£10
Lights, MkIV, 1500, GT6 III rear	£5
Door glass	£8
Petrol tanks	£15
Knee pads per pair	£5
Bumpers MkIV, 1500, GT6 III from	£25
Manifolds, inlet and outlet from	£15
GT6 exhaust manifold, SPECIAL	£15
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Herald/Vitesse boot lids	£15
Window winding gear, SPECIAL	£8
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RUNNING THE CONVOY:

The speed of the convoy must be dictated by the speed of the slowest car. If someone starts getting left behind then slow up. A driver driving beyond his or her own or their car capabilities will put the whole convoy in danger by risking an accident. Keep to speed limits, this is not only a legal requirement but will give all the drivers a chance to relax a little.

Each driver should be aware of the car behind him and should keep it in sight the whole time. If the car behind is hanging back then the car immediately in front of it should slow up, this will eventually work its way up the convoy to the front and the leader should slow up.

If the car behind stops or disappears from sight, then the car in front of it should stop, again this will work itself up to the front and the leader will stop. When you stop, always find a safe, unobstructive place to pull in and bear in mind how many other

cars will need to stop there.

If the convoy turns off, then the first and then following cars should wait at the junction in turn to make sure that any convoy cars behind see where the turning is. Whilst a car is at the junction waiting, the rest of the convoy should stop at a suitable place along the road. Once the cars behind have caught up, the convoy may proceed.

If you need to stop for an emergency or any other reason, flash your headlights several times at the car in front; he will in turn flash his headlights. If the car behind flashes his headlights, flash your headlights at the car in front. This way the signal will eventually reach to convoy leader who will stop the whole convoy in a safe place. Do not flash your headlights unless you want the convoy to stop.

COURTESY:

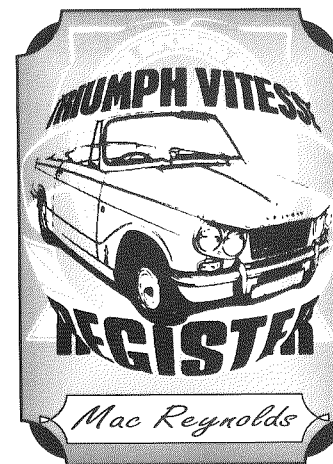
Remember that a convoy of similar cars attracts attention, particularly from the Police who may be monitoring your progress along your

route. It is essential, therefore, that all the convoy members drive properly, courteously and safely. Do not jump a set of traffic lights in order to keep up, the convoy will wait for you. Remember that you are not exempt from any Legislation.

The convoy will probably be travelling much slower than other traffic on the route and other traffic may wish to overtake. If other vehicles do wish to overtake they must be allowed to do so safely. Do not follow the car in front too closely and allow an overtaking vehicle into the convoy if the needs a space. If he has an accident overtaking you, you will probably be involved as well. Whilst you are convoying you are representing the Club, please bear this in mind and continue the good image that the Club enjoys.

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

Hi! ... Welcome to this months pre-Stafford Register ... I can't wait to see all of your wonderful Vitesse!! ... So it's rather apt to have as the first feature this month last years winner of the 'Modified Class' ... a white MkII convertible ... KXC 202H ... She was lovingly brought back to life over a period of six years by her owner ... Mike Ward (Walsall) - a joint project with Mikes' brother Dave). ... Mike outlines the progress in his letter ... "All progressed well, with chassis welding, new bushes all round, engine recon., diff. recon., new rear spring etc. ... In



... I have been privileged to see the 13/60 that Humphrey previously restored (featured in the March edition of Practical Classics) ... so I can assure you all that 'Vic' will be excellent when completed ... Well done Humphrey ... so many of you out there put me to shame ...

I will start the rebuild of my Saloon one day! (I am gathering bits and pieces for her!) ... I did spend a complete day recently (a wet Saturday!) in the process of getting my wipers to operate ... they died a death the day before on a 100 mile round trip to Exeter ... in the pouring rain! (why does it always happen that way?) ...



18 months we had an immaculate rolling chassis, ... then came the dreaded bodywork. The bonnet was excellent, the bulkhead not too bad, ... the rear body an absolute nightmare! ... The next quote I have to highlight! ... "But we plodded on steadily ... never giving up, we were beset with inconveniences such as a new baby, new bathroom, kitchen extension etc!!!" ... Anyone involved in a rebuild must relate to these words ... I know exactly how you must have felt Mike ... (I find work the biggest inconvenience ... but as you all know ... It's a case of "I owe, I owe, it's off to work I go!") ... But seeing the completed Vitesse, it shows what can be achieved with perseverance and determination (and a genuine love for the Vitesse!) ... Well done Mike! ... See you shortly ...

The second feature I have mentioned in a previous register (somewhere!). This is a confirmed genuine Vitesse Estate (known affectionately as 'Vic') registration number EBW 65J, chassis number HC56834DLO, first registered on the 11th December 1970, and belonging to Humphrey Whitcher (Cambridge) ... who is at this very moment restoring 'Vic' to his former glory

Anyway the next day it was a priority to get them working again ... I started as I thought in a methodical fashion, fuses checked ... OK, all connection checked ... OK ... The switch maybe? I replaced this with a spare ... No joy! ... Tested power to the motor ... (with a simple bulb tester) ... OK ... So it had to be the motor ... Wrong!! ... Read on ... After searching many spare parts boxes ... I discovered that I had no less than five spare motors to choose from ... It's a simple 10 minute job to remove the three securing nuts which hold the motor in its housing on the bulkhead.

These removed ... undo the large nut connecting the motor to the flexible drive housing tube ... This done, the motor complete with the flexible drive cable can be withdrawn ... This I did (several times!!!) ... On reversing the procedure ... the motor would

raining ... An interesting fact that I discovered was that different models (due to the wiper spacing) have different wiper motor drive cogs ... Earlier ones are marked 1300, later models (MkIIs) with the wider spaced wipers are marked 1600 ... The cogs can be interchanged ... (that is why with some motors I was only getting half the screen wiped) ... You learn something every day! I also learnt that there were two different types of wiper/washer switch fitted; there is no reason known for this ... (I had both in stock!)



sometimes work ... a couple of times then stop! ... Other motors would only wipe half the screen ... I finally discovered ... after much thinking, frustration and tearing of hair! that it was in fact a well worn wheelbox (it would spin when in place on the car ... but when removed it was evident that it was well past its best ... positively slopy! and jamming under pressure ... The removal of a spare wheelbox (from Tessa) and the subsequent fitting to

NCO proved to be slightly awkward and time consuming (not a lot of room behind a dash to swing a spanner) ... Eventually all was well again ... but by this time ... Yes, you've guessed it! ... it had stopped

used non-original (Ford) seals ... They are larger, so fit tightly between the quarterlight and door ... (so I didn't remove the quarterlight and fit with clips in behind) ... I started by pushing off the old clips holding the seal to the door with a screwdriver (you will have to remove the door trim to recover these from the inside of the door). The new seal is then offered up and cut to size, as it is moulded around a metal strip a hacksaw is required.

A very small amount needs to be trimmed off the top of these particular seals around the quarterlight area. It's then just a matter of fixing the seals in place with half a dozen clips each side ... No problem if you have the correct clip fixing tool (see diagram). The clip is placed in the jaws of the puller (best held in place with blue tac or similar), passed into the door aperture (easiest at the lock end) and the clip pulled up and onto the seal/door ... whilst holding the seal/pressing it down into position ... the tool for fixing the clips is available from SW Classics ... priced £5.50 including post and package ... or see Stan at Stafford ... where he will have them on sale ...

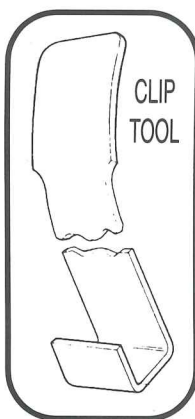
The seals are available from your local Ford Dealer (a la ... MkIII Cortina!) priced at £4.50 plus VAT ... (Part No 605 1692) and clips at 8p plus VAT (Part No. 601 4764) ... see diagram for the slight size difference ... The Ford ones being larger appear to actually do a better job ... and they certainly don't look out of place ... Well that wraps it up for this month ... Hopefully see you all (as many of you as possible!!) in a few days time ... Don't miss it ... you'll only regret it ... and every extra Vitesse ... makes it more of a special weekend ...

Thanks ... Take Care ... Cheers ...

P.S. Thanks to Stan at SW Classics for the demonstration model (F.O.C.). ☆

... The whole procedure was one that you approach with much trepidation ... but after removing and replacing the wiper motor once ... you realise that there is indeed ... "nothing to it" ...

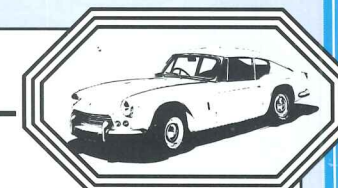
As was the case when I finally came to fit my door glass seals ... Yes!!! I have eventually got round to doing it (another wet Saturday morning) and believe it or not it only took me half an hour to do both sides ... Although I have to quickly add that I did cheat slightly ... due to the fact that I



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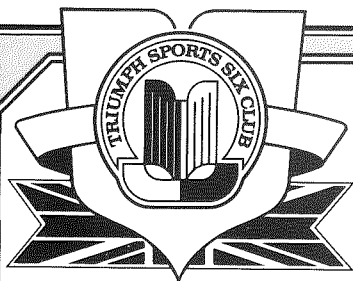
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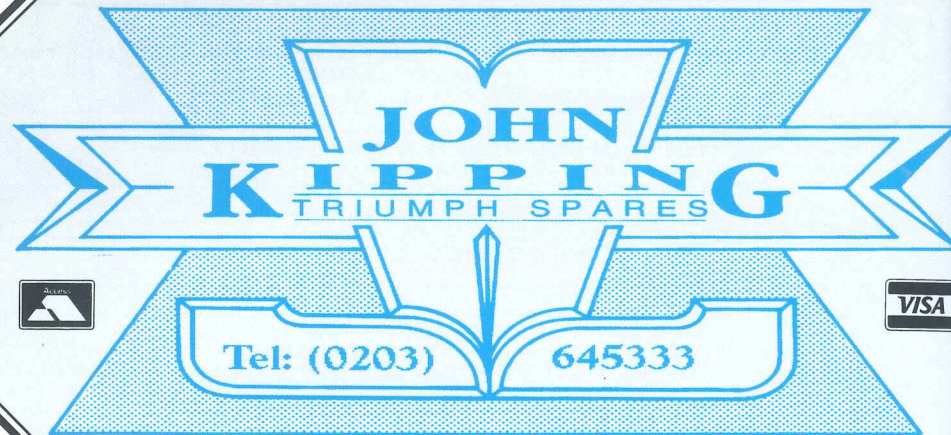
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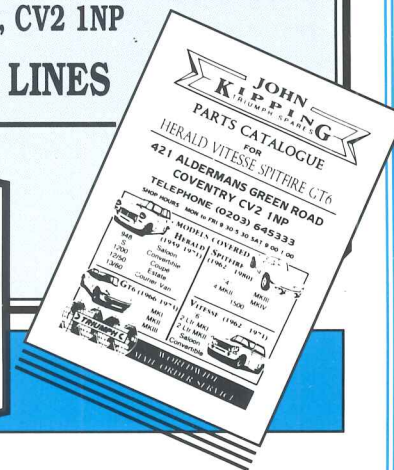
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Apologies for the late arrival of our 1994 catalogue. We have experienced a few problems — mainly the removal of our computers at dead of night by some most unwelcome visitors, not once but three times, and insurance companies suspending cover until we carried out major building and alarm work. The end result is that we are 4 months behind with catalogue production.

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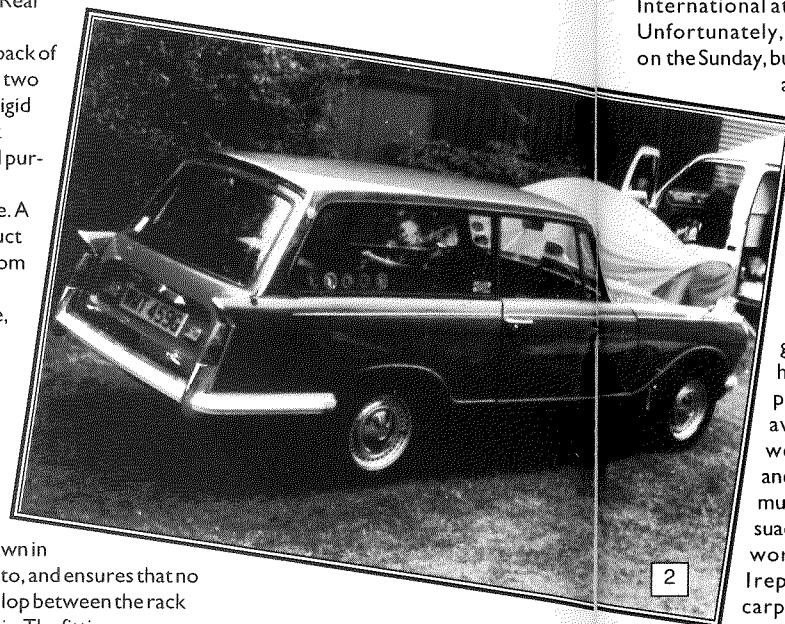
On the first day of this year's SEM, I picked up a film from the chemist and, by strange coincidence, the first two pictures were of the SEM 1993 Best Herald award winner.

I'm afraid I have no record of the owner's name, but the car was a real cracker. It has been in the un-named family since new and covered over 130,000 miles. A couple of years ago it underwent a thorough rebuild retaining as many of the original parts as possible and was resprayed in the original grey using two-pack paint. The car is still in everyday use but maintained in perfect condition and I had no hesitation in choosing it for the award. As a matter of interest, Dave 'Member of the Year' Beardsley also owns an estate car with a registration number in the same series - WMT 712G.

PHOTO 1:
WMT 459G Front 3/4 view

PHOTO 2:
WMT 459G Rear 3/4 view.

Also in the pack of photos were two shots of the rigid steering rack mounts that I purchased from Triumphtune. A similar product is available from John Kipping and, I imagine, some other suppliers. It completely replaces the original rubber mountings and U clamp, as shown in the third photo, and ensures that no play can develop between the rack and the chassis. The fitting procedure is the same as for the standard items using the normal torque settings, i.e. 14 to 16 lbs. ft.



I hope to see many of you at the International at Stafford. Unfortunately, I can only attend on the Sunday, but I am booked to do a stint on the

Technical Desk for a couple of hours. So please come and say "Hello", have a chat or even tell me where I'm going wrong! My plan to get the 2.5 going for the event has fallen apart partly due to the awful weather we've been suffering and 'er indoors who must be obeyed 'persuading' me to do some work on the house. I repair holes in the carpets with a blob of filler or a bit of welding. ☆

PHOTO 4:

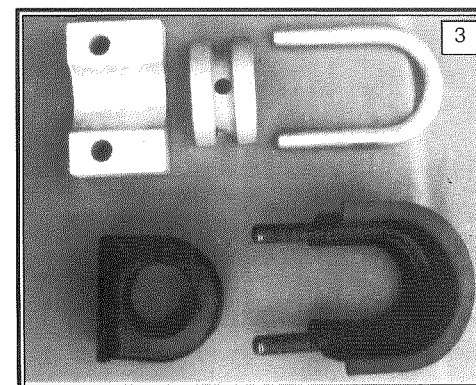
Rack mounts as fitted.

It is possible that you will find a slight increase in road noise when these items are fitted but it is reckoned by many that the conversion results in taughter handling. It is perhaps interesting to note

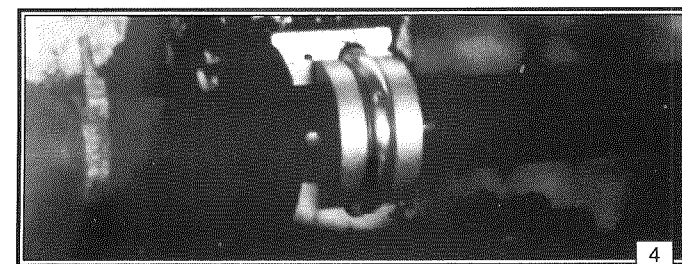
that very early Heralds had just this kind of rack mount and I can only assume that it was superseded by the rubber type to reduce noise levels. Does anyone know any different?



PHOTO 3:
Triumphtune rigid rack mount components versus the originals.



(Phil has asked me to point out that another benefit of solid rack mountings is that they don't perish like the rubber units and there is now also a neoprene version available from Chris Witor as well. See Mike Crewes Cop Shop (June issue) regarding these points Bernard ED).



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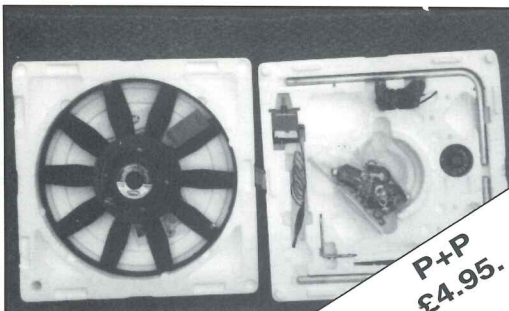
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Due to the unprecedented demand for second hand spares, following last months advert, I have convinced (bullied) Dave (the boss) into letting me continue with my crazy pricing scheme for a further month.

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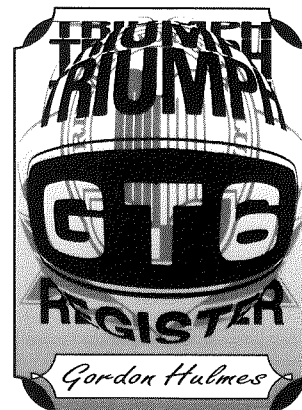
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You may recall that last month I pointed out that Triumph recalled a batch of MkIII GT6s in early 1972 and that I was interested in finding out if there was cause for concern for the safety of any that had either

and the brake flexi-pipes. Tony Butler has provided a copy of the original Service Action Instruction (the document sent by Triumph to all its dealers detailing the modification to be made). SAI - 27, received by dealers on 4th February 1972, applied to the following GT6 MkIIIs: UK vehicles up to commission no. KE 11904, USA up to KF 11390 and Sweden up to KG 11906.

The main details of the modification to these vehicles, as advised by SAI - 27, are as follows.....The modification is to eliminate a possibility of the rear wheel arch flanges contacting the brake hoses when the rear suspension is in the full 'bump' position.

Procedure of modification:-

Referring to illustrations, re-shape the rear wheel arch inner panel flanges on both sides of vehicle to condition shown in Fig. 1, by turning flanges in-board through 90 degrees from the vertical plane (dotted line on Figs 1 and 2 show original position of flanges).

Re-shaping of flanges should extend over a distance of approximately 127mm. (5"). Note: The flange re-shaping line is controlled by the rear seat pan panel flange, shown in cross section A-A, Fig. 2.

Coat the inside of recess now formed on in-board side of flange with underseal or similar body protection.

In conclusion, if you own a GT6 MkIII with a chassis number prior to those listed above, check your rear arches. There is probably little risk of the arch actually damaging the pipe but S G Beers did notice a



missed the recall or for any that had subsequently been restored to pre-recall specification.

S G Beere (sorry, I don't know your first names) has given me details of the recall. It was, as stated last month, to do with the rear arches

marking of the pipe at the time of the recall. If your car has been restored it is unlikely that the recall modifications will have been replicated so play it safe. Triumph would not have gone to the expense of a recall for nothing.

I got a telephone call this month from the owner of what would become the oldest MkIII GT6 on the register - although not for long. I was actually reading the details of KE 116, which its owner Paul Cattrell had sent following his phone

call, when the owner of KEI telephoned me. KEI, the first MkIII GT6 was the actual car that was shown in the Turin Motor Show.

Unfortunately, details of KEI did not arrive in time for this month's article but here are some details of the oldest MkIII on the register at this point in time - KEI 16.

Paul bought BCX 170K in February '93 after the previous owners had spent large sums of money in keeping it out of the breakers. As you can see from the photo the car now looks smart

but Paul admits to being astonished at the general poor quality of the 'professional' restoration. Areas he is most displeased with are the wiring, which seems to have been bodged to pass various MOTs and one floor pan which was so badly repaired that the seat slider has become distorted.

Paul is hoping to correct these defects when time and money allow and is opting for a rolling restoration as he fears he may lose interest if he strips it down (I know the feeling).

BCX has a number of quirks that maybe someone out there can answer; Firstly the chassis number seems concurrent with it being the sixteenth MkIII (engine number KE 83 HE, body number 0023 KE) but why wasn't it registered until 1972 - was it used by Triumph? Secondly it has a MkII style column overdrive switch - was this original or another bodge? One of BCX's previous owners was a TSSC member because Paul found a couple of old stickers in the car, if anyone knows anything about its history, I'll

forward your letters.

Finally, I have been asked on a number of occasions for a list of magazines containing arti-

Fig 1:

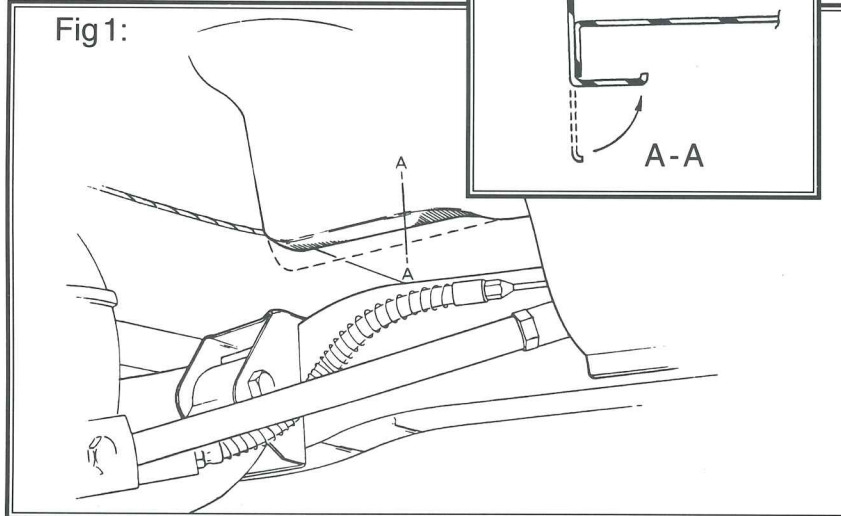
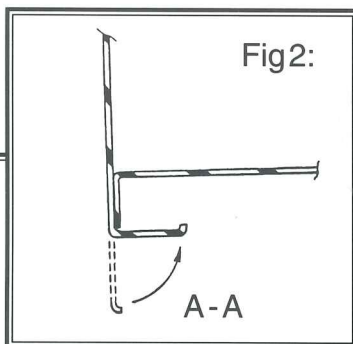


Fig 2:



cles or advertisements of GT6s. With the auto-jumble season here again, it would be nice to have a shopping list.

If you know of any such magazines, ancient or modern, please let me know the title and date so that I can publish a list.

Thanks to S G Beere, Tony Butler and Paul Cattrell for your contributions and don't forget if you have an early rototflex MkIII, check your rear arches and brakepipes.

Byefor now. ☆

SAT 23rd JULY

TRIUMPH AUTOJUMBLE

The 3rd grand "Triumph Only" Autojumble to be held at the workshop premises of Southern Triumph Services, (11A Stamford Road, Bournemouth, Dorset). Doors will be open at 8am until everything has gone (hopefully around 6.30pm).

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Rear wheel arch, MkIV/1500	£29.37
Front inner arch	£29.37
Rear arch, all cars (BL)	£23.50
Her/Vit door skins	£36.00
Her/Vit outrigger (under boot)	£12.00
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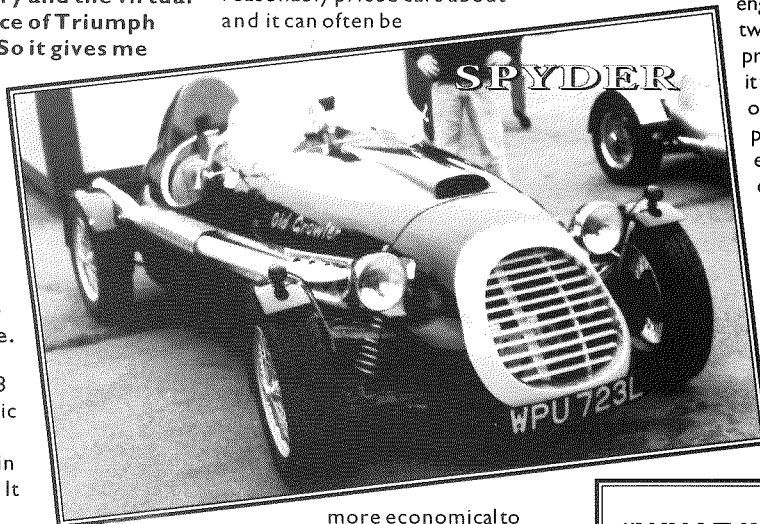
IT'S GOOD NEWS TIME

I have recently bemoaned the state of the kit car industry and the virtual disappearance of Triumph based kits. So it gives me particular pleasure to bring you some up-beat news from one of the newer players in the specialist car game.

The Type 48 made its public debut in this very column in August 1991. It was Spitfire-based with looks loosely modelled on the 1948 Ferrari 166 Corsa Spyder and reaction was such that its creator, one Alan Hooper, felt moved to turn what was a one-off special into a fully productionised kit car. During the subsequent years Alan has not only been selling his Spitfire-based kit to discerning customers but developing his Type 48 concept. He has

joined forces with Rob Askew who has been involved in several kit car projects previously. I'll let the two of them tell you where they are today:

"There are now three versions of the Type 48, all use the same bodysell, the only real external differences being the track dimensions. The Spyder, introduced in 1991, is Spitfire-based, giving it the advantages of a low cost, single donor build and easy registration (re-bodied Spitfire). There are still plenty of reasonably priced cars about and it can often be

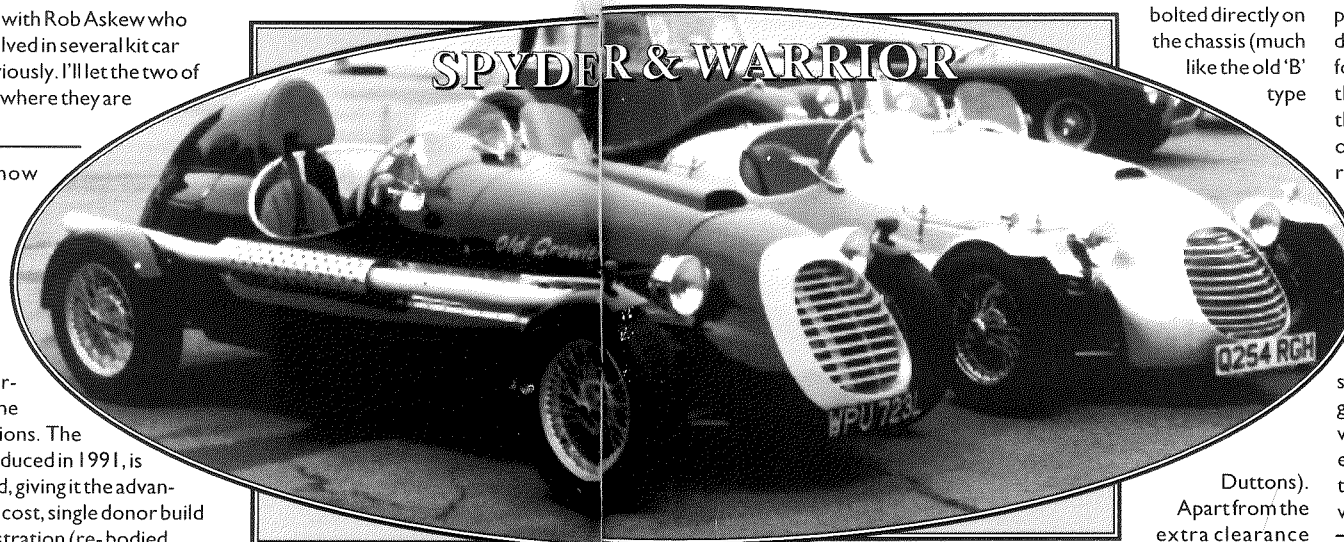


SPYDER

more economical to build a Spyder than restore a badly corroded Spitfire. Whilst it's not easy to give an exact figure for build up costs, with prices of wheels, tyres, engines etc., varying so much, a sum of around £3,000 to £3,500 would be a fair average for a completed car. We try to help customers as much as possible here by offering items such as spoked wheels at cost. Although, so far, most cus-

tomers have used the Spitfire engine, the Fiat twin-cam is also proving popular, it fits easily and offers a good power increase even in standard spec. We're working on a new Spyder demonstrator at present, it has a rotoflex backend and we will be fitting a twin cam in it.

**"WHAT KIT CAR CAN I BUILD OUT OF MY SPITFIRE?"
IS THE ONE QUESTION I AM ASKED
MORE THAN ANY OTHER.
THE HDS TYPE 48 IS DEFINITELY WORTH
SERIOUS CONSIDERATION**



SPYDER & WARRIOR

bolted directly on the chassis (much like the old 'B' type

panels for the chassis, we recently designed a machine that allows us to form stiffening ribs in flat sheet. We think this significantly cuts down on the noise caused by vibration, you've only got to tap a flat piece of sheet to realise how much difference this makes. Along with our very rigid method of mounting the shell (used on all three models, it is bolted all along both sides, at front and rear and with bonded-in bulkheads fore and aft of the cockpit) this adds up to make a considerable improvement to the general feel of the car. Build up cost will be much the same as the Spyder except for the additional £1,000 in the cost of the kit, so around £4,500 would be average.

Duttons). Apart from the extra clearance this brought the added

The Warrior, introduced at the end of last year, really came about because of a demand for a version

The Crusader has just been introduced. It features a chassis of our own design basically a simplified version of our Warrior spaceframe, with Spitfire/Herald front and Dolomite rear suspension. This gives customers the choice of either using the Spitfire or the Dolomite as the donor car and then obtaining the front or rear suspension to suit. Initially, we tried using the front suspension towers but this gave problems with steering column clearance and now the wishbones are



WARRIOR

bonus of greater stiffness to the front of the chassis. Engine choice at the moment is either the 1300/1500 Triumph or the Fiat twin-cam, there shouldn't be any problems with fitting the Sprint engine but as yet we haven't tried it. Also introduced in the Crusader is the use of swaged aluminium

of the Type 48 that could be used competitively. It features a full spaceframe chassis with all independent suspension (Ford based Cortina front and Sierra rear). The engine is again our favourite, the Fiat twin-cam, which we can supply in various stages of tune-up to 230 bhp in a car weighing less than 680 kgs this gives truly impressive performance! We supply the Warrior in rolling

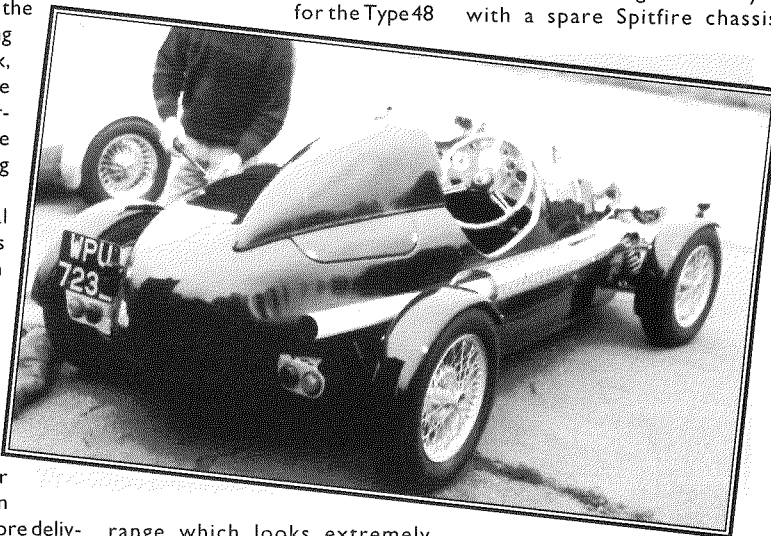
chassis form, this includes all suspension and braking components, wheels and tyres, seats, wiring, etc., installed in the body/chassis unit, leaving only the engine/gearbox, lights and gauges as the only major items to be purchased. Prices for this range from £7,750 up depending on spec.

There has been a great deal of interest in the cars lately, particularly from Germany and Switzerland and in due course we will be applying for TUV approval. Delivery dates for UK customers are 2 to 3 weeks for the Spyder and 6 to 8 weeks for the Warrior and Crusader, our terms are 10% to confirm an order, 40% two weeks before delivery and the balance on collection. We can provide a kit delivery service. Also we are offering a 15% discount to TSSC members on all

Well if that's not good news, I don't know what is. I have a price list for the Type 48

photos and it really looks the business.

There must be a good few of you with a spare Spitfire chassis,



range which looks extremely reasonable even without the discount Alan and Rob are offering to TSSC members.

One of the cars in the pictures,

"what kit car can I build out of my Spitfire?" is the one question I am asked more than any other. The

HDS Type 48 is definitely worth serious consideration (you haven't actually got a lot of alternatives at the moment). Contact Alan and Rob at HDS (Component Cars), 65 Clifton Road, South Norwood, London SE25 6PX, telephone 081 653 7318 for a brochure or more information.

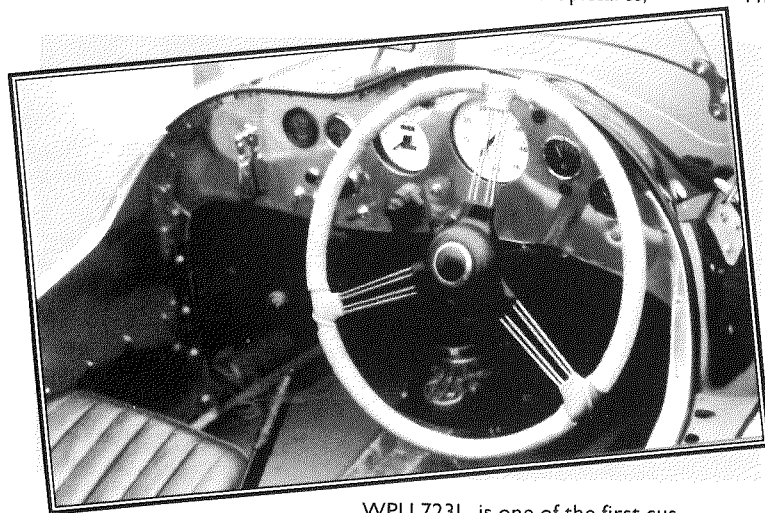
Don't delay phone today.

TRIUMPH KIT CAR AND SPECIALS DAY 1994

Alan Hooper and Rob Askew are almost certain to be at Brooklands on Sunday 4

September for this important event, not only with their Type 48 but possibly with news of other exciting models.

Don't miss it.



Type 48 kits and parts.

We've often been asked about weather protection for the Type 48s and so have decided to offer a full screen and hood option, this will be available fairly soon."

WPU 723L, is one of the first customer Type 48 Spyders built. It has been built by TSSC member David Speed, from Colchester and Peter Morris.

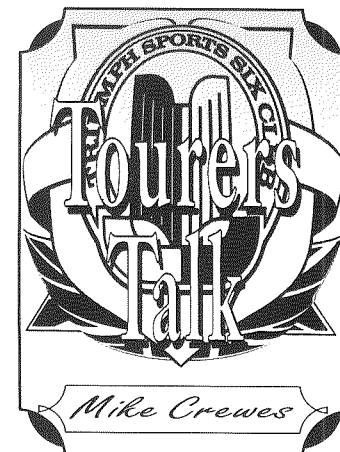
I haven't yet seen it in the flesh, though I have got the colour

The last letter I have on file comes from Duncan Webb and is a story of a restoration with a difference.

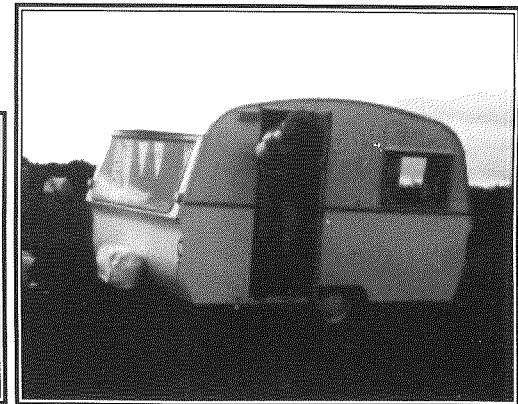
'During the month of June 1992 the girlfriend and I became the new owners of an old and battered 10 foot Thompson 'T' Line Caravan. Good for you I hear you say! It had one of the end windows smashed and had experienced leaves, rain, snow etc. and all the temperatures that three winters could throw at it. Would you have bothered? Being a keen camper and with my girlfriend supplying coffee I set about restoring the thing. Many an evening and weekend passed and progress was good.

My Spitfire 1500 got a tow bar and bracket with electrics, of course, a new spring was added for good measure along with Spax shockers. We joined the Camping and Caravanning Club, progress was still good.

We set our sights on the August Bank Holiday Weekend to get away. The target was reached and we left our house early Saturday morning. The Spitfire towed the caravan very well but I'm pretty sure that the van must weigh more

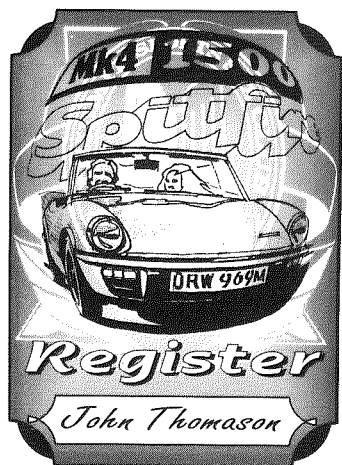


than 85% of the Spitfire's weight, naughty boy! We had an excellent weeks holiday in the Caravanning and Camping Club at the Great Dorset Steam Fair and even better the seven nights only cost us £17.50. Brilliant life!



Well, that was last year. We now have a Triumph 2500 TC as our tow car, very legal now Mike. The Spitfire, by the way, is in my garage being restored.' Thank you Duncan, the first letter from a caravanner, or as a friend of mine calls them, 'shed on wheels' - sorry Duncan! That's the last letter I have for an article. I need more. If you can write even a short letter about your experiences, please do and urgently!!

Please send all articles (with photos if possible) and letters to: Mike Crewes, 112 Blackmore Wood, North Ascot, Berkshire SL5 8EN.

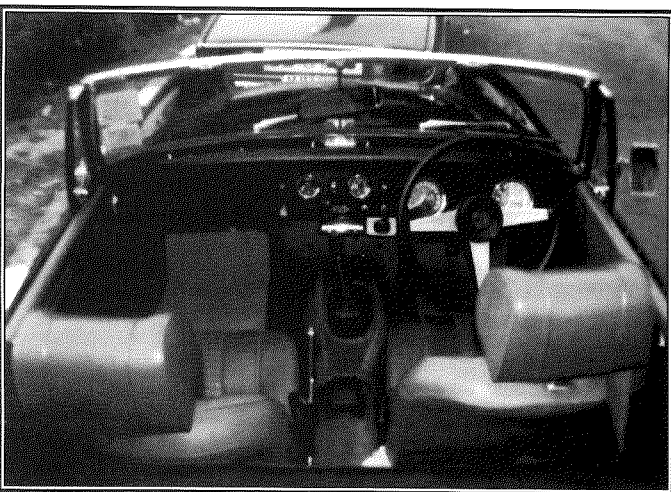


This month's heading photo is sent in by Chris Elwell and features his Pimento Red Spitfire MkIV, first registered on 1st August 1972. The MkIII GT6 belongs to Chris's sister - a real 'Triumph Family'. Both cars have been restored from wrecks by Chris (with a little help from Dad!) in between studying at Nottingham Trent University. Chris takes his finals this June/July and is looking forward to enjoying the summer afterwards in the Spitfire. Good luck with the exams, and happy summer motoring.

SEATS

"The seats, whilst remarkably comfortable and effective at filtering out shocks and vibrations etc., were large and did not appear particularly well shaped for a sports car, giving very little lateral support. Their shape and styling looked more suited to a small saloon car, where the overly large headrests must have originated. Fore/aft and recline adjustments were adequate and easy to operate although there was no tilt facility to improve access to the luggage space behind the seats."

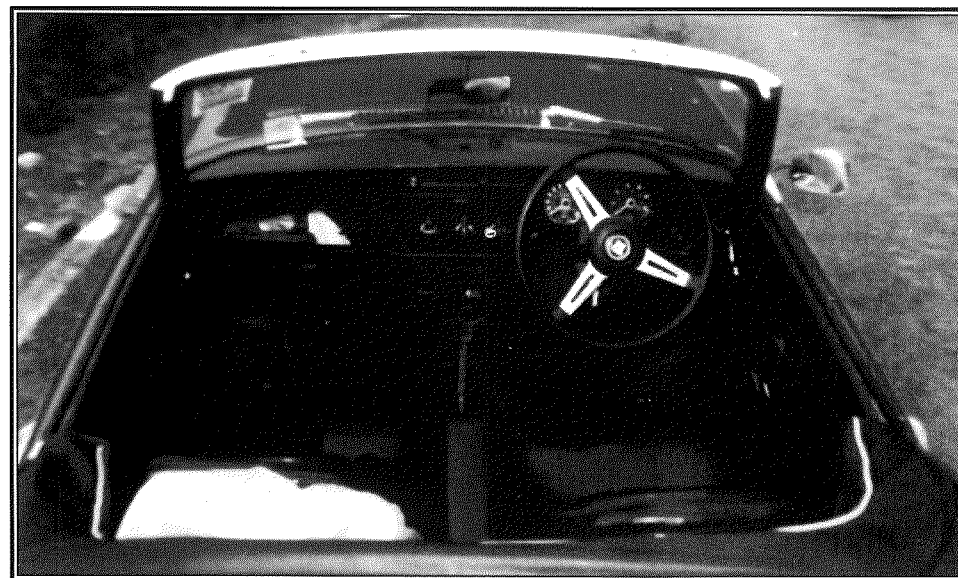
"Oh dear. I couldn't get comfortable all day. The first thing I noticed was how low down the seat is, (and I thought the Midget was low!) together with the low back rest which is neither supportive nor adjustable for rake. The driving position generally does not inspire spirited progress. With a narrow offset pedal box and the absence of lateral seat support, the driver must brace himself between the door and the transmission tunnel. I could not operate the clutch as easily as in the MG, having to use the side of my foot, otherwise the side of my knee would foul the steering wheel".



INSTRUMENTS AND CONTROLS

"The speedo and tach, although smaller than those of the Spitfire, were both well placed and easily read. A nice touch was the combined oil pressure/water temperature gauge, unfortunately wasted by its poor location which caused it to be obscured by the driver's left hand and steering wheel.

Dash controls were generally easy to reach and operate, with the exception of the heating and ventilation system which was a major disaster. A single push/pull and twist knob on the dash controlled the heater and fan, which by some sort of reverse logic required the knob to be normally pulled out for the heater off position - something to hang the fluffly dice on? Flaps in the transmission allowed good footwell heating but were difficult to reach and also allowed



unwanted gearbox noise into the car.

The gear knob was well located but in the condition tested, lacking a bushing kit, banged your hand on the dash in first gear.

The handbrake lever on the passenger's side of the transmission tunnel allowed good purchase although

annoyingly trapped your hand on the transmission tunnel when releasing. However, the above all pales into insignificance when you try and find the door handle to get out - behind the shoulder! Why on earth.....?"

"Instrumentation like the MG is fairly basic, but clear, with the exception of the fuel gauge which is obscured by the left

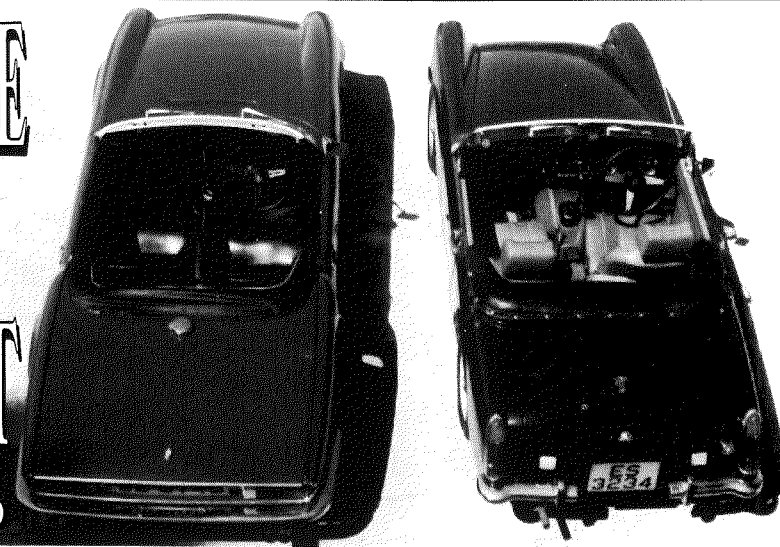
hand. As with any small sports car, most controls are within easy reach, with switch gear straight forward once you have found its location. The Spitfire, however, does have the benefit of a more comprehensive heater, adjustable temperature and two speed fan, something the MG lacks."

SPITFIRE

V

MIDGET

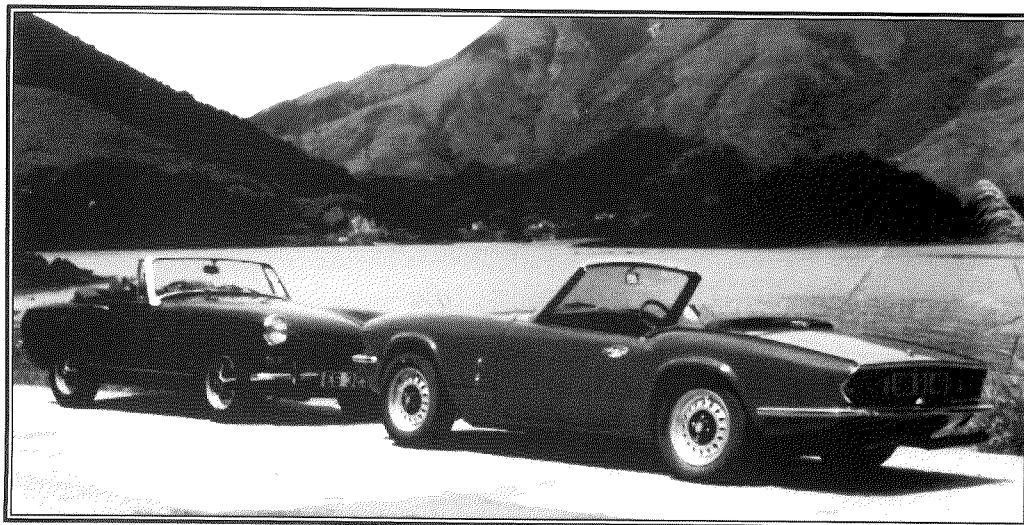
PART TWO



TRIM AND FITTINGS

"The interior appeared less refined and luxurious than that of the Spitfire with plastic fittings where they were chrome on the Spitfire and painted metal finishes instead of vinyl covered. The black, metal painted dash whilst comparable to the black dash of the early Spitfire MKIV would have been outclassed by the wooden dash of the later Spitfires".

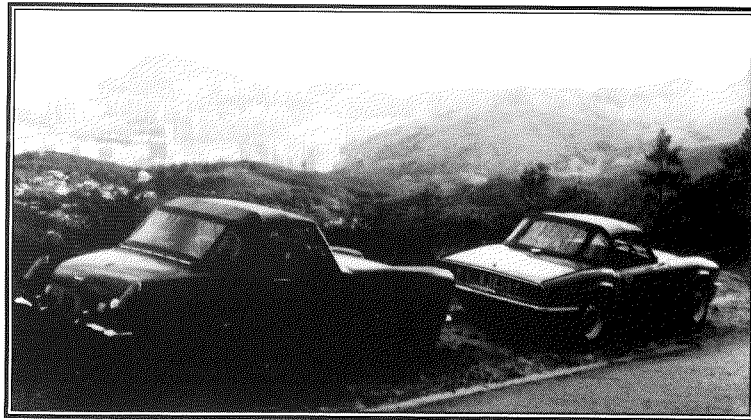
"More luxuriously trimmed than the MG, the Spitfire has an overall softer feel. The armrest (useful for support) and twin parcel shelves together with the more controllable heater are in many ways more user friendly. Left foot rest is also handy, but tends to emphasise the offset pedals.



NOISE

"With the hood down it was immediately obvious that wind noise and buffeting was far greater than in the Spitfire. This was attributed to a fairly upright wind-screen and the door quarter-lights. A rear view mirror mounted on the quarter-light didn't help either. At motorway speeds, when the less streamlined appearance of the Midget may start to contribute, wind noise became extremely bad to the extent that it was nearly impossible to hold a conversation. Could this be the reason for all the reports of MG's driving around with their hoods up?"

"The most obvious difference is the absence of transmission whine prevalent in the indirect gears of the MG (especially first) and the pleasant bark of the sports exhaust. At speed, road noise is difficult to detect, being drowned out by wind noise. As I expected, the car rattles much more than the MG".



HOOD

"The hood was very easy to stow and erect, aided by 'pull to release' press studs and there being no need to unclip the inside of the hood from the hood frame as on the Spitfire. Once erected, visibility and headroom were good, although the hood did not have the benefit of a zip-out rear window."

"The neat hood stows behind the rear seats and has an integral

frame. Raising and lowering is relatively straight-forward, although not as easy as on the MG. Headroom with the hood up is a problem for taller drivers like me, as my head pushed against the centre rail."

MAINTENANCE

"I think that the photo says all that needs to be said here! If not proof enough, then consider having to remove the bonnet to ease taking the battery out!"

"There can be few cars easier to work on than a Triumph Spitfire. The fully opening, though heavy, front hinged bonnet gives good access to all the mechanicals, making servicing and maintenance quite straight-forward."



OVERALL IMPRESSION

"Both cars were very similar, each with plus and minus points. However, I didn't find any areas where the MG was significantly better than the Spitfire but did find some where it was noticeably worse. What's more important, it didn't 'feel' like a sports car. The confining interior, high driving position, large seats and subdued exhaust note were all more typical of a small saloon. The MG lacks the more open, 'seat of the pants' driving position of the Spitfire that let you fully enjoy the pleasures of open-top motoring."

"The MG and Triumph have always been great rivals. John and I are loyal to our respective marques and to some extent an unbiased opinion is hard to give. I did appreciate a number of the features of the Spitfire; its ease of maintenance, quieter gearbox and softer ride but in the end, sports cars are made for driving, for chucking around country lanes and belting from point-to-point. In this respect, the Midget, for me, was clearly the winner."

CONCLUSION

Both cars represent different solutions to the same requirement for a cheap, fun sports car. There is little to choose between the two in terms of performance and handling and, in any event, simple tuning kits are available for both to enhance performance to the desired level. However, what cannot be changed is the styling or character of the cars. You will notice by its absence that styling or aesthetics is not mentioned as one of the categories in the above comparison, since it is so dependant upon personal taste that opinions will always differ. And yet, in the case of the Spitfire and Midget, I believe that it can't be forgotten. After all, if styling or character wasn't important then we'd all be driving one of the modern angle boxes! For two cars which are otherwise so closely

matched, the styling and character becomes one of the most important influences in the decision between the two and for me at least, this is where the Spitfire scores over the Midget, appearing sleeker and far more attractive. Features such as the more roomy interior and the far superior accessibility for maintenance are other attributes which tip the balance. Such views have been endorsed by the motoring press over the years and to a certain extent by the public, with the Spitfire outselling the Midget every year (except one) of its 18 year production run, despite being more expensive.

If, in the final analysis, the decision does indeed come down to personal tastes, then there will always be controversy and rivalry between the two. Long may it continue! →



Basic Data

Dates
Total Produced
Basic Price
0 - 60 mph
Top Speed
Standing 1/4 mile
BHP/ton - (dry weight)
Overall fuel consumption
Engine

Capacity
Suspension front

..... rear

Brake horse power
Torque
Fuel tank
Length Overall
Width Overall
Overall Height - unladen
Ground clearance - laden
Wheelbase
Dry Weight

Test Car
Produced
Nos of previous owners
Condition

Triumph Spitfire

Nov '70 - Jan '74
70,021
£735.00
14.5 secs
93 mph
19.8 secs
74.5 bhp/ton
32 mpg

1,296cc
Independant
coil springs,
anti-roll bar
wishbones
telescopic dampers

Independant
swing axles, transverse
leaf spring, radius rods
telescopic dampers

61 bhp @ 5,500 rpm
68 lb.ft. @ 2,900 rpm
8 1/4 gallons
12ft 5in
4ft 10 1/2in
3ft 11 1/2in
5in
6ft 11in
743kg

1972
many
New engine

MG Midget

Oct '69 - Sept '74
86,623
£700.00
14.1 secs
94 mph
19.6 secs
74 bhp /ton
29.6 mpg
BMC Cooper 'S'
'A' series
1,275cc
Independant, coil
springs, wishbone
Armstrong lever arm
dampers

Live axle, half-elliptic
leaf springs,Armstrong
lever arm dampers

64 bhp @ 5,800 rpm
72 lb.ft. @ 3,000rpm
6 gallons
11ft 5 1/2in
4ft 5in
4ft 1 3/4in
5in
6ft 8in
702kg

1973
5
engine and interior
original, o/h
suspension



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GB201	HERALD 948 UPTO 1961	£31.50	£25.00
GB202	HERALD 948, 1961 on	£31.50	
GB203	HERALD 1200 DRUM FRONT	£31.50	
GB204	HERALD 1200 / 12.50 (DISC BRAKES)	£26.00	
GB204	HERALD 1200 ESTATE	£26.00	£30.00
GB216	HERALD 13/60	£26.00	
GB208	VITESSE SIX	£31.50	
GB207	VITESSE MK I	£31.50	
GB210	VITESSE MK II	£34.00	£24.00
GB221	SPITFIRE MKI / II / III	£26.00	
GB222	SPITFIRE MK IV / 1500	£26.00	£35.00
GB226	SPITFIRE 1500 (DUAL CIRCUIT)	£42.00	
GB223	GT6 MK I	£31.50	£30.00
GB224	GT6 MK II / MK III ROTOFLEX	£34.00	
GB225	GT6 MK III NON ROTOFLEX	£42.00	
GB350	CLUTCH PIPE, 4 CYLINDER	£4.50	£ 4 . 2 5
GB325	CLUTCH PIPE, 6 CYLINDER	£3.95	£ 3 . 5 0
GBE10	BRASS BLEED SCREWS x 4	£5.95	£ 5 . 0 0
GU100	UNION KIT, INCLUDES 3 UNIONS	£11.50	£ 10 . 0 0
CODE	DESCRIPTION (FUEL PIPES)	CATAL PRICE	PRICE BUSTERS JULY
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GF009	SPITFIRE MK I / II / III	£34.00	£ 28 . 0 0
GF010	GT6 MK I	£42.00	£ 40 . 0 0
GF011	GT6 MK II / MK III	£42.00	£ 40 . 0 0
GF012	VITESSE MK II	£43.95	£ 40 . 0 0
GF013	SPITFIRE 1500	£38.50	£ 34 . 0 0
GF014	HERALD 13/60, VITESSE SIX / MK I	£36.75	£ 30 . 0 0
GF015	ALL HERALDS EXCEPT 13/60	£36.75	£ 30 . 0 0

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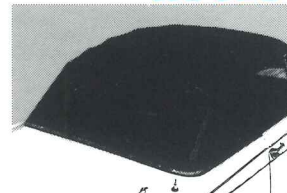
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Spitfire Mk.3-4 zip	£64.95	£86.50	£134.95	£194.95
Herald/Vitesse	£59.95	£86.95	£134.95	£194.95

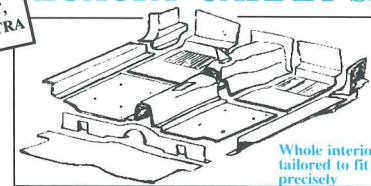
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GT.6	£75.95	£99.95	£49.95

10% OFF
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Buying any car is a bit of a gamble, sometimes it can be less of a gamble if you have an in-depth knowledge of the type of car you are buying. Alternatively, taking someone along with you to look at the prospective purchase who has that all important knowledge is second best.

Sadly, sometimes neither of these are possible either because the car is so rare that few experts exist, or because you have seen a particular car for the first time and fallen in love with it. One or both of these situations exist for the prospective Bond Equipe owner. What to do? Help is at hand.... read on.

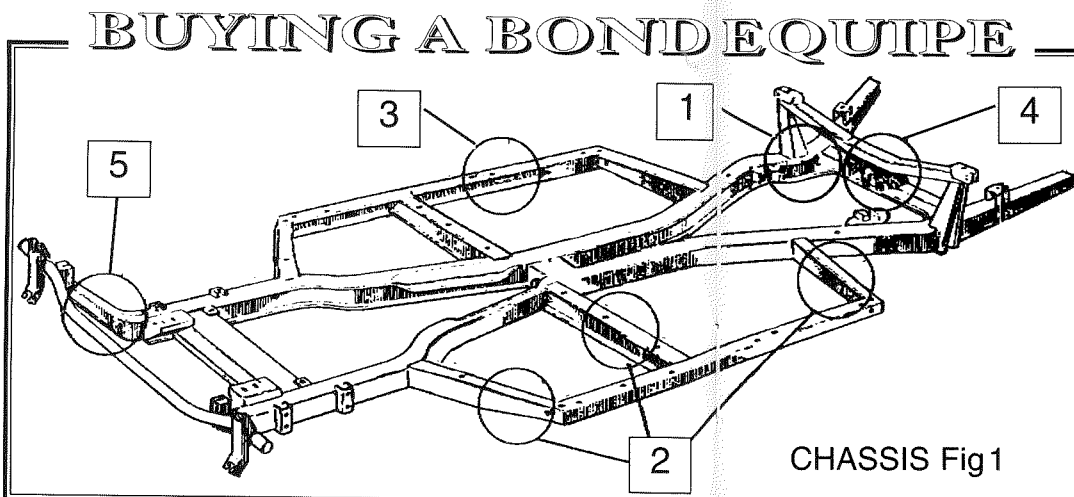
First a little explanation of the construction of Bond Equipes (apologies to those already familiar with the following details).

The construction of the four-cylinder Bond Equipes (2+2, GT4S, GT4S 1300) is the most straightforward. These cars use a slightly modified Triumph Herald chassis, an unmodified Herald bulkhead/scuttle/screen frame and front footwells, standard Herald doors (fitted with different glass) and Herald rear floor pans and inner wheelarches. The bonnet support 'tube' and front inner wheelarches are also of Herald origin. The rest of the body is made of Glass Reinforced Plastic (GRP, glass-fibre or fibreglass - just different terms for the same thing). The main GRP sections of the car are fastened to the inner wheelarches and floor by rivets (around the wheelarches and direct bonding of GRP to the steel floor).

The chassis and body are the most important, the mechanicals being easier and cheaper to replace generally.

The main areas to check for rust are (as per Herald); **CHASSIS** (Fig. 1)

1. Main rails especially near the differential mountings. A common area to find 'MOT' patches, repairable but



Equipe chassis - Subtly different from the Herald/Vitesse. Main rust prone areas

note easy to do properly.

2. All outriggers

Not possible to replace properly without removal of appropriate body section (exactly like a Herald). Replacing with the body still in place means that you cannot weld the top of the outrigger to the chassis main rails and strength and rigidity are compromised.

3. Side rails

Possible to replace without removing body but nearby GRP bodywork needs to be shielded from heat.

4. Differential mounting

Can rust quite badly and repair can be tricky.

5. Front cross tube and supporting

arms

Not really a rust problem on Equipes, but look for distortion etc. - probable signs of accident damage.

BODY STEEL SECTIONS

(Fig. 2) 1. Screen frame (top)

Prone to rusting due to sealing problems between the front edge of the roof and the screen frame. The 'gutter' across the front edge of the roof is steel and is also prone to rusting for the same reason. I have seen quite a few cars which have had this gutter removed completely rather than repaired since it has little practical exterior function, it existed on the Heralds as a means of joining two pressed steel panels together and was copied on the Equipes.

Inside the car, this small steel panel does have a function, it provides the mounting points for sunvisors, rear view mirror and indeed is the means of attaching the roof to the screen frame. Removal of body is required for proper replacement of the gutter.

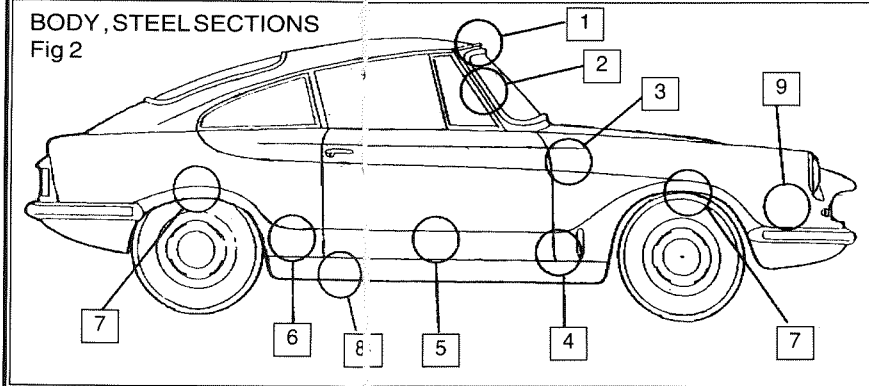
2. Screen pillars (on 2-Litre cars)

These can virtually rust away completely. Repair is possible but care must be taken otherwise your screen (which must be removed for this repair) will not fit and seal properly.

Rain channels (on 4-cylinder cars)

These can corrode. Replacements are available and are relatively easy to replace.

BODY, STEEL SECTIONS
Fig 2



3. Bulkhead

Areas around the battery and clutch and brake master cylinders are made vulnerable by chemical attack by the spilled contents of those items. Repair is possible but remove all trim from the inside of the car in the area of the repairs and don't forget to check for the presence of sound deadening materials, or you could be calling the Fire Brigade.

4. Front footwells and 'A' posts

Floors can rust away quite badly. Replacement panels are available but they are not ribbed for increased strength as the originals were. Ribbed floorpans may be available in the future.

The bottom six inches of the 'A' posts (below where the bottom door hinge is attached to the body) doors. Repair is possible but you will have to make your own repair sections. Repairs in this area are best carried out whilst the car is in one piece.

5. Doors

Being Herald doors and wholly steel, can and do rust, just like Herald doors suffer from the attack of the dreaded tin moth. Door skins are available for both the 4-cylinder cars (standard Herald item) and 2-litre cars (special item). If reskinning off the car, the work should be carried out using a jig as the door shell is quite weak once the door skin is removed and can distort. Alternatively, the door can be reskinned on the car so that you can ensure that the fit and alignment is correct.

6. Rear footwells

The rear floors can rust badly, especially on convertibles or on cars which have had rear screen or rear quarterlight sealing problems. Patch repair of rear footwells is possible

with care. Replacement would require the use of good panels removed from another car (this may be a Herald/Vitesse and is quite complex).

Check also the body mounting brackets (if these start to collapse you will have problems closing the doors. If the doors seem to have 'dropped' but you cannot detect any play in the hinges by lifting the doors, there's a fair chance that the body mounting brackets are weak or non-existent.

7. Inner wheelarches

Examine these particularly where they join the GRP at the wheelarch flange (riveted).

8. Sills

These are steel, or at least they were when the cars left the factory. Some cars have been fitted with replacement GRP sills. They are largely cosmetic. Repair of steel sills can be tricky due to proximity of GRP panels.

Replacement is more straightforward, though removing old sills can be 'fun'.

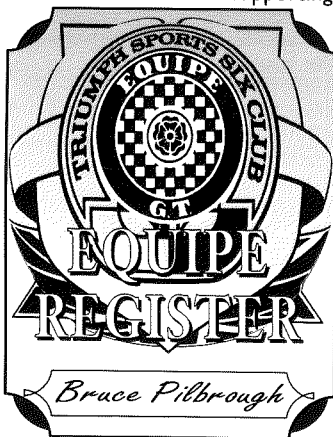
9. Bonnet support tube

This rarely rusts but can easily be distorted by light frontal impacts. The inner front wheelarches also need to be checked.

The wonderful aspect of Bond Equipes is that some of the real problem areas which are very time consuming to repair with the Herald/Vitesse simply don't exist. You won't ever have a rusty bonnet around the headlights on an Equipe, similarly front and rear valances/aprons are part of the bonnet and main body section respectively. ☆

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Door handle 1/h HERALD, VITESSE	£14.10
Barrel and keys, right hand, HERALD, VITESSE	£6.46
Door cam lock R/H HERALD/VITESSE	£32.90
Outer door handle ass. SPITFIRE I/II/III, GT6 I/II	£14.04
Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE I/II/III, GT6 I/II	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.29
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE I/II/III	£19.98
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE I/II/III	£12.34
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£22.33
Lock barrel and keys for GT6 petrol cap	£8.17
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£7.64
Chrome wiper arm assembly all models	£7.05
Stainless wiper blade all models	£6.40
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Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models	£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
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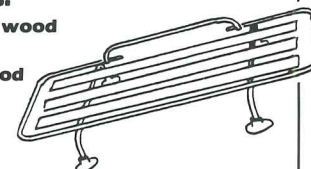
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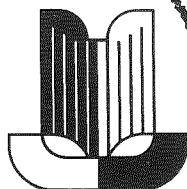
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The Michelotti Story - I Was There

Harry Webster

On the return journey I called in on the Corso Francia again only to find still no improvement. This was late September and bearing in mind my specification sealing date of the year end, in desperation I recall throwing down my pencil and saying to Giovanni 'If you had a clean sheet what would you do?'. His reply 'That's easy', and literally within a minute or so a sketch of the Herald appeared. For several hours we worked furiously, me completely overlooking the fact that I had left my wife and daughter outside in the car on the Corso Francia where I found them fast asleep in the middle of the night. Before leaving the following morning with the initial styling drawings we cabled the Company to hold everything until I got home. I also got a promise from both Michelotti and Vignale that if I provided the chassis I could have a complete prototype before Christmas. When my fellow Directors saw the drawings I had brought home it was all go! go! go! and true to promise a Gondrand wagon arrived at Banner Lane just as we were breaking up for Christmas. Zobo was put on a turntable in the Styling Studio and the Board asked to attend. Suffice it to say that it was the best Christmas present Standard-Triumph ever had. We all repaired to the canteen and got suitably merry. The first car was a coupe and Vignale also made a saloon and an estate car and such is inflation that all three cars came at the unbelievable total of £10,000 the lot.

part two



Whilst during its prototype and testing stage the model was always referred to as Zobo, much argument reigned as to what it should eventually be named. Indeed one noted motoring columnist, Tommy Wisdom, in his weekly rendering of the time just short of announcement date headlined his paper 'What is Zobo?'. Eventually, after dozens of suggestions, the argument was settled by the Managing Director who just happened at the time to have a motor launch

called 'The Herald'.

From thereon until 1968 all Standard-Triumph cars were Michelotti styled and from about 1960 he formed his own prototype

landmarks in Standard-Triumph 50s and 60s history. The Spitfire was initially an exercise for a small sports car on a Herald chassis. It was done in the year pre-

engineer without equal and the best man for whom I ever worked. One day whilst showing him around the department he noticed the white sheeted prototype stowed away in a corner, enquired what was it, was shown and two days later it was go, go, go. He was that sort of man.

Another model with a sort of accidental history is the Stag. Italian Stylists being somewhat 'show offs' always do a styling exercise to put in their domestic motor show in Turin. I guess it would be for the 1965 show Giovanni asked me for a Triumph 2000 to convert as his centre piece for his Turin show stand. I agreed he could have it on condition that if I liked what I saw it would not go into the show and that we would have it back in Coventry and produce it. It did not go into the show.

When I left Standard-Triumph in 1968 the Stag was nearly ready for production but with the TR6 - 2 1/2 litre - 6 cylinder engine and somewhat narrower track and size down in tyre section. Its introduction was delayed a short time to incorporate a 3 litre V8 engine, fatter tyres, and wider track.

THE MICHELOTTI METHOD

From a selection of freehand sketches a 1/10 scale drawing was made of side, front and rear elevations of the chosen style, and when this was given the go-ahead a full size drawing was made. On a very big vertical drawing board capable of taking a full size body drawing and on thick cartridge paper marked off in 20 cm.



Harry Webster, Giovanni Michelotti, Martin Tustin.
The team involved at the conception of 'our' cars



SPITFIRE 'EGGBO'

ceding the Leyland take-over of Standard-Triumph and such was the financial plight of the Company that it could not afford the tooling cost and thus the prototype languished under a white dust sheet in a store room for a good 2 years.

Ultimately when Leyland took full control of the Company our chief became one Stanley Markland, an

squares the outline was made in chalk. To draw with white chalk on white paper sounds ridiculous but strangely it is surprising how well it stands out and its big virtue is that, like on a blackboard, it is easily rubbed out.

When the chalk lines drawn freehand approached finality 'curves' or 'sweeps' were used to line in over the chalk in heavy black pencil. In all elevations the sections were drawn at each 20 cm interval.

When completed the drawing was transferred to the carpenter shop. Here a template was made at each 20 cm interval both lengthwise and crosswise and these then assembled in their respectively correct positions so that the whole resembled a huge egg box but body shaped on top.

Next this 'buck' was taken to the tinsmiths where extremely skilled craftsmen clad it in the chosen gauge of sheet steel and welded each shaped piece together to form the complete body. The skill of the craftsmen was and still is almost unbelievable. I have witnessed long gas welds joining panels together across major components such as wings and bonnets and then lightly tapped with a small hammer, filed, filled and buffed over and then painted with not the slightest mark visible on the finished panel.

Later Michelotti modified the 'eggbox' method by making a wooden buck to the roughly desired shape and then cladding this with plastercane and scraping this down to the desired final style. However, the softness of the plastercane proved somewhat of a nuisance and it was but a short step to transfer to plaster of Paris. It was easy to slap buckets of plaster onto a roughly shaped buck and allow it to set and then with rasps, files, emery wheels, scrapers and all sorts of odd tools, to shape the plaster to the desired lines. But naturally during the course of this shaping operation a great deal of plaster dust became airborne. Despite the wearing of face masks a certain amount found its way into the lungs and onto face and hands. Unfortunately dear old Michelotti reacted badly to this and contracted lung and skin cancer from which he rapidly died.

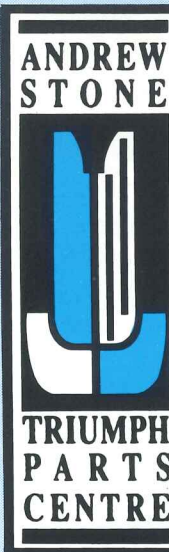
Giovanni Michelotti was physically a very tiny man but in terms of car styling he was among the greatest. I shall forever treasure the memory of our many hours work together and try to efface from my memory the sight of the man I saw some five days before he passed away. ☆



Giovanni Michelotti and Alick Dick celebrate the launch of the HERALD

I think it says much about the genius of Michelotti that only minor detail changes were made to the Herald before it went into production. May I now thank Harry Webster for this rare insight into events 'from the Horses Mouth' as it were. Bernard ED.

PHOTO'S COURTESY GRAHAM ROBSON



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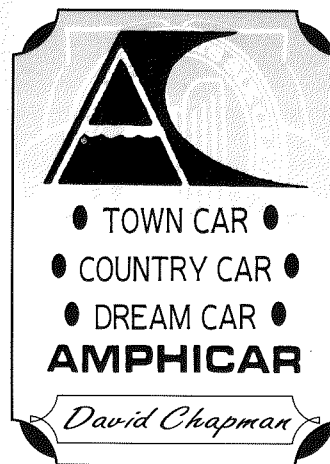
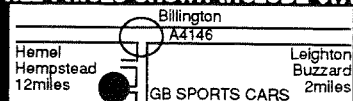
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WELL I am now even more of a fan of Synthetic Oils and Greases!

I've just come back from this, years "Amphicar Adventure" when I drove Amphi back home to Berlin (using the ferry across the channel).

It was a round trip of about 1000 miles with about 6 hours in the lakes around Potsdam. As well as wet and dry the journey was the normal combination of fast and slow and hot and cold. Speeds varied from 70mph on the motorways to 7mph on the East German cobbled roads and the weather was typical unpredictable May.

With potholes in East German roads often 2 or 3 inches deep, a campsite 4 inches deep in mud and a lot of sand around the lake I was keen to see how the wheel bearings had survived, the answer was, no wear at all! Unlike all of the conventional greases I have used in the past, the Amsoil synthetic does not think and run off when it gets hot, and is not washed away by the water.

I am also now using a synthetic gear oil which has made changes noticeably smoother and the gearbox does not get as hot as before. I use Amsoil

GL4, it is quite expensive but service times can be greatly extended and it is still a lot cheaper than a new transmission! As a note, although I do not

think it applies to Triumphs, many gear oils these days are formulated to GL5 which is too aggressive for many older gear boxes and axles, the additives can dissolve yellow metals and cause all sorts of problems. It is sad, but true, that many "Motor Factors" do not know this and will try and convince you that GL5 is compatible and "must be better because the numbers higher", don't you believe it!

It's been interesting to read the

£30,000 (or multiply by 2.75 if a company car provided).

Divide by hours worked each year: 48 weeks of 40 hours £16 per hour.

This figure is cost before taking into account things like training, investment in new equipment or profit! Someone once said a typical professional rebuild takes about 500 hours which would give a labour cost of £8000, makes you think doesn't it!

A QUESTION ABOUT TYRES,

as with most early 1960s cars, the Amphicar was

originally fitted with 640x13 cross plys. Most owners now use 165x13 radials instead which give much improved directional stability,

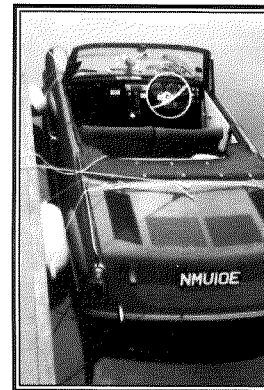
grip etc, but the overall rolling diameter is about 5% less which affects the speedo and makes the car feel under-geared.

The way to overcome this is to fit 14" wheels with 165

x 14 tyres which then

give the correct diameter.

I know this is what Mercedes did and I was looking at some mid 1960s Mercedes wheels and tyres at a show, I came across two cars with 13" wheels that were fitted with Michelin X 640x13 RADIAL tyres. This would be an ideal solution but I didn't know radial tyres were even made in the "old" cross ply sizes, does anyone know anything about this and if radials in cross ply sizes are still available?



article in last month's Courier about the true cost of restoring a car.

To actually put some figures on it I thought you might be interested in the following formula which my company (electronics industry) use when calculating the cost of people's time to charge to customers.

Average salary £15,000

Overhead, multiply by 2 (payroll, taxes, insurance's, heat, light etc)



Welcome to round three of this year's championship, and a wet welcome it was.

I had arranged to meet Mike Keenoy at junction 3 of the M4, early that morning and travel down to Lydden with him, this as you will find out dear reader was to be an event in itself, we were travelling along the M25 quite merrily when the van's steering started to shudder quite violently. Mike pulled over and we inspected the tyres, seemed OK, so we re-joined the motorway, the steering had stopped shuddering, and it was while we were discussing the possible causes of the shuddering that we took the first of our detours,

IT IS AT THIS POINT DEAR READER THAT I MUST EXPLAIN MIKE'S DETOURS, THREE WEEKS PREVIOUSLY WE HAD TRAVELLED TO LYDDEN TO TAKE PART IN ANOTHER RACE, ONLY THE WAY MIKE KNEW TO LYDDEN WAS VIA DOVER!!

so imagine the scene as we trundle along the M25 heading towards the Dartford Tunnel, first exit off, back the way we had come, only to find we could not get back onto the M20, head for Sevenoaks, I suggested, which we did, now I remembered

that Lydden was about seventeen miles past Canterbury, so at the first signpost for Canterbury I said that I was sure that would get us back on the right track, at this Mike raised a quizzical eyebrow at me and asked if I was sure? course I am I said, but it was not long before I was beginning to have my doubts, as I did not recognise any of the roads, and all the time the clock was ticking closer to scrutineering, then Mike saw his favourite sign DOVER 25 miles, so my short cut had paid off, and we made scrutineering in plenty of time.

As Mike and I parked up, the rest of the motley crew were already assembled, and eagerly awaiting practice, another new man so to speak, Mark Plausin had finally rebuilt my old car and was out for his first race, not that you would take the sparkling green thing sitting in front of me as being my old car, and it also struck me that somewhere John Sadler has an abundance of GREEN paint.

Practice was fairly uneventful, no major problems, all the new boys were playing safe, and feeling their way round the track, which was wise considering the conditions, and that some of the corners were full of water.

So to the race, practice had them sorted into the following order, 1st Paul Lucas, 2nd Kevin Ginger, 3rd John Sadler, 4th Mark Field, 5th Mike Keenoy, 6th Mark Plausin, 7th Mark Field, 8th Mark Field, 9th John Davies.

As the green light came on John Sadler had the drop on Kevin Ginger and shot to second place behind Paul, but by the second lap Kevin had regained his place, and was trying to close on Paul, Mark Plausin had also passed Mike Keenoy on lap two and was trying to get to John Wolfe, at the rear of the pack Pete Whiteman and Mark Field were having a little battle, with John Davies trying to get in on the act, this stayed the order until about lap eight, when things started to happen, Paul had stretched his lead to quite a majority, when he started to slow, perhaps he had a problem?

This gave Kevin the incentive to try and catch Paul before the chequered flag which he did on lap 10, and passed him to take the lead. Paul did try to pass Kevin again but to no avail, meanwhile, the rest of the lads were having their own fun, John Davies spun on the grid, thinking he might make up a few places by taking a short cut, through the emergency vehicle access, Mike Keenoy was trying to get past Mark Plausin, but Mark kept him at bay, which is good considering that this is Mark Fields first full race in his own car. John Sadler kept John Wolfe in 4th spot, although at times JW came close to having a try at passing, so they finished in this order.

KEVIN GINGER, PAUL LUCAS, JOHN SADLER, JOHN WOLFE, MARK PLAUSIN, MIKE KEENOEY, PETER WHITEMAN, MARK FIELD, MARK DAVIES.

NB. If there is a gentleman by the name of Alistair who is waiting for me to send him some technical info about starting in racing, could you ring me back as I have lost your address.

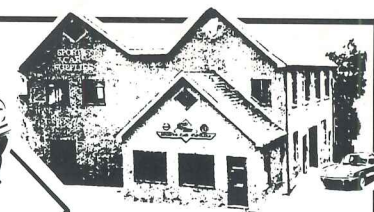
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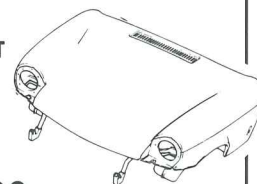
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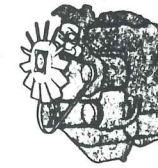
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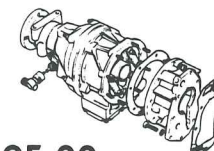
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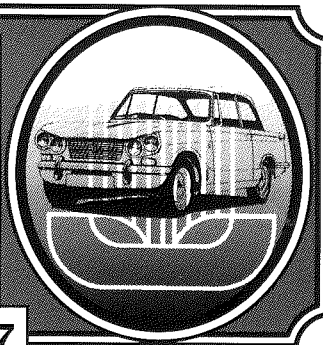
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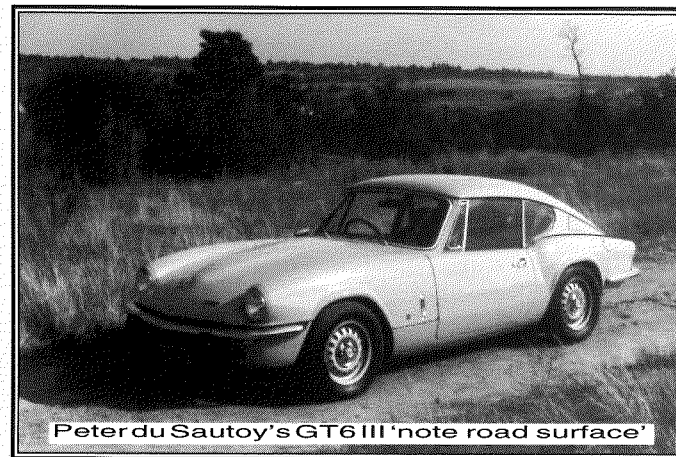
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Hi gang! Here I am back from the new South Africa, safe and sound, despite media reports to the contrary, not only did I see no violence, not even one argument, I can go so far as to say that I felt safer in South Africa than I do walking down the street in Hammersmith, West London, just days after my return, where I was accosted by three beggars in half an hour! Perhaps I just overdress for the street!



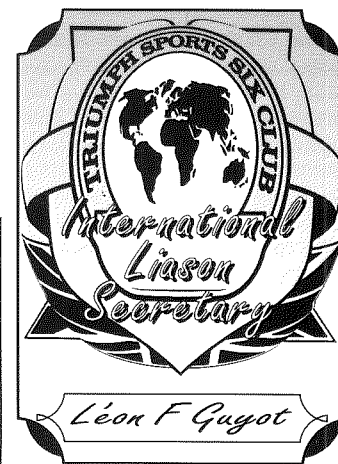
Peter du Sautoy's GT6 III 'note road surface'

I found all the people of South Africa to be genuinely warm, welcoming, friendly and hospitable - not just the ex-pat' white Brits but also the Afrikaners and people of other races as well.

An air of relief, reconciliation and hope for the future pervades 99.9% of the devoutly religious people of this beautiful country and it was a real pleasure to find myself amongst them at this most significant turning point of their often turbulent history. I am very happy that I decided to go and attend the 20th Anniversary National Gathering of the Triumph Sports Car Club of Southern Africa at Midmar Dam Historic Village in Natal (the last outpost of the British Empire!), as well as taking the opportunity to visit Triumph people/friends in Joburg, Cape Town, Durban, Pietermaritzburg and Pretoria. I am especially grateful to and must mention Clive Oosthuizen (Spitfire MkIII), Geoff and Pat Southin (Spitfire MkIII), Azad Kadri (Spitfire MkIII) and TSSC member, also Alan and Charmaine Phillips (TR5), Dave Gordon (Spitfire MkIII) and Nik Paxinos (Spitfire MkIII) all from Cape Town "The fairest Cape in all the circumference of the world".

From Joburg, Peter du Sautoy (GT6, Stag, TR5), and TSSC member, also his son Guy and daughter Cheryl, plus Dave Beard (Herald, TR6, Chicane), Kim Kitchen (Spitfire MkIV) and Gary Blake (TR6, Chicane).

From Durban, Graham and Helen Cheetham (TR2, Herald Coupe, GT6 and Spitfire MkIII) and TSSC member, plus Jim and Val Williams (Spitfire MkIII and TR3), Mr and Mrs Des Burton (fabulous TR3A and TR6), Roberta Pijper and daughters (Heralds), Len van der Merwe (Heralds, Triumph 300), the Reverend Neville Whitford (TR3), Alan Grant and Rene de Villiers (TR3s), Charles Patterson (TR4A) and Stewart and Joanne Boik (GT6 III and Spitfire MkI), Ken Boss (TR7, Cv, PI), Evan Powell (Vitesse MkI, T 2500 MkII and T 2000 MkI etc), and John Dobbins (Triumph fleet!) Pretoria, John Roets (TR3A, TR3), Nols and Cathy Pienaar (TR4A, TR6), and Julian and Thea Shaw (Alfisti) also from TR Register Deutschlands, Karl-Heinz and Ellen Weber



(TR6) and from the British TR Register, Ian Evans, their chairman (TR4), not forgetting, Sam Steenkamp (Herald coupe), Neil du Sautoy (Spitfire MkIV) and last but not least TSSC member Karl Illengberger (Spitfire MkIII and GT6 II) from Port Elizabeth.

I hope you'll forgive me that long list of names, but it does give some indication as to the spread of Triumph types within the TSSC of S.A.

Highlights of the trip include:- Blazing sun and warm comfortable weather every single day. Circling Cape Town several times in SAA Airbus for photo opportunities. Wine tasting at Groot Constantia Winery (hic!). Many tasty Braai's (barbecues). Visiting Cape Agulhas, the southern most tip of the African continent. Going out to dinner with the TSSC Cape Town area on the Victoria and Albert waterfront and tucking into Cape Crayfish. Being greeted at each airport by some wonderful Triumph people. Going out to dinner in the revolving-sky restaurant overlooking Durban whilst fireworks and laser display take place to celebrate election of Nelson Mandela as President, thanks again to TSSC of Durban.

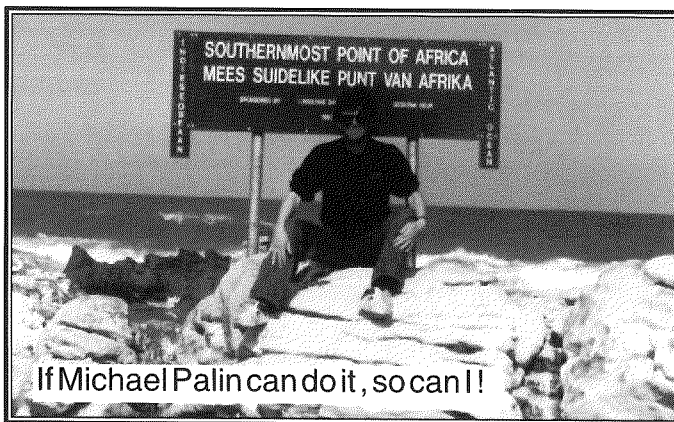
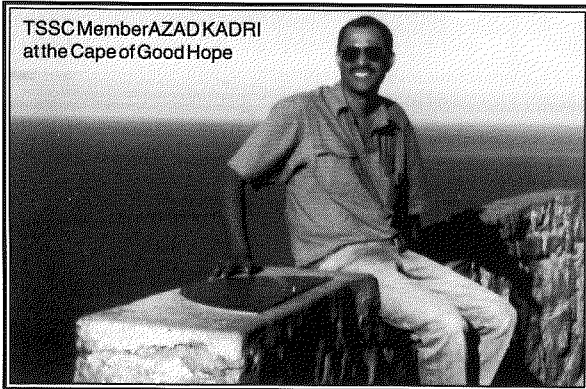
Everything that happened, and there was plenty! at the 20th Anniversary National Gathering of

of the TSSC of Southern Africa. Riding four-up in Des Burton's concours TR3A, a tight fit! Visiting the Drakensberg National Park and mountains, awesome. Walking along the almost deserted white sand beach at Durban in the warm waters of the Indian Ocean. Sailing out of Cape Town Harbour on an old sailing yacht and drinking a champagne toast to the new South Africa. Going 3000 feet up Table Mountain in the cable car. Meeting and staying with some really great people all over South Africa. Visiting and staying in the Kruger National Park and seeing and photographing so many kinds of wild animals, including lions and their cubs in the unspoilt natural habitat. Discovering that Africa really is perfectly safe for tourists and that our poor maligned currency is actually worth something in S.A. and also that the country is presently almost devoid of tourists! Getting to ride in and to drive some fabulous (rust-free!) Triumphs and realising that I couldn't get a hangover from South African wine, even after one and a half bottles at 13% VOL! (Hic).

The worst part of my trip was coming home to cold, wet and painfully expensive England! Never mind I shall begin saving for next year, if my Triumphs will allow me!

A few photos now, just to indicate some of the Triumph moments of the trip.

TSSC Member AZAD KADRI at the Cape of Good Hope

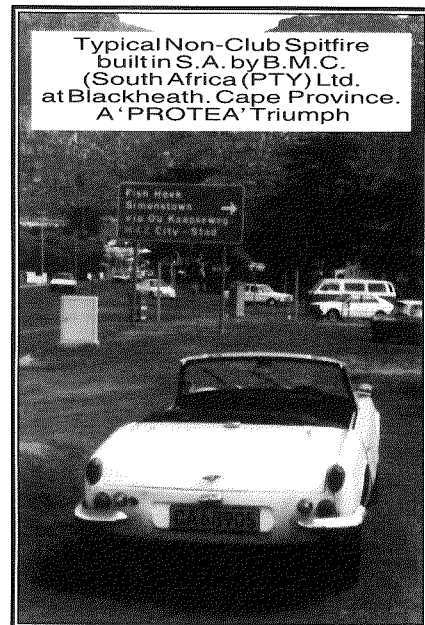


A fuller report on this trip will appear in a future issue.

Now, on to other matters, I'm busy as usual, fettling my Herald for Stafford, not long now and my MoT Certificate expires on 14th July - great timing! Will it pass without incurring major expense this year? I certainly hope so, because I've recently paid out a large amount of money, although at a fair price, for some expert welding work by Pat Curran Auto Repairs of Merstham, near Redhill, Surrey (0737-644803) an

'old fashioned' style country garage/workshop, where they pride themselves on their abilities to fix/repair/make just about anything from a body mounting point right up to a full restoration, in fact they are Mercedes specialists but also seem rather partial to working on Triumphs!, good taste you see.

Unfortunately, there are only three of them, so they are usually booked well in advance, i.e. my car was booked in for four months for its welding work, expertly completed in eight days flat! thanks again guys.



The MoT test will be taken care of, due to shortage of time, once again, by the ever reliable Pete Townsend of Tadworth, Surrey (0832-677201), who has specific instructions to get the ticket as economically as possible!

Whilst on the subject of my Herald, I have been lucky enough to acquire a set of four (they were sold in fours), period (Feb 69-Aug 73) Cosmic MkII Alloy wheels in five and a half x thirteen, these weigh in at just 11.75 lb each, which is considerably lighter than most of the opposition, both back then and now. Cost, then new, in August 1973, just £9.70 each!

Here are a couple of period adverts so you can see exactly what I am talking about (NB. Cosmic stopped making wheels about twenty years ago). I am fitting these, hopefully in time for Stafford, because my present Dunlop LP923 five and half x thirteen inch steel wheels have turned out to be very slightly buckled, not so surprising, as they are around 30 years old, if you can find them. Unlike steel wheels, alloys do not buckle, they crack/shatter instead! So, for this reason, I should like to find some good spares, if anyone reading these words, within reasonable distance has between them one and three of these wheels for sale in good condition, perhaps they might contact me on 081 947 7659 evenings, thank you.

remaking this vital section (shame), if any reader can help on any of the above, please call Leon and/or bring these items to Stafford and contact Leon on the day.

Next, another plea, this time from Rui A.M. Carvalho De Silva of Lisbon, Portugal. He has a 1971 RHD Triumph 1300 saloon and he needs advice, parts and details and suppliers for that vehicle, he says it is absolutely in the dark! (no jokes about Lucas please). If anyone can help him, please contact Leon and letters will be forwarded.

Whilst on the subject of Portugal, TSSC Portugal will be holding their first ever International meeting the weekend after Stafford, and I understand that members of TSSC Belgium are going directly back to Portugal with TSSC Portugal members after Stafford! A great idea, and I do hope it is most successful. Most regrettably, I shall not be able to attend this year due to financial considerations (I spent it on my Triumph!). P.S. If anyone has any unwanted air miles and wants to help me with my liaising, send them to him!

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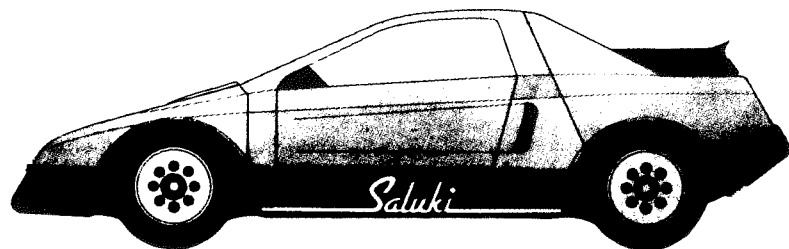
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DOWN UNDER KIT

● Latest kit car news to arrive in the office was from literally the other side of the world, New Zealand to be precise, although some of you may recall that the new car's name, *Saluki*, first appeared on *Neville Trickett's Siva Saluki*.

This new car (nothing to do with the Siva by the way), is currently based on the Triumph Spitfire chassis and running gear, with the engine from an Australian-built front-engined BL car apparently similar to our Austin Princess; this unit is mounted transversely over the rear wheels and with 115 bhp on tap, builder *Sam Lyle* says that 'it really moves'.



Also under development is a VW-based version of the car (presumably to broaden its appeal to VW owners in all sorts of far flung parts of the world) and to follow this is an ambitious mid-engined variant with no less a power unit than the straight six *Kawasaki Z1300* motorcycle engine!

So why are we telling you all this? For the simple reason that negotiations are currently under way to appoint a UK distributor for the *Saluki*, and we could well see examples of this interesting sounding (and looking) car on our roads in the near future.

We'll keep you posted, but if you want more details immediately we suggest you write to *Sam Lyle* at 38 Douglas St., Wainui Beach, Gisborne, New Zealand.

Peter du Sautoy (TSSC member) down in Johannesburg needs a repair/rebuild kit for the Girling Powerstop brakes on his GT6 III, so if anyone knows where Leon can get one for him, please tell Leon.

Here is a message from Kiwi Rod Clements of Whangarei, New Zealand: 'Calling DTA 745L, where are you? 1973 Sapphire Blue GT6 III owned by me for a period while working in the UK 1975/6, are you still alive? Those were good times then, would like to contact owner now, for nostalgic chit chat'. Contact Rod Clements, Unit 6.5 Second Avenue, Whangarei, New Zealand. FAX 01064 94385220. NB. Last seen sold/returned to Coventry area. Rod also says he currently runs a 1970 2.5PI and an '85 Rover SDI Vitesse.

Whilst 'down under' I thought I might just include this item from an old mag called *Sportscar* monthly, dated Sept/Oct 1983. As you can see, this special was built in NZ and may just be linked with the special

depicted in the Jan 1994 Courier no. 163, page 38.

Trevor Collett, our Specials Register Secretary had some idea about sending me off to the Cook Islands to investigate, so if he wants to supply my ticket, I'm already packing my bags!

Congratulations are due to Thomas, Patricia and Anja Schmid, members in Heimstetten, near Munich, Germany on their new arrival, Michaela Franziska, born 13th April 1994. So Thomas, now you'd better hurry and restore that LHD Herald 1200 Estate, as you'll obviously need that family car, sooner rather than later!

Stafford is coming, so please remember, look out for me on the International Desk, also if you are coming from overseas, your car is wanted, in any condition, for a special display of overseas visitors Triumphs in the main hall on the Saturday and up on the balcony on the Sunday, unless entered in the concours. Also, up on the balcony,

near the bar! will be the display of 'interesting'/'modified'/'different' cars!

Overseas visitors are also cordially invited to attend TSSC Belgium Areas International Barbecue on the Saturday evening 8pm - MIDNIGHT, bring food and drink to participate in this informal gathering.

All International visitors arriving with their Triumphs must enter the International distance competition by obtaining a petrol receipt/invoice from a fuel station near their home upon departure, being sure to write their departure mileage on the back, also their mileage on arrival at Stafford, so I can work out the total distance driven, please also print name and address on the invoice.

These invoices must then be placed in the entry box near to the control/information office inside the main hall.

Good luck to you all! Drive with care and in Triumph..... ☆

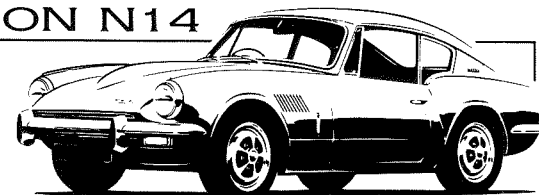
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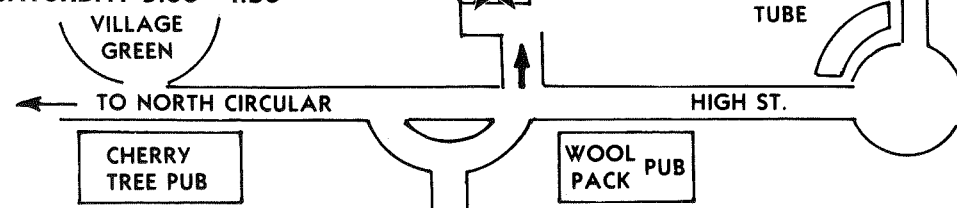
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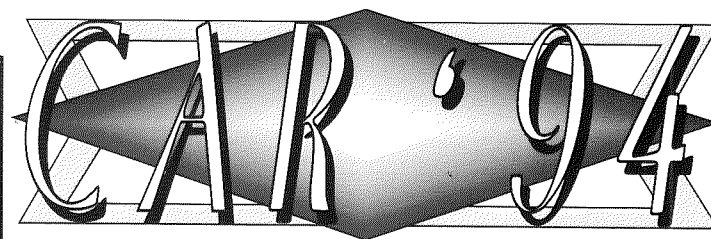


As everyone in the TSSC should know, this year has marked the thirty fifth anniversary of the Coventry based Standard Triumph Company's first announcement to the world's motoring press of it's new car called the Triumph



Herald. The Herald Saloon and Coupe models were launched on the 22nd April 1959 in a rather unique blaze of publicity and fanfare at the Royal Albert Hall. The cars became available to the general public one month later. Sadly 1994 also marks the anniversary of Standard Triumph ceasing production of the Herald Coupe and Courier Van.

The Herald boasted several advanced design features and was



one of the world's first mass produced vehicles to have four wheel independent suspension. It went on to become the foundation for the Triumph Spitfire, Vitesse, GT6 and Bond derivatives on which the Club is founded.

Fortunately many of the people involved at the



Harry Webster

time in the design and manufacture of the car,

As a consequence of these anniversaries, and in a moment of weakness one cold and wet night last November, it was thought that the

together with a small percentage of the vehicles produced have managed to survive the ravages of age, recessions and cash flow crises somewhat better than the Standard Triumph



Coventry area of the Triumph Sports Six Club should perhaps mark this milestone in motoring history by staging a Rally, and so the concept of CAR 94 was born.

Triumph Herald launch ceremony. The impressive attendance list showed that participants had travelled in a varied selec-

CAR 94

programme advertisers, John Kipping, Rimmer Bros. and Redditch Shotblast & Powder Coaters for their support on the day.

Around lunch time Mike Costigan lead a small fleet of Herald Coupes into the show ground where a total of 7 coupes lined up in a display of this now somewhat rare model. The special convoy had travelled from Kenilworth Castle, the last venue of a Coupe Day in 1992.

With dampness turning to sunshine as the day progressed the judging on the day for the various awards was handled by Malcolm Greenly, Mike Costigan, John Kipping and Angela and Andy McGowan. The

periences of the Alpine Rallies, racing circuits and in particular the 65 Le Man 24 hours.

Hopefully this new event has now enabled the Coventry Area members

of the TSSC to put something back into the Classic Car events calendar as a response to the pleasure we have derived from attending other peoples functions. We can only extend our thanks to everyone who braved the forecast

of inclement weather to lend their support to the day. With the foundations now laid, make a note in your diaries to attend next years CAR 95.

CAR 94 Best in Class Awards were:-
Herald First
RSS 514S
Darran Humpheson
Runner Up **OHR**

309M Jimmy Carter
Spitfire First YJH 312K
John & Yvonne Bloom
Runner Up **VFP 711S** Steve Crane
Vitesse First LKC 747E
David Tidmarsh

Runner Up **YFD 612H**
Annabel Seldon
GT6 First DOF 336K
Neil Horton
Runner Up **WRY 809M**

Tony Averil
Bond First
SMB 295D
Phil Johnson
Guest
Classic First
TNR 369H
Richard Shuttleworth
with a VW Beetle
Runner Up
PFX 37W
Shirley Lloyd with
a Dolomite
Highly Commended Awards
were made to Pete Jeavon's
Coupe **8385 UE**, Chris Allen's
Coupe **XRW 860**, Clifford Arliss's
Estate **HBP 44H**, John Green's
12/50 **GFD 774D**, Juan Thompson's
12/50 **LAO 147E**, a Vitesse 6
HKG 650D,

Vanguard **DEP 442**.
Special Heraldic Awards based on the judges discretion of such features as originality and historical attributes etc were given to:-
645 BON John Griffiths

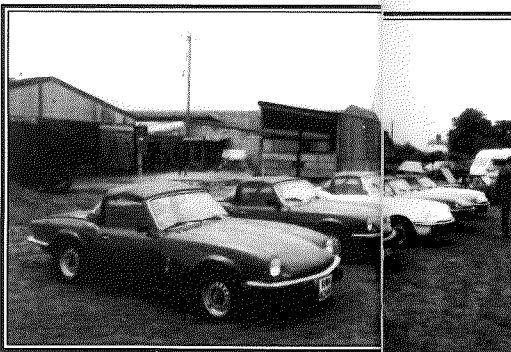
with a Herald 948
GVC 728D Kevin Gillen
with a Herald 1200
FYH 8612J Dave Siddorn
with a Herald 13/60.
The Heralds judged to have the best array of period accessories and with occupants in period dress was:-



Almost 200 cars were in attendance at the inaugural CAR 94 meeting which was held on May 22nd in the grounds of the Shire Horse Centre and Farm Park, Stratford on Avon. Despite a damp start to the days proceedings the venue provided something of interest for everyone in the family.

tion of Classic Car makes from areas stretching right across England and Wales but even the 170 miles plus that John and Yvonne Bloom had travelled from Norwich was overshadowed by Jos Juerriens, a Triumph enthusiast from Holland, who extended a business trip specially to attend. Sadly only three of the eleven

traders who had made stand reservations remembered to turn up, therefore a special thanks must go to 'Woodie' from John Hills, Stuart from Rowley Classic, Mobile Tune and the



Show was afforded extra prestige by the attendance of Bill Bradley, one of the Triumph Works racing and rally drivers in the mid sixties, who kindly presented the awards and spent time afterwards relating some of his expe-



Ray Needham's Vitesse **HBD 521F**, a Spitfire 1500 **RWA 424R**, Jane Mumford's GT6 convertible **DJK 100E** and Brian Birch for his First:- **AMY 743A**
Michelle Aveline
Runner Up:- **WSK 450**
Andy Webb



little help from the BBC everyone attending the rally was treated to an excellent presentation of the original



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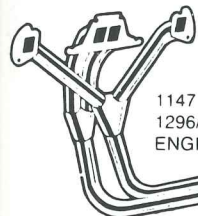
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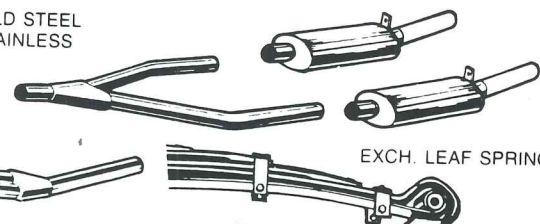


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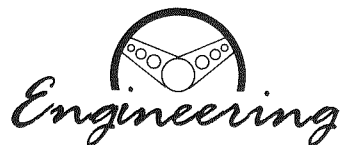
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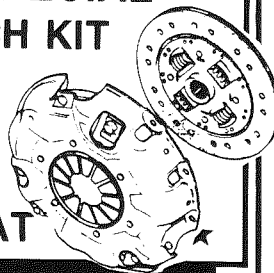
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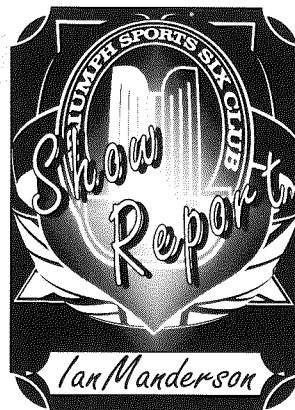
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There seems to be a trend at the moment for events to be written up eleven months after they have happened, and to use this write up as advertising for the forthcoming event.

Not wanting to buck this trend, or should that be because I have only just got around to writing the report, I can now present the highlights of last years Worcester Area Concours.

As in previous years, the event started on the Saturday night with a BBQ on the museum 'camp site', and 93 was to be the first year in a long time that I didn't have to make a late night dash back from Loughborough to Avoncroft, thus meaning I could sit back and enjoy the delight of singed sausages and burnt veggieburgers. Good company, good music, good beer (good hang-over). Daybreak on the Sunday morning and we all hoped for better weather than in 92. WAC 92 suffered greatly at the hands of the British summer.

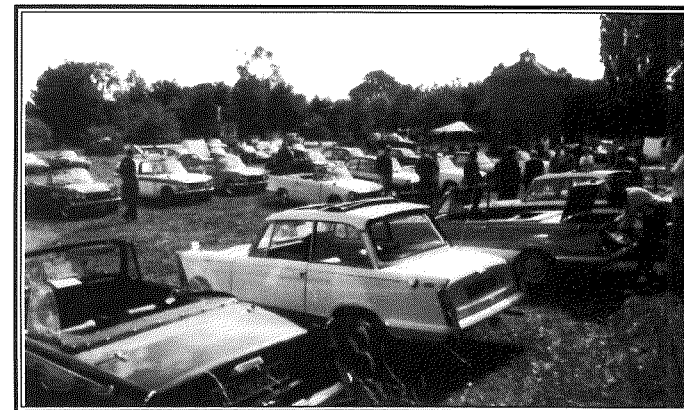
However it looked like my groveling with HIM upstairs was going to pay off as there was hardly a cloud in the sky.

Cars started arriving about 9.45,

even though the gates weren't due to open until 10.30. Such enthusiasm. After a last minute rush we were all set up and ready for the public.

One of the first cars through the gate was Ken and Diane Mulhall's Coupe which whilst reversing into line decided it didn't like being on all fours and promptly snapped a vertical link. Fortunately the 7th Cavalry, alias John Kipping came to their rescue. The sun kept shining, the skin kept burning and the cars kept coming. Attendance was in the region of 90 cars this making it one of the most popular WACs ever. And then we had the judging. Well the standard seems to improve every year, how I don't know but it does. It was great to see so many early Heralds. The most enthralling category was that of People's Choice where a certain red Coupe and a Vitesse were fighting it out. Just when we thought the Coupe would win by a single vote, someone dropped in two slips for the Vitesse ensuring Ken and Diane didn't take all the silverware home (I must buy that person a drink!) Anyway the results are as follows:

HERALD 1st 346JOT 2nd FYH861J, 3rd 793CAJ
SPITFIRE I-III 1st JTT 808F, 2nd HAE61ID, 3rd CYU42H
SPITFIRE IV-1500 1st XNP528M, 2nd UFK203X, 3rd GJU532L
VITESSE 1st CUK405J, 2nd YFD612H, 3rd RDG516G
GT6 1st UGC283M, 3rd UCJ252J, 3rd OVC181M
BOND 1st XUL718H
SPECIAL/MODIFIED 1st Herald 13/60 convertible RSS514J
PREVIOUS WAC WINNERS 1st Spitfire MKIII WKX166E
BEST VISITOR 1st Triumph 2000 Estate POM248M
BEST HOMERESTORATION Herald 1200 Coupe 346JOT
BEST WORKING CAR Vitesse HKG650D
WEST MIDLANDS CHALLENGE Herald 1200 Coupe 346JOT
PEOPLES CHOICE Vitesse MkII Convertible YFD612H
AREA CHOICE Spitfire MkIII JTT808F



A reminder to the winners of the large returnable shields to get in touch before September so I can get them back for WAC 94.

This just leaves me to say a big thank you to everyone who helped with WAC 93, without whom the show could not be put on.

So what about WAC 94. Well the date to remember is Sunday 11th September. The venue is the same, the entrance fee is the same. I've had provisional bookings from two traders and the weather is on order. Watch out for the advert in the next Courier. Roll on September. ☆

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The 50/60s or "Heartbeat" weekend was suggested in the NYMR House magazine "Moonshine" and as a life member I phoned up Stephen Hogg and suggested the TSSC N.E. Area (20

Railway Retrospective

would like to take part giving him some useful numbers of other local clubs. As a result items appeared in the Courier and phone calls began to arrive from as far away as

Surrey, although North Yorks connections were evident in all the calls I got.

Quite a few N.E. members were interested and John Bruce, Goathland station master was very helpful in terms of accommodation etc.

business for many hours! Due to family commitments, I travelled on Saturday morning, but we were able to form up a small convoy at the Cock o' The North car park, Durham City for the journey down. Getting there was an interesting experience as I decided

to change a leaking petrol tank and as a result ran out of fuel en route to the pub! After a hike to the garage and a complete topup found on arrival that the tank sensor unit on the new tank was leaking! A couple of blows with a spanner soon tightened that! (What no sparks!!).

TSSC line up at Goatland Station



Other people have larger restorations than ours



Some members travelled down to Goathland on Friday night and apparently favoured the "Adensfield Arms" with their

Driving into Goathland we found the Heartbeat Herald standing in the pub car park, as Yorkshire TV were filming, but by the time we'd booked

in at the station and walked up into the village to photograph it, it had gone! We managed to form a solid TSSC line up in the Goathland station car park and then picked up free tickets for two to ride the steam railway all day!

I'm told that Michael Elphick of "Boon" fame examined our display and during the afternoon an inspection from English Heritage was favourably impressed - much to the delight of the railway who may get some grant aid as a result!

Saturday evening was spent in the "Adensfield Arms" (till late!) conversing with NYMR staff and TSSC members including Bob Westgarth and friends from Carlisle and Anthony Watson, the Cleveland AO.

A night in the sleeping car in the station sidings followed. We still don't know who the phantom corridor trotter was!

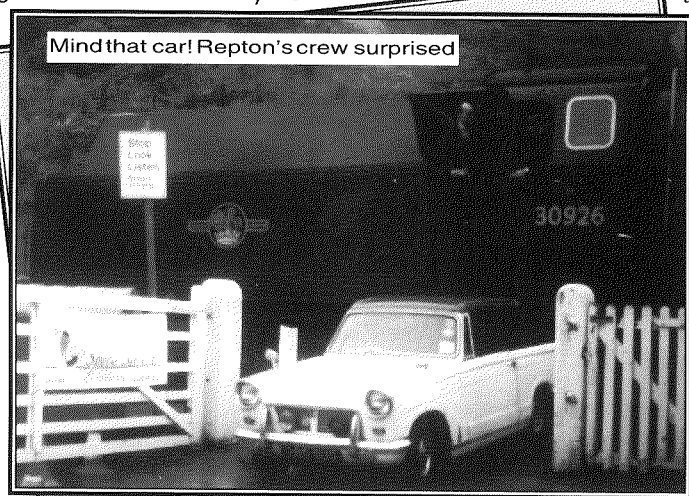
Sunday dawned very wet (What do you expect when Yorks organise the A64 Run?). Thankfully our free rail passes enabled us to ride the trains all day, so after a hearty breakfast cooked in the NYMR staff canteen (an old coach), this is what my son and I did. Picking station cafe and bookshop were visited, as were the loco sheds at Grosmont.

Unfortunately, as we were all away sampling a steam railway in full operation, we missed 3 cars/TSSC members at Goathland. So here's my apologies to the bearded yellow R

reg Spitfire driver, the H reg green MkII Vitesse saloon driver and John Hillarby and

event. John spotted the other two cars while hanging about waiting for us and never got his free ticket or very nice certificate due to some misunderstanding at the station.

When we arrived back at Goathland, John Bruce, station master kindly set up the gate photographs as seen here - don't try this at home folks! Even the crew of S.R. 4-4-0



his wife (up from Surrey!) and featured in the NYMR hand out on the

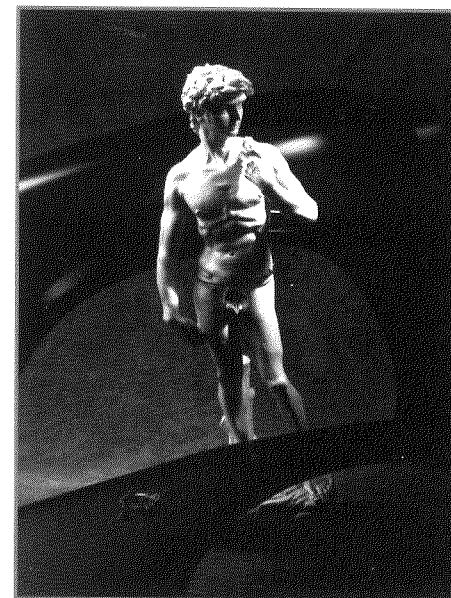
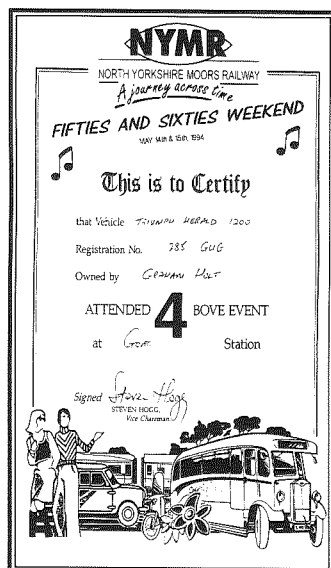
Schools Class 'Repton' seemed surprised to find GUG practically on the track. Some of my members suggested that a couple of yards further back would be a better shot!

It's a pity the weather on the Sunday didn't allow for a better photograph (hope Footman James don't see it!).

All in, it was an excellent weekend experience and in spite of the Sunday weather I think everyone enjoyed it. One member said to me on Saturday (before it rained!) that it was the best event we'd organised yet!

I would like to publicly thank Stephen Todd for setting the event up, and especially John Bruce for his help and friendly co-operation in all respects at Goathland. Also all the railway staff and volunteers we met were very helpful, cheerful and generally nice to know. I'm sure this could easily become an annual event for the North East Area of TSSC. Nice one NYMR! They're having a Veteran and Vintage Weekend on July 23-24 (Sat & Sun). We might try to gatecrash that!

Railway Retrospective



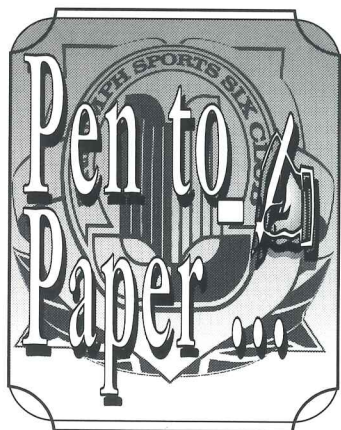
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I was listening to the radio a little while ago during the commemorations for the 50th anniversary of 'D' Day. One listener had said that towards the end of the war a woman gave birth and as a sign of patriotism christened the baby 'Spitfire' with the surname of 'Bloggs'. The presenter thought it may have been a 'wind up' but wondered if it were true whether the man still used the name or perhaps shortened it to 'Spits' or something similar.

A little later another person phoned in to say it was true as he actually knew 'Spitfire Bloggs' but now called himself by the name of 'Bloggs'. I wonder if it's true, if it wouldn't it be interesting for the club to get in touch with 'Spitfire Bloggs' as some sort of 'mascot' for the club.

John Arnold

In Tune....

Having recently joined the club may I first remark on the quality and varied topics covered in the courier. Being fairly keen to attend our first show (with our recently acquired Spitfire MkIV OHA 899M) we trundled off to the CAR 94 event at Stratford Upon Avon, although the weather was typically British there was enough going on to make a day of it, the best part of the day taken up saying 'blimey, mine will never look like that!!!' On wandering around the show there was a company by the name of TUNE UP

offering a tune-up for £29.99. As our recent acquisition was running just a tad lumpy I decided this would be a good investment. Forty minutes later and a good bit of adjusting here and there and OHA was running like a dream so we garaged her up for the night. The next day I received a phone call from my fiancé to say 'the car won't start!'

As we had just had the car tuned I suggested she ring the guys who set the car up the previous day, upon ringing she was advised to wait until I returned from work to see if I could spot anything obviously wrong. If I couldn't, then to ring back, needless to say I am about as mechanically minded as a fish and could see nothing obvious, so I rang Alan Stevens of Tune Up who was very apologetic and said he would be with me within the hour. Having driven from Milton Keynes to Warwick the two guys that turned up were still very apologetic, anyway they solved the problem (at no extra charge) and my Spitfire is now running fine. So to the point of my letter, should any of your readers find themselves in need of specialist engine services I can highly recommend TUNE UP (national company) 0276 51199 as the service I received from these guys was FIRST CLASS. Looking forward to Stafford.'

Andy Start

Hand Painted....

I am thinking of refurbishing the paintwork on my 13/60 and am considering hand painting. I've heard that it was the coachbuilder's technique years ago and they achieved excellent results. Has anyone done it and got any helpful information e.g. costs, paints, results etc?

Also, I noticed in the Restoration book by Lindsay Porter and Peter Williams, that there was a photograph of a car fitted with Daimler seats. Has anyone got any information on the fitting of seats with a headrest (from other cars) that doesn't cost too much?

My car has a negative camber leafspring fitted and this leads to a great improvement in road handling and cornering. One thing I've noticed is that the U/Js need to be replaced more regularly than before - is this to be expected?

Andrew Linkers

"Spitfire Clutches"

As far as I know there are three reasons for the clutch to work only in the last bit of travel:

1. Not enough fluid, or air in system.
2. In correct parts fitted: a. Clutch plate b. Release bearing. c. Master or slave cylinder.
3. Mechanical fault:
 - a. The pedal to master cylinder joint wears (both the pin and the holes).
 - b. Release arm. c. Clutch springs.

The most common fault is with the release arm retaining pin. This is the pivot located in the bell housing and has a habit of falling out, often giving the impression of a gearbox problem.

Normally it is an engine or gearbox removal job to replace this pin but I have known it to be fixed in situ.

Many people have replaced the pin with a bolt (or an old engine valve) with success, however, some of the traders now stock 'pattern' pins. These have a shoulder on the top, and I would recommend the fitting of one of these if the gearbox is out for any reason.'

Graham Willcocks



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Not long after that I managed to lose the aforementioned girlfriend as well. Bloody careless aren't I. She did a moonlight flit with a TR7 driver. TR7 drivers never had any style if you ask me.

What did I do next? Well I put all her things on the balcony for a start. Yes, you guessed, I live on the fourth floor and our flats don't have balconys. What did I do to HIM? Nothing, he's got enough on his plate what with the TR7 and her as well - poor sod.

So Dan got a new engine and off we went again, until the third universal threw a wobbler. This time I was not taking any risks so I purchased a complete set of bearings and UJs from Spitbits (again) and rang the ever helpful Emile for assistance in pulling the hub off..... God, what a sod they are, I'm glad I wasn't doing it. Emile was great. It is a real pleasure to see someone working that well. I could have watched him sweat like that for hours except it was Club night and we were in the York area so back to the pub for doleful expressions of regret like, "Where have you been? It's your round." and phrases like I bet the car's broken down again", and "Get the beer in Paul". So, as Allen was doing his usual taxi job, I



tarp round it's bum like a wet towel flick. So what next? Well, just as I was leaving work one Monday night last month my boss said, in fun I thought, "Give us a ring when you break down again and I will come and get you with the recovery wagon." Oh yeah, I thought, big joke, ha ha. Half a mile down the road I wasn't laughing. The Welsh wizard had struck again; Dan had shredded yet another UJ. His ignominious return to work 15 minutes later on the back of

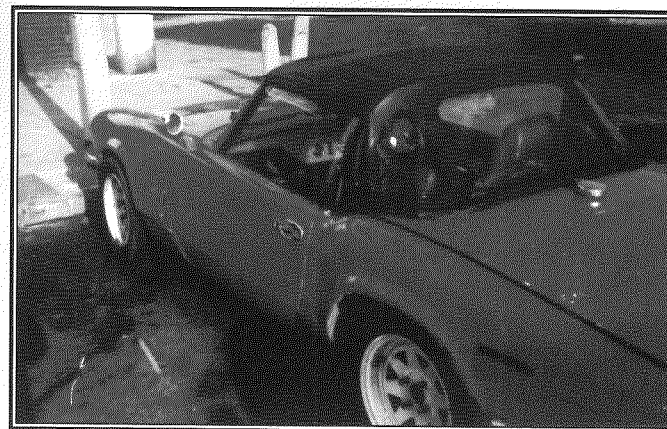


the recovery wagon was greeted with jeers of derision from all the lads who work, if you can call it that, next door to us. I was getting a bit sick of this I can tell you, and what's more I didn't have any more UJs. Guess what, I welded the damm caps in. Twenty minutes it took to sort it out and drag the MIG welder across the shop, but it meant I didn't have to scrounge a lift home! The next day it cost me another £6.50 for a new bit and half the night sorting it out. You may be able

went and sat in a corner and cried while I got pissed. Well, that's what I do every Club night so there. Dan was finally back on the road, Kay was talking to me again and Fay had got revenge on the cat that had taken to sleeping under her tarpaulin. Mum said the cat took off like a scalded GT6 when the wind whipped Fays

PART TWO

O'KAY - WHAT HAVE I BOUGHT?



New Hood, No Nickers.

to weld things together but just check you don't want to take them apart again!! Things went well for a while and I even considered stopping cursing Dan every time I got in him, in fact things were going so well that I decided to have the last open top trip to the York meeting with Allen before putting that horrible yellow hard top back on for winter.

We got wrapped up and set off in style. Two morons on a trip to nowhere, well three if you count Dan, who had to be the most obnoxious Spitfire ever built. 24 miles away from home and Dan's engine developed this noise, a bit like the avon lady when you don't have a doorbell. That's correct, give the man a coconut, A KNOCK! By the time we had got the speed down from 90 to 30 the fun was beginning at 30 the Knock became a rapping, at 20 it added a shudder and by the time we had stopped, only 2 or 3 miles from the pub Dan had, to coin a phrase, Thrown a leg out of bed.

This time it really was terminal the con rod was stuck a good half inch out of the block and god only knows what the piston was playing at. We set off to walk to the pub, well it was a damm sight nearer than walking home and besides I didn't have access to a barrel of beer at home did I.

Yes I know I should have, but you

see I am only a social drinker so every hour on the hour I have to find a crowded pub or beer tent and have a social falling over session. One thing I never do is drink and drive, at the speeds I usually drive at you end up with beer anywhere except down your throat so it is just wasted and I cannot stand waste, that's probably why I ended up with Dan, me or the knacker's yard and like I said I can't stand waste! Back to walking, well not for long thank goodness, I have to walk further than the car park to the pub I get withdrawal symptoms and Al has to find something big and round for me to hold onto, he says he doesn't really mind walking with me while I hold a dustbin lid or some such item it's when he has to make vroom vroom noises and the sound effects of screeching tyres that he gets ticked off, especially in Asda on a Saturday afternoon. I don't care, I NEED that fix.

It was Judi and Doug who came to our rescue this time thank you very much but as ever, it was that man Emile who saved the day. Not only did he drag Dan to the safety of the pub car park, where he

was solemnly inspected by everyone but me, he also took Al and I back to Leeds, who said angels don't drive cars, Emile does, Mindst you he did set off before I managed to get the usual amount of alcohol down my throat alas.

It caused such a stir we nearly got a mention in the Courier, I have been assured that Doug actually wrote it all (probably in glee) and even sent the article off, including the final demand for the Xmas dinner money, that's from about 3 years ago though, what happened to the saga of Dan's demise, it never got printed, and I assure you we were assured it was sent on time, most assuredly we were assured, I like that word do you, assured, it reminds me of the man from the "Prudential" Let's get back to Dan, well that's what my boss did a few days later, back onto the recovery truck and back to Leeds...

...where he now resides as a very small, quiet, scared little Spitfire, under threat...

what threat is that you ask dear reader. ME, THE GAS AXE AND SOME WELSH SHEEP!! KAY RULES K.O... and I'm dyslexic!



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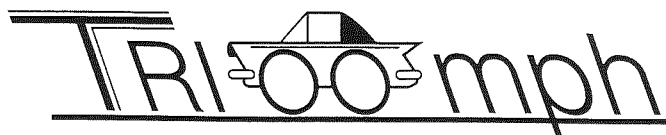
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For the 12th year the Dutch Triumph Spitfire Club is organising the T.S.C. International Spitfire Weekend. On September 3 and 4 we are expecting more than 750 Spitfires in recreation park "De Beekse Bergen" in Hilvarenbeek (near Tilburg).

The organisers of the weekend have worked hard to optimise this location, which has been used since 1992. Visitors can park their cars in the main ground, over which the cable car way runs. Here also the spare parts market takes place with sellers from Germany, Belgium, Great Britain and of course, Holland. A lot of time has been spent to make the grounds as attractive as possible, for instance by having available draught beer served in large outdoor cafes and games in which teams can challenge each other in a sporting manner.

CALL FOR VERY SPECIAL SPITFIRES

Every Spitfire is special but the organisers of the International Spitfire Weekend are always on the look out for as many extra-ordinary Spitfires as possible. For example Spitfires which have been changed by the owner into another model, or which are technically completely different. The organisation wants to park those particular Spitfires in the main ground. If you want any information, please contact

Erik Brekelmans (tel. 010 31 1650 43668) or Suzy Joosen (tel. 01031 76216009).

LE MANS SPITFIRES

The Spitfire has, in the past, taken part in many international races. In the sixties well known teams of Marnat/Piot and Hobbs/Slotemaker created a furore. This latest racing Spitfire has a 110 horse power



motor and a very rare 8-valve cylinder head. The organisers are trying to get several foreign "Le Mans Spitfires" to come over and attend the weekend.

MAKE A WEEKEND OF IT

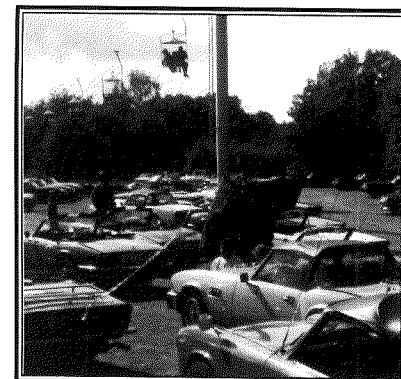
The organisers would like visitors to participate in the numerous activities which will be provided during the whole weekend. The usual programme of Saturday and Sunday has now been extended to include a Special Technical Meeting on Friday evening. This involves English experts who will be talking in-depth about the more technical aspects of the Spitfire engine. There will be alternative arrangements made for those who are not so technically minded. The first 100 participants will receive a special rally shield - these will also be available in the raffle.

Activities for the weekend briefly comprise: on Saturday there will be a Trade Market with spare parts, accessories and books available from both home and overseas suppliers, car boot sale of spare parts - you never know what treasures you might find! An International Concours d'Elegance of about 30 Spitfires in mint condition. On Saturday evening, after the Official Welcome, a fabulous party will take place with the co-operation of the band "Fresh".

The recreation park, "De Beekse Bergen" is a well known location for car events (Camel Trophy) and offers participants to the weekend many free attractions such as the beach pool, a boat trip, the cable car, several restaurants and open air cafes, rowing boats, pedal boats and even a real safari park.

This popular International Event now offers more attractions than before. The organisers expect about 3,000 visitors among which are 1,200 guests who will stay overnight. To avoid disappointment, we strongly suggest you make early reservations. For information please contact Mike Crewes of the TSSC or Peter van Dongen (Tel. 010 31 76 412721). Or see booking form in Review.

See you at Hilvarenbeek.





International Concours 1994

Staffordshire Showground
Sunday 17th July.

Master
Original Herald
Modified Herald
Original Vitesse
Modified Vitesse
Original Spitfire
Modified Spitfire
Original GT6
Modified GT6
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Sponsored by John Kipping

The organisers would again like to thank the above
for their continued support of this competition.

ALL OF THE ABOVE TRADERS ARE
SUPPORTING THIS EVENT
WHY NOT SUPPORT THEM?

For some weeks before the event members were asking me what sort of weather we were going to have at the South of England Meet. Was it going to be pouring with rain like 1992, typical SEM weather? I found myself reminding them that SEM had enjoyed more good weekends than bad and that in its twelve year history we had only been rained out twice! I felt that this was encouraging and the weather forecast helped.

Friday was set-up day, drizzly at first then warming to a very nice day with a barbecue type evening and some did. Saturday started the same: "It was like this yesterday", I was proclaiming. "It'll clear up in a minute." Well, in short, it didn't and by about four o'clock it was continuous. As for the show, well of course that went on. It was a slow start but we eventually managed over 300 people through the gate. The Traders seemed to be moaning less than usual, which is a good sign and the Autojumbler all reported selling the 'junk' but not the 'good stuff' (whatever that is!). There were the usual hardy campers and the evening noggin and natter was pretty full. Generally it wasn't a bad day but the weather could have been better - typical SEM weather?

Sunday, sunny with a promise of warming up. It did and I wore shorts all day (and it didn't frighten the sun away - despite remarks that it would). Generally Sunday is much busier and this year was no excep-

tion. The Show soon filled up, the mud from Saturday dried and the Concours got under way. The weather lasted warm and sunny all day - typical SEM weather! The Concours had changed slightly; we still judged all Triumphs that attended but with proper Concours Judges. For this I must thank Dave Beardsley and his Team, who completed the job in a much quicker time than previous years. We can now hold the prize giving on time, yes I know this is unusual but this feature of the event has changed too! Some beautiful cars turned up again and all I can say is that I'm glad I don't judge.

The Results:

Best Herald 13/60 RSS 514J Darren Humpheson (didn't expect to win)
Runner-up 13/60 FMM 714J Sorry we didn't get your name

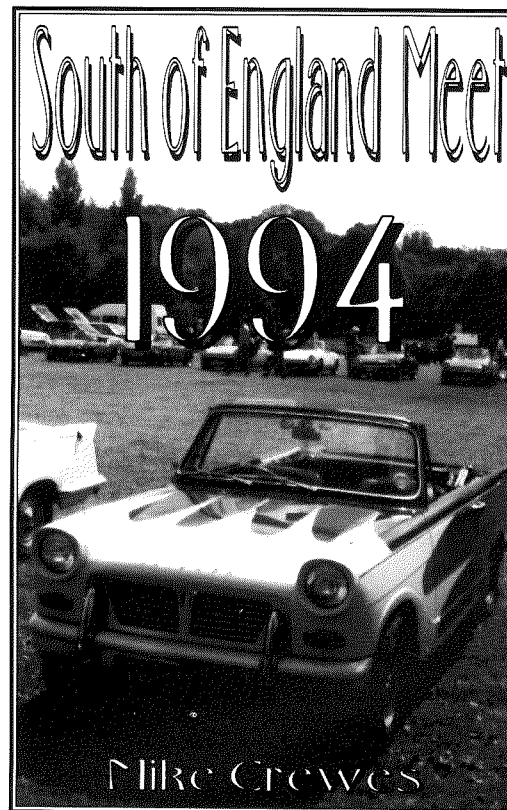
Best Vitesse MkII Conv.
VHV 814G Sid Jensen (alternates with Geoff Titler)
Runner-up MkII Conv.
AYY 343H Geoff Titler (recently seen in the Press)

Best Spitfire
MkIV YJH 312K
John and Yvonne Bloom
Runner-up MkIV JNJ 751L
Dave Gilding (didn't expect result either)

Best GT6 MkIII DMS 304L
Dave Dollemore
Runner-up Conv.
DJK 100E Paul Read (strange looking beastie)

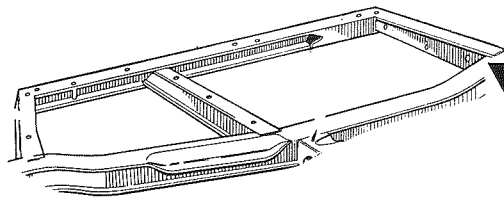
Best Bond OAE 543F Ray Attoe (Small Class)
Best Special Midge MOO 846J Richard Hawke
Runner-up Spartan SJX80
Bob Noah (body parts from a Mini - strange)

Best Guest Car
Dolomite Sprint VPD 572X
Neville Greenhalgh (Triumph Dolomite Club)
Car of Show Herald
13/60 RSS 514J
Darren Humpheson



Now the list of people of thank. Firstly the sponsors, Footman James and Dominion Insurance, particularly to Peter James for presenting the prizes again; Chris and Tessa Childs for manning the gate all weekend and generally helping out; my wife Tracy for being tolerant and a right hand; Jon and Louise from Thames Area for marshalling; South Bucks, South and East London and Canterbury Areas for competitions and stands; Dave Beardsley and his Judges (no they're not a pop group - I don't think!); all the Traders particularly Tune-Up who donated a Free Tune-Up to the Car of the Show as a prize; the staff of Leatherhead Leisure Centre and everyone who turned up and made the Event what it was.

A note for your diaries, SEM '95, 13th and 14th May, see you there.



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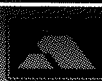
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Bournemouth Undercliff Drive was the finishing point of this, the Seventh Annual New Forest Triumph Run. What a beautiful day it turned out to be on Sunday 15th May again!

Wish you Were Here?

For the Wessex Area, this venue is the first outing of the calendar year, and a great deal of forward planning and organisation goes into making it a real day out for the many Triumph fans who turn out with their cars, and for the many who either come along for the ride or just turn up to admire the polish and shine. Of the local TSSC clubs, there were representatives from Devon, Dorset, Somerset, West Wilts, West Sussex and, of course, a large contingent from Wessex. It was great to see old friends again.

The small market town of Ringwood was the usual starting point for a ten o' clock departure, arrivals being directed into position by an army of marshalls and to the accompaniment of the dulcet tones of Jonathan Longhurst, speaking from a Spitfire Tannoy - the Murray Walker of Wessex! Jonathan's

be warm and sunny. But hold on a minute.... am I not talking about May - the same month in which we experienced record rainfall and minimal sunshine? The month in which we saw the thirty day eclipse of the sun? Just so! and as happened in 1993, when the week leading up to the event also proved to be agonisingly unpredictable, and the day before turned into a complete wash out, this year again things miraculously took a

change for the better.

For the New Forest Run the day began promisingly, and the weather declared a truce to allow the sunshine roofs to pop open and the soft tops to come down.

Organisation of entries for the New Forest Run is the province of Trevor Carlisle - famous locally as the Herald owner who invested in a Tristan Convertible kit two years ago following advice from David Ike on the imminent effects of global warming. Don't take any notice of them, Trevor, the kit looks just as nice in its box, and besides, it'll be a challenge for your retirement!

Final numbers for the Run is restricted by the number of vehicles permitted along the sea front by Bournemouth Council, and that means operating a policy of first-come, first-served. This year there were 190 entries - each, thanks

to Martin Berry, sporting a smart Wessex TSSC New Forest Run placard. Representatives from all the major Triumph clubs took part, 14 x Heralds, 36 x Spitfires, 18 x Vitesses, 7 x GT6s, 41 x TR7-8s, 8 x 2000s, 2 x 2500s, 6 x Dolliers, 2 x Bonds, a Midge, a Roadster and a misdirected Scandophile in Volvo!***! An awful lot of fun on four wheels!

This year the route was planned, reconnoitred and rehearsed by John

THE NEW FOREST RUN SUNDAY 15TH MAY

Jon Barton

Snook, though with three fords to cross with in the first few miles, I'm not so sure he didn't forsake the Vitesse, the Stag and the Bond for an Amphicar when he rode the rapids at the start of this one! And John it was who led the way throughout in his red convertible Vitesse, with Percy the dog riding shotgun on a case of Winalot in the back.

One particular thing which makes the New Forest Run a pleasure for the entrants, though, is the smooth transition from point to point, thanks largely to the efforts of an army of marshalls who lead off to line the course at every turning, T junction, crossing and awkward corner, struggling as they do to keep up with the frenetic driving of 'give em hell and grind em flat' Beachmaster Dave Crook, in his scooped up Herald (0-60 in 10 minutes). Thanks should go to John and John and John and Val, Alan and Denise, Neil and Donna, Roy and Linda, Ian and dad, Chris and partner, Ken and Tony, Irving, Rod and Philippa, Dunan and partner, Dave and Sue, Martin and Pauline, Janice and Bridget, and myself and Lisa, there were more than that, I know, all of us covering the 21 marshalling points of the first half and 23 points of the second half of the Run. This year's chic marshalling colour was dayglow yellow, worn in various guises, from airtex waistcoats to heavy duty anoraks, thanks to Neil Williamson, which must have fallen off the back of a Highways Department lorry.

The route this year took us from Ringwood, past the Alice Lisle pub and up the west side of the Forest to Woodgreen, then right along the northern edge of the Forest to the mid-way stopping point at the old airfield site at Stony Cross, where 190 Triumphs lined the edge of the road, grouped together by marque and model. Quite a sight, especially for one of the residents we met at Woodgreen, who followed the convoy with his video camera to film the line up and to try to locate the MkIII Spitfire he had (most regrettably) sold to an unidentified buyer the previous year.

After the half hour rest, we were off, across the flats and down to Boldrewood and the second part of the Run, following pace-setter, John Snook, who swears he never exceeded 30mph along the whole route guy! With the marshalls lining the route through Christchurch and down into Boscombe, the road was clear for the parade of Triumphs to make their way down to the seafront and line up along the Undercliff Drive, each marque and model parked neatly together just in front of the strand. This is the time when drivers and passengers have an opportunity to take a break and have a chat, as the locals and visitors pour over the vehicles and look into engine bay and cockpit. Once everybody has arrived, and this year we were running about an hour behind schedule, voting gets underway as each group chooses the best

car in their section, the best Herald/Vitesse, best Spitfire/GT6, best Stag, best TR2-6, best TR7-8, and best Others. Wessex TSSC members were placed 2nd or 3rd in three of the categories for our cars.

Altogether it had been a very good day, save one or two hiccups and irritations. We had two minor mishaps, both from Stags, and some totally inappropriate behaviour from the owners of four Sprints, who thought it would be good fun to chase each other nose to tail through the Forest, and tear ass along the lanes as fast as possible. Hope you took some pictures, lads, you won't be invited back next year.

As for the rest of us, well, we thoroughly enjoyed the day. Many people had driven a long way in order to get to the starting point, which must have made the 48.2 mile drive through the New Forest a nice relaxing stroll. And there was plenty of opportunity at Ringwood, Stony Cross and Bournemouth to meet old friends, swap anecdotes, catch up on the news and enjoy and endless talk about Triumph cars. We had, as I remarked to Trevor at the entrance to the the Undercliff Drive, been more than fortunate again this year with yet another good day of outstanding weather for the New Forest Run. 'Yes', he shouted, as we drove on up the road towards the finish.

'God must drive a Triumph!' ☆

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GT6
VITESSE



Tommy the Triumph

SNOW, HAIL, RAIN, ... ITS GOOD TO KNOW THAT SUMMERTIME IS HERE AT LAST.



THE DISTANT 'THOK' OF LEATHER ON WILLOW AS ONCE AGAIN OUR ILLUSTRIOUS CRICKETERS SNATCH DEFEAT FROM THE JAWS OF VICTORY.....

BRIAN LARA: 366

THE ENTIRE ENGLAND TEAM: 47

BUT FEAR NOT, BALDRICK, I HAVE A CUNNING PLAN.....



WHO HE?

WHAT WE NEED ARE A FEW HERALDS AND VITESSES....



... THE ODD GT6, A COUPLE OF SPITFIRES AND A BOND OR TWO IN THE TEAM...



WELL, AFTER ALL - EVERYONE SAYS THAT WE NEED A FEW MORE TRIUMPHS IN THE TEAM...



© Chris '94/6

..... ACTUALLY, I THINK WE NEED A FEW SPECIALS IN THE TEAM, NOT JUST TRIUMPHS....



BUT - WITH OUR WEATHER, AN AMPHICAR OR TWO MIGHT DO THE TRICK...

★ ITS JUST AS WELL BIG JACK CHARLTON'S LADS DONT PLAY CRICKET - ALL THOSE LONG BALLS INSIDE THE 'BOX' DONT BEAR THINKING ABOUT.....!!

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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

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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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Phil Willson, 37, The Grove, North Cray, Sidcup, Kent. DA14 5NG. Tel: 081 302 0059 (7-9pm only).

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Brett Dennis, 284A Stanstead Rd., Hoddesdon, Herts. EN11 ORX. Tel: 0992 448542 (7-9pm)..

SPITFIRE MkIV/1500

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