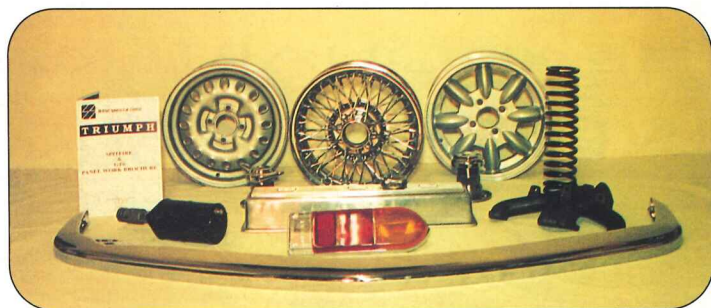


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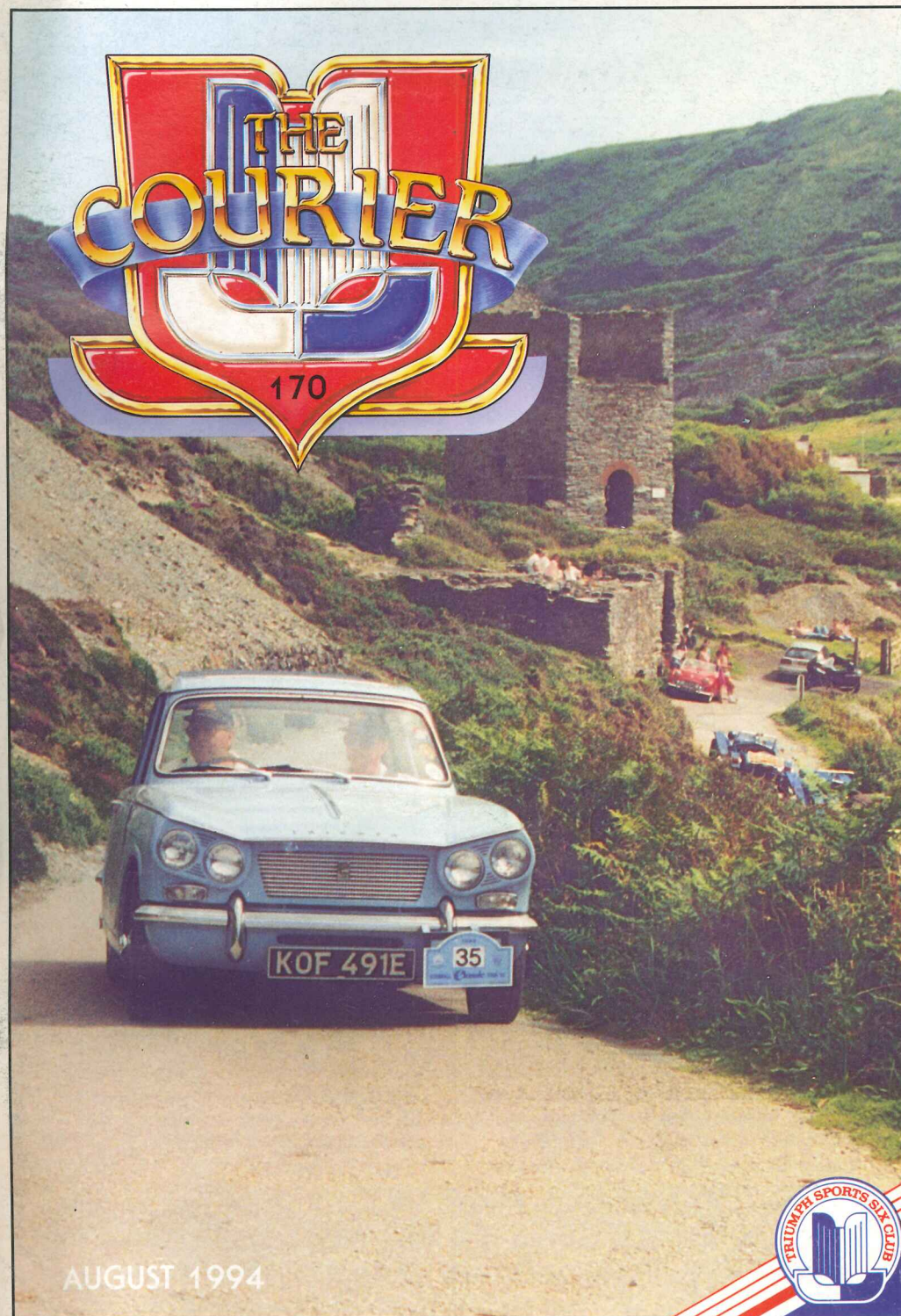
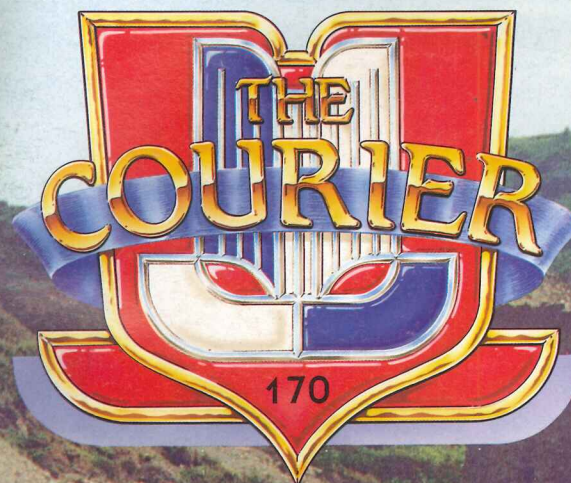
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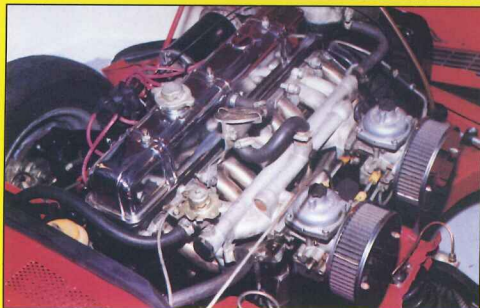
AUGUST 1994





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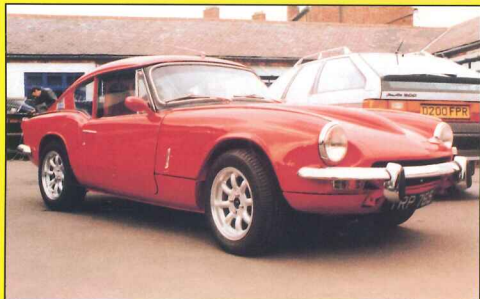
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL. 15 No. 170 AUGUST 1994
Price £1.50 Free to Club Members

CLUB HEADQUARTERS

Main Street, Lubenham, Market
Harborough, Leics LE16 9TF
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

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS ADMINISTRATOR

Diane Spence

TSSC OFFERS CO-ORDINATOR

David Hill

COURIER MAGAZINE

EDITOR

Bernard Robinson

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TRIUMPH SPORTS SIX CLUB - The Old Clock
Tower, Main Street, Lubenham, Leics LE16 7TF
TEL (0858) 434424 FAX (0858) 468228

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Peter Williams

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Northampton NN3 4XP
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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,
Vitesse
Rallying.
Mac Reynolds
supplied.

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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

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

6/7 SAT/SUN - GRAND VINTAGE GATHERING & COUNTRY CRAFT FAIR - Club stand by Southern Area on Sunday only. Contact Andrew Mason - Southern Area Organiser.

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

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

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

21 SUNDAY - DEVON AREA TREASURE HUNT, start shinney bridge car park, Darlington 2.00pm. Contact Paul 0803 867599.

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.

SEPTEMBER

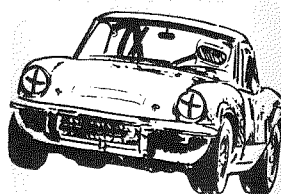
3/4 SAT/SUN 12TH INTERNATIONAL SPITFIRE WEEKEND, Beekesbergen, Holland. See July's Review for booking form.

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



TSSC CHAMPIONSHIP

RACE DATES

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.

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

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

21 SUNDAY - LULWORTH CASTLE CLASSIC CAR EVENT - East Lulworth, Wareham, Dorset.

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

16/17/18 CIRCUIT DES RAMPARTS, Angouleme, South West France.

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"

CLASSIC CARS, HOBBY HORSES

Much is still printed and talked about defining *classic status* to a motor car and as much more federalistic powers devour the planet, one does really wonder when some bureaucrat will see fit to get older cars off the road for good. Perhaps if the particular model has *classic status* this will exempt them from leaving the tarmac!

We all know the 'E' type Jaguar has *classic status* but how about the Dolomite Sprint, would the possible effect be Jaguar runs on, Sprint expires to the sky.

As a movement of enthusiasts we need to support all efforts to make motoring with older cars responsible to the effect of keeping them presentable for the road. Any sensible modifications to enhance their safety and environmental being, should be considered and where possible implemented.

More federalistic powers devour the planet, one does really wonder when some bureaucrat will see fit to get older cars off the road for good.

Some European countries are paying and even giving incentives for removal of older cars. Although people in general view these proposals/ instructions with scepticism, the fact is the way the world is going, before too long we may only be able to use old cars on limited runs which is totally unacceptable.

As a club we have always kept the spirit of fun in owning not the most exotic of cars but we are largely responsible for keeping many more Triumphs on the road. Since the late seventies the classic car scene has continued to blossom and we should not define the word classic other than to say, a car that can be maintained to the makers specification and with the help of spares companies, keeping the cars on the road should not present a justifiable problem.

So, whether you run an Austin Seven or Austin Allegro, if all this is in order we should all stand together to make sure these cars stay on the road. So let's stop tearing into who has classic, who has an old car and take common ground on the fact that these old cars give thousands of people real pleasure and let's collectively ensure the backbone of pleasurable motoring will not lay down and die.

INTERNATIONAL 1994-STOPPRESS STOP

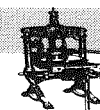
Fantastic turnout, superb event - best International yet.

Yes the Triumph Sports Six Club does it again.

Thankyou to every one who helped make our yearly bash such a success, we all knew there would be a crowd but looking outside this year we had a sea of Triumphs and this is just the tonic the Club needed.

With the new H/Q buildings now open and membership climbing, this is going to round off another dramatic year.

THE CLUB ALWAYS LOOKS FORWARD AND HAS A REPUTATION FOR SUCCESS, LONG MAY THIS CONTINUE.





WORKSHOP MORNING SATURDAY, SEPT 3RD. 9am - 12.30am.

We are running a Workshop Morning at **MW Restorations**, Essex workshop, open to all TSSC members who want to find out more about restoration techniques and get some 'hands on' experience of some of those more technical jobs.

Subjects likely to be demonstrated during the session are:-

WELDING/BODYWORK:

General welding techniques, preparation and finishing, fitting sills and stretching door gaps, removing and refitting door skins.

PAINT AND SPRAYING TECHNIQUES FOR USE AT HOME:

Demonstration of priming and top coating, how to prepare for painting, what types of paint are non-toxic for home use, practice session at spraying test panels.

LEAD LOADING: When and where to use it, how to prepare metal, how it is done, finishing off. Practice session for members.

SANDBLASTING (in sandblasting cabinet). Small items, wheels etc. Preparation and advice on what to

blast and what not to. Practice session.

TUNING: Straightforward tuning, what you can do yourself and what needs electronic specialised equipment. Different types of carbs on our cars: what is involved in rebuilding carbs and the cost. We can carry out a maximum of three 'formal' engine tunes by prior booking at £29. And - how to deal with that MoT Emissions Rule.

CHASSIS CHECK: Demonstration and inspection on the ramp - what to look for for MoT faults, what are the usual places to check for problems and how to repair.

The session itself is free to members (nominal charge for materials used, ie lead for lead loading) followed by optional lunch at the nearby Coach & Horses at 1 o'clock.

MW Restorations is located in North Essex, near Junction 8, M11. **RING FOR MORE DETAILS OR TO RESERVE YOUR SPACE (NUMBERS ARE LIMITED) 0799 541 556.**

If you are interested in this item please call now so they can judge the response, remember that MW Specialise in the Restoration of 'our' cars. Bernard Ed.

AREA DRAW

The winning area for July's Draw was won by **South Yorks**. Please contact Trudi at HQ to arrange how you would like your Vouchers to be sent..

RAISING THE HERALDS PROFILE

Regular readers of the Popular Classics magazine will perhaps recall a feature in the April edition regarding Ken and Diana Mulhall's achievement of totally restoring a Triumph Herald Coupe, despite the obstacle and inconvenience of Ken's movements being restricted by the mobility of a wheelchair.

In addition to winning many Concours Awards at Club level, the pristine Triumph Herald had now registered several top Concours Awards at National level including reaching the final of the Autoglym Popular Classics Roadshow, a first place at the Autoglym sponsored BBC Top Gear NEC Concours and the London Autoglym Concours.

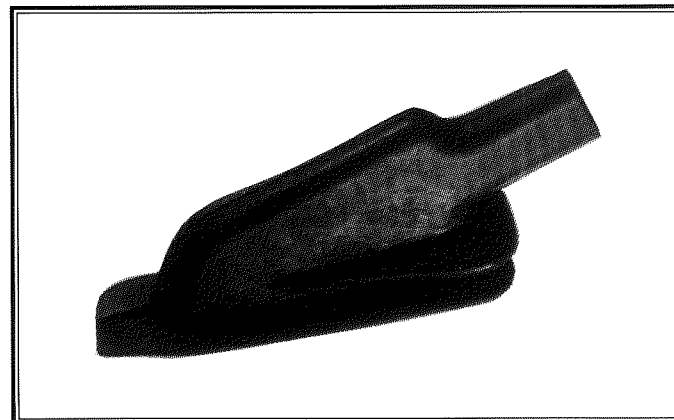
Judging by the response to the feature on Ken, who is a victim of Multiple Sclerosis, it has apparently proved to be an international inspiration for large number of both able bodied and disabled persons.

It has resulted in Ken, Diana and their cars being the subject of several newspaper and radio interviews including a recent live broadcast on Australian Radio. A fifteen minute interview was made on a telephone link up with Adelaide's 5RPH Network at prime time on Saturday the 25th June. The stations presenter of the Leisure Link programme, Peter Greto quizzed Ken on the hobby of Classic Cars in England and in particular Triumphs, the extent and skills involved in successfully restoring a car and the potential problems facing a disabled person taking up the challenge of the Autoglym sponsored National Concours events.

The station has another broadcast link up, planned for early October, in order to track the Herald Coupes progress in the Final of the Autoglym Popular Classics Concours and the Autoglym National Definitive Concours Competition.

LATEST RE-MANUFACTURED ITEMS FROM SIX SPARES Tel: 081 892 0141

Pictured here is a sample of the hand brake gaitor for all Heralds, Vitesses and Spitfires (excluding the 1500 from commission number FH80000 onwards), which we have recently remanufactured to the original specification. This is yet another high quality item that we have produced in our ongoing remanufacturing programme and we hope to announce further products later in the year. We are also pleased to announce that the gaitor is now available at a much reduced price to all TSSC members of £7.64 inc. VAT.



NEW PRODUCTS FROM MOSS EUROPE:

Spitfire MkIV/1500 New Products: Spitfire MkIV/1500 Front and Rear Bumpers

You've been waiting ages for the following gems and the end result has been well worth it; as well as giving you the chance to save up your pennies, you can now get your hands on these really excellent quality items. They look good, fit well and are ripple free. However prospective buyers, the following bumpers are only available in small batches at a time. Don't delay, get your orders in now or face up to six weeks waiting for the next editions.

Spitfire Front Bumper WKC2543 Retail Price £240.88 Inc VAT

Spit Rear Bumper to FH116000 914698 Retail Price £226.19 Inc VAT

Spit Rear Bumper FH116001 on WKC3954 Retail Price £226.19 Inc VAT

We also sell all the mounting hardware, mounting rubbers, etc.

Spitfire MkIV/1500 Heater Matrix

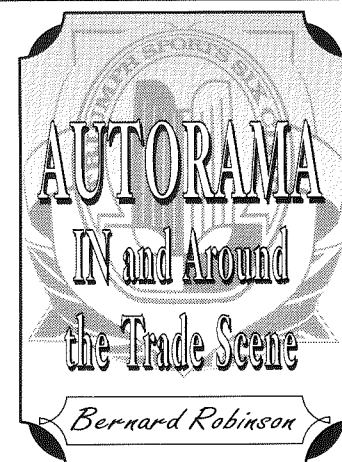
Specially remade, this all new matrix services the Spitfire heater assembly - available without exchange from Moss.

Heater Matrix 910501 M

Retail Price £76.37 Inc VAT

Herald and Spitfire New Products: Herald/Spitfire Chrome Hub Caps

Are you fed up with the plain chrome hub caps on your Herald or Spitfire and would like the original factory option chrome cap that takes the Triumph



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Herald/Spitfire

Chrome Hub Cap 139579

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Triumph 6 Cylinder Engines,

Black Finish Alloy Rocker Cover

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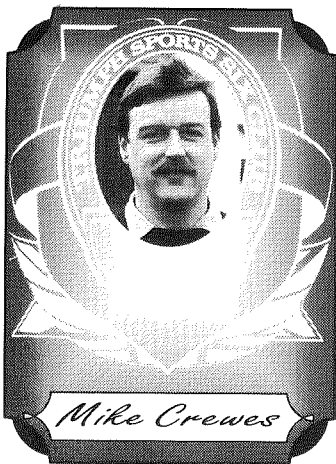
Black Finish Alloy Rocker Cover GAC6005X

Retail Price £55.81 Inc VAT

The National Classic Motor Show Clinches European Historic Rally Stage

The National Classic Motor Show takes place on 19 and 20 November 1994 at the National Exhibition Centre, Birmingham.

Over the same weekend the RAC and HCR are organising Britain's first ever round of the FIA European Historic Rally. The Last Special Stage will be Hosted by The National Classic Motor Show, just outside the Halls enabling visitors to get close to the action. ☆



Mike Crewes

I have received a letter recently regarding the possible confusion relating to hatched areas and direction arrows painted on roads. The Highway Code gives clear instructions with regard to hatched areas, but strangely little about direction arrows.

Paragraph 86 states, 'Areas of white diagonal stripes or white chevrons painted on the road are to separate traffic lanes or to protect traffic turning right. Where the marked area is bordered by an **unbroken** white line, you **MUST NOT** enter except in an emergency. Where the line is **broken**, you **should not** enter the area unless you can see that it is safe to do so.'

Other publications talk about whether the chevrons touch the bordering white line or not, this advice is erroneous and has no meaning. Whether the chevrons touch the bordering line or not is of no consequence the above advice is correct. If drivers enter hatched

areas for any other reason than an emergency, then they may face prosecution for dangerous driving, driving without due care and attention or without reasonable consideration for other road users depending on the circumstances.

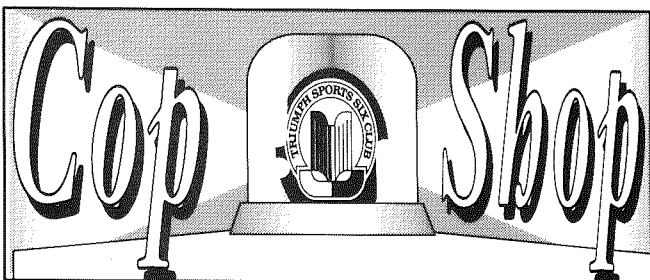
Another area that has fallen into disrepute is that of 'yellow box junctions'. Paragraph 113 states, 'box junctions have criss-cross yellow lines painted on the road. You **MUST NOT** enter the box until your exit road or lane from it is clear. But you may enter the box when you want to turn right and are only stopped from doing so by oncoming traffic or by other vehicles waiting to turn right.'

As for arrows painted on the road, these are advisory, but may be backed up by compulsory signs. If the arrows on the road are not backed up by signs, drivers should be aware that contravening them is not an

As to signs, which are compulsory and which are not? This is an easy question to answer, circular signs (irrespective of colour) are compulsory and the fact that they may be mounted on a square border does not change that fact, triangular signs warn of hazards ahead and where there are more than one hazard sign on a pole they read from the bottom upwards, rectangular signs (with or without a point) are for information, where they have a map of a junction etc. drivers will come onto the sign from the bottom and be facing the top.

The Highway Code is published by Her Majesties Stationary Office and is available at most book stores, priced 99p. **It is the duty of all drivers to follow the Highway Code.** That means regularly reading it and its latest update. Do you know what the cover of the latest Highway Code looks like, or the new paragraphs in it? Most drivers do not, probably out of sheer laziness!

If you have a query or topic on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped, addressed envelope.

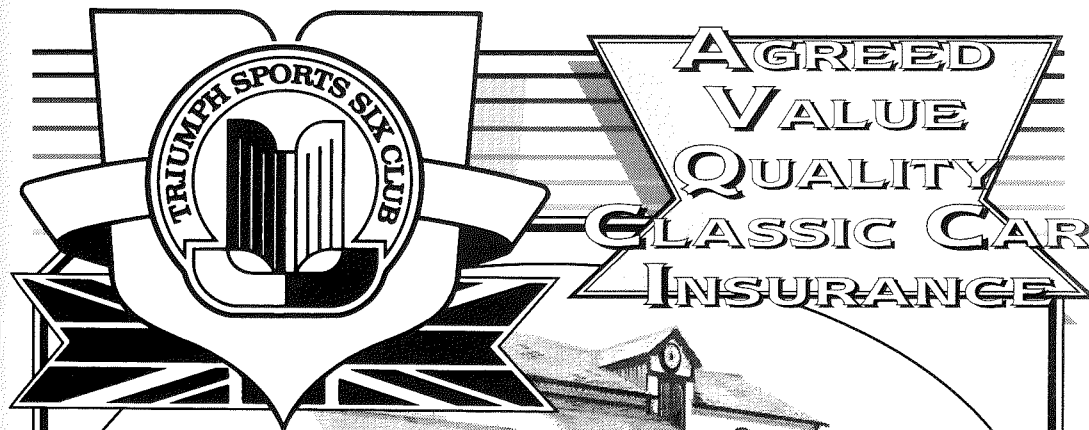


offence in its own right, but they may fall into the same dangerous driving/without due care etc. category depending on circumstances. If the arrows are backed up by signs, then it is the signs that are compulsory and contravention is an offence.

In short, if you treat all road markings as obligatory you won't go far wrong. Try and remember why they are there and that it was your money that put them there! They are there to protect drivers from each other and to assist the flow of traffic.

WARNING!

Members currently insured through TSSC insurance will be on **Market Value Only.** This cover is only a fraction of TSSC Agreed Value and as a Club we cannot support member claims when on Market Value Only. Ensure your cover is TSSC Agreed Value with an up to date TSSC Valuation.



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Bonnets MkIV & 1500 from	SOLD £75
Bonnet GT6 MkIII fibreglass	£125
Doors, MkIII, MKIV & 1500 from	£25
Wheels and tyres from	£5
Hood frames	£45
GT6 or Vitesse engine, good	£95
Seats per pair, from	SOLD £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
Steering rack, all models	£10
Propshafts, all models, non 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
Wheel trims, black or silver	£3
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Herald/Vitesse boot lids	£15
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GT6 seats, brown cloth, per pair	£95
Spitfire seats, all colours from, per pair	£45

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Door handles MkIV, 1500, GT6 III inner	£6
Furflex, per metre	£6
Boot seal, per metre	£4
Weatherstrip door to glass, all models	£6
Windscreen rubber seal	£15
Ignition lock, MkIV 1500 & GT6 III	£30
Filters, chrome air filters, per pair	£12
Glove box, nearside, all models	£10
Boot racks, all chrome type or polished alloy with wood slats	£22
Soft tops, original type finish, zip window, steel poppers, de luxe, supplied with free popper tool	£65
Bonnet stops each	£2
Engine mounts, all models, each	£5
Sun visors, from	£10
Door cards MkIV, 1500 per pair	£39
Clutch master cylinder	£15
Quarter valances	£19
Popper fixing tool	£4

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and remember, if the part is not listed here, it's probably amongst our huge stock of used parts (we can deliver next day if required) and we accept ACCESS & VISA or if you prefer to call in we are just 10 minutes from Junction 11, M4 or 10 minutes Junction 4A, M3. Jingles Farm, New Mill Road, Finchamstead, Berks. RG11 4QY.

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SPITFIRE/HERALD/GT6/VITESSE

PLEASE SEND ME A FREE COPY
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NAME

ADDRESS

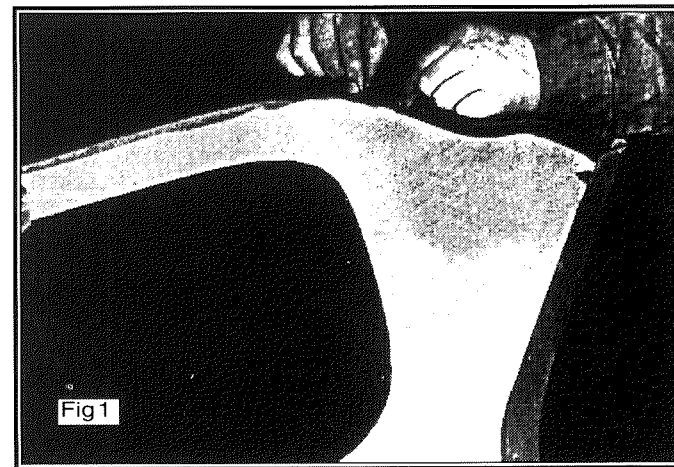


Fig 1

A super fellow member of the club knocked on my front door one evening and handed over these very rare hard top fitting instructions for the Mk I and II. Most of the instructions apply equally for the MkIII Spitfire. I could not thank them at the time because I was out which was a real shame.

FITTING INSTRUCTIONS FOR THE TRIUMPH SPITFIRE HARD TOP KIT PART NO. 569905.

INTRODUCTION

The hard top should be painted prior to fitting and special attention must be paid to masking to ensure that the headlining is adequately protected.

ASSEMBLY INSTRUCTIONS

1. Invert the hard top shell on a table which has been suitably padded to avoid damage to the paintwork.
2. Brush adhesive on the rear lower roof panel flange and fit the weatherseal as shown in Figure 1. Trim off surplus rubber with scissors or a sharp knife.
3. Brush adhesive on the roof header panel and insert the distance tubes through the holes in the sealing rubber (Fig. 2). Brush adhesive on the sealing rubber up to the front edge of the roof.
4. The cantrail rubbers should now be fitted into the retainers on the left hand cantrails. The rubbers have been shaped and the tapering end should abut against the header panel sealing rubber with the door glass sealing flap facing outwards.
5. Brush adhesive on the two rectangular rubber sealing pads and also on the 'B' post contact edge of the roof panel. Stick the two pads into position on the contact face immediately below (hard top the right way up) the side bracket fixing holes in the headlining.
6. Fit the snap on finisher trim on the header and cantrail panel flange, using a light hammer starting from one end of the flange and cutting off the surplus with tin snips at the other end.

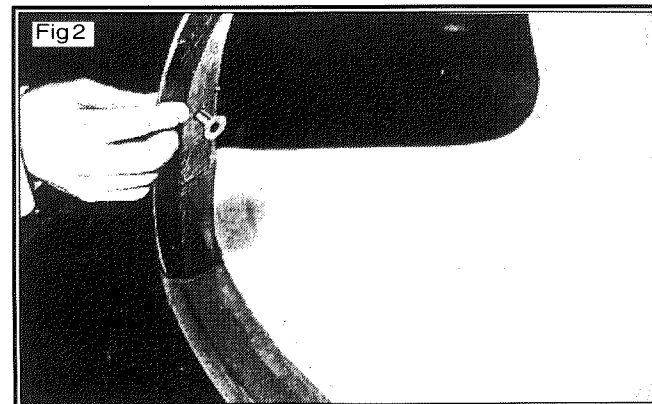
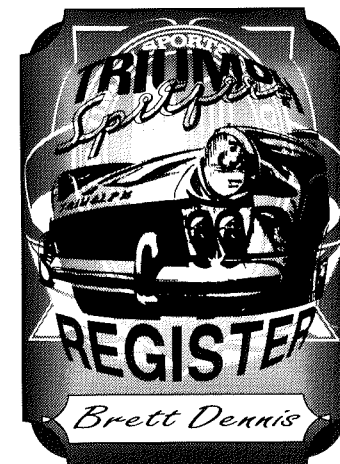


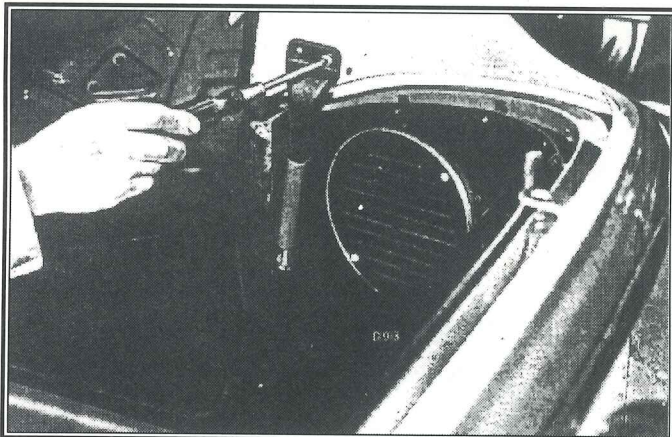
Fig 2



7. Screw the side brackets finger tight on to the left and right hand sides of the hard top (fig. 3), utilising the countersunk setscrews and shakeproof washers.

FITTING INSTRUCTIONS

1. Remove the hood and hoodstick assembly.
2. Remove four rubber blanking plugs from the top panel of the windscreen frame - two from the top side and two from the underside.
3. With the aid of a colleague, turn the hard top the right way up and lift it on to the car inserting the header rail distance tubes through the top panel of the windscreen frame and the side brackets through the hoodstick sockets (fig. 3).



4. Select the longer pair of domed head bolts and assemble to them spring washers and chrome plain washers. Locate these through the windscreen panel into the roof header rail. Do not fully tighten at this stage.

5. Assemble spring and plain washers to the special long bolts supplied and locate through the hood sockets into the side brackets. Do not fully tighten at this stage.

6. Check that the hard top assembly is now squarely mounted on the body.

7. The holes in the two rear mounting

brackets will be immediately above the rear deck panel. Using the bracket holes as a guide, drill centrally through the panel in two places with a 3/8" (9.5mm) drill.

8. (fig. 5). Assemble the lockwasher (1) plain washer (3) and finisher (4) to the domed head bolt (2). Locate the rubber washer (5) between the bracket and the rear deck panel. Insert the bolt and fit the tapped plate (6). Repeat for the opposite hand.

9. Fully tighten the setscrews securing the side-brackets, then fully tighten all locating bolts at windscreen, rear deck and side bracket fixings.

10. Fit the backlight assembly. Full instructions for this operation are given in the 'TRIUMPH HERALD 1200, VITESSE AND SPITFIRE' workshop manual, part no. 511243.

While I was in Chelmsford the other day going through all the estate agents looking for a property with a garage at the back with its own driveway, I was always asked why a garage at the back of the property was so important, so I had to tell them about Spitfires the club etc. one chap, a Mark Summers of Edward Charles Property Services knew all about Spitfires and wished he had kept his MkII which he sold four years previously and wondered if any member knew the whereabouts of a black MkII, reg no. JYT 222D. If you do, please contact me as soon as possible. ☆

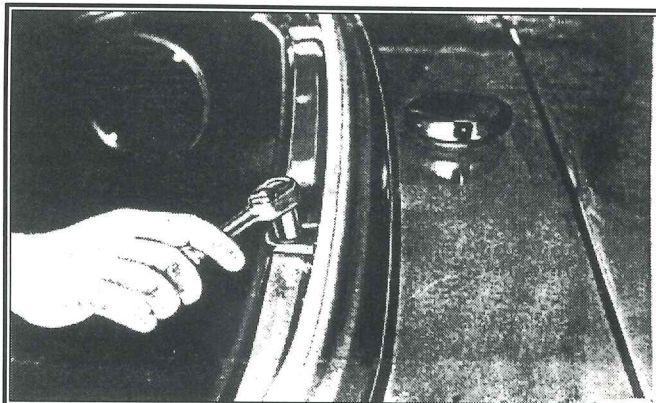
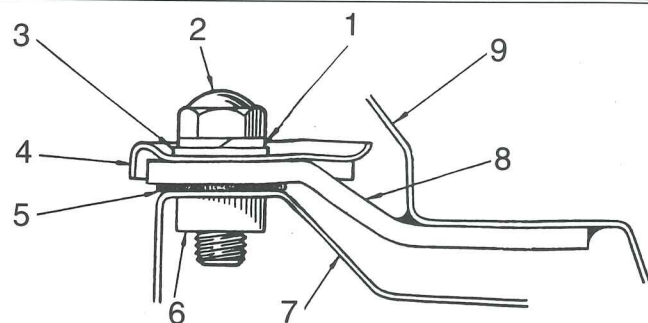


Fig 5

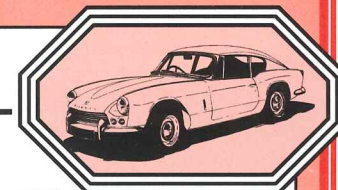


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ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



H!! Writing this register each month involves a weird time lapse phase... but in advance!

What I mean is... this particular August register I am actually writing in the last week of June/first week of July, so although it's August when you read this, I can't talk of Stafford... as it is still three weeks away (for me)... but two weeks (for you)... the point of all this waffle is to explain that the first featured car this month is owned by Peter Goodman (St Albans) (a previous Vitesse was featured in the December '92 Register) who acquired SPM 252G in August 1993 finished in white with a black interior, in his letter Peter mentioned that I would have an opportunity to see his new pride and joy at Stafford... which I am looking forward to... but by now I will have seen it!! if you follow me!!... anyway... Peter's Vitesse had been subjected to a slow rebuild over a ten year period, benefiting from a complete bare metal respray, a SAH Stage II engine, twin stainless sports exhaust, Lucas electronic ignition, alternator... the list goes on... all this complemented by a complete detailed service history... nice one Peter!

The second featured Vitesse is my

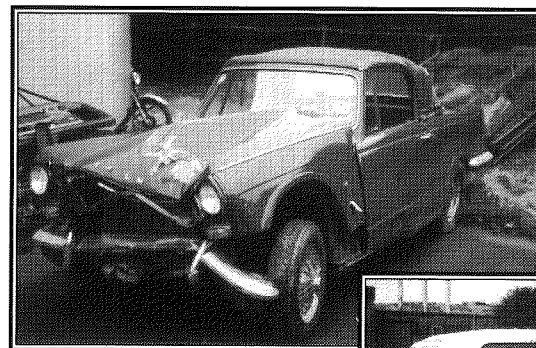


very own 1600 convertible... YCV 188B... registered on the 13th May 1964... the colour listed is blue. (on the V5) but the paint code is 18 for Gunmetal... I purchased her last August... and I was hoping to have her on the road by this summer (how many times have you heard that before?) time has been rather short... I have however sorted some of the electrics (with the help of my son... thanks Jason!) we actually got her to turn over... the photos show her prior to her rebuild (and the reason why!) and as I bought her... I would appreciate any history on her, she

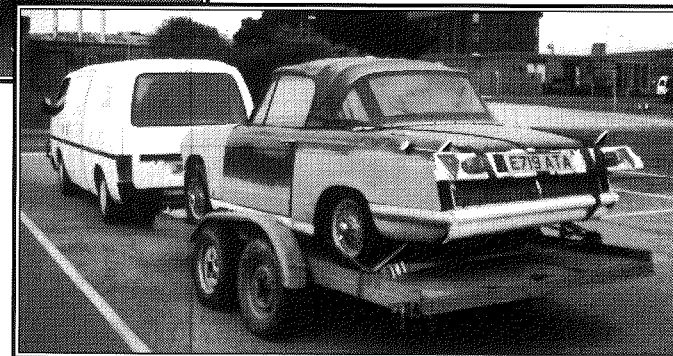
has been involved in a cherished number transfer, indicated by a 'CT' on the V5 document, so I enquired to the vehicle enquiry unit at Swansea (0792-772151) who will, if you are the owner of the vehicle, tell you the original registration number... in the case of my Vitesse it was... CEL 405B... so if anyone recognises it... let me know...

Still on the theme of past VitesSES, a Mr Andy Pitt, the catering manager at my place of work (Dairy Crest) has fond memories of his father's MkII convertible Vitesse, RHR 243H, finished in Jasmine with a tan hood... this was part exchanged at a garage in Bude (Cornwall) somewhere around 1979/1980... he would very much like to know if she is still alive today... producing even more fond memories... if she is... again... let me know... I'll pass it on... thanks.

A point of interest to MkII owners (apologies to MkIs and 1600s)... are the lever arm shock absorbers, having received a couple of enquiries as to their internal workings, I put out a plea in the June Register... and received information from David Muff (Cosham, Portsmouth). Thanks! David. As new lever units are almost impossible to obtain, the cheaper and more readily available reconditioned units are the obvious alternative as these units are not easy for the home mechanic to dismantle... and even if you do succeed you are unlikely to be able to obtain the parts required to restore them. If you would like yours reconditioned... then contact a firm called



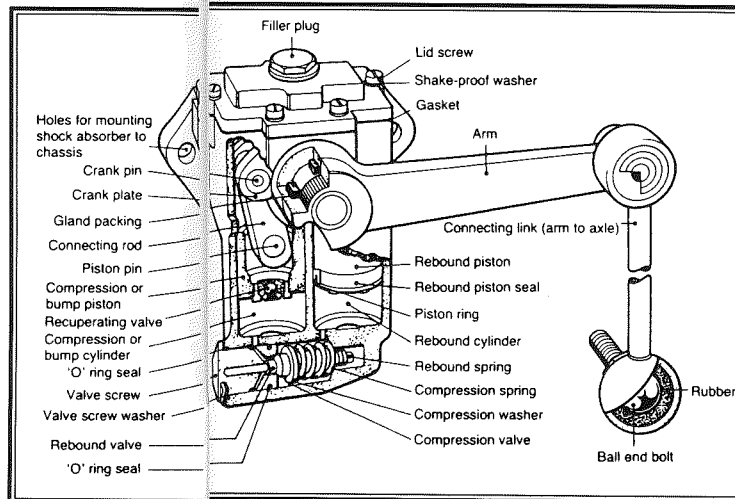
Beason Cooke Ltd (Leicester) 0533 750005. This company is a leading specialist in reconditioning suspension components for vehicles old and new... speaking to them on the phone... they did say that they would require your old units (as they are slightly scarce and they have none in stock at present) part numbers are LA 10275L (LEFT) and LA 10275TR



... to carry on my moped... the number of times that I have run out of petrol!... someone somewhere

the Club... or your area organiser)... without your completed forms... I have no clue as to knowing how many... or what models are still out there... so please, fill one out so we can work towards knowing every Vitesse in existence today... thanks.

Finally this month a personal message from Angie... to the Cornwall area members (friends,



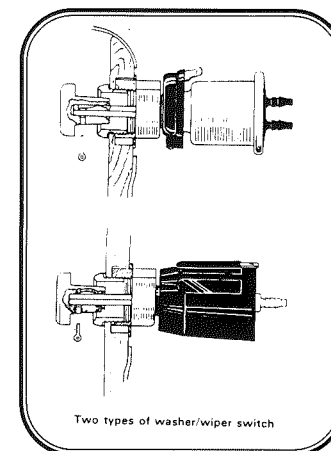
(RIGHT), these will cost you £17.77 plus VAT, per unit (out of interest the surcharge is normally £10 per unit) I think you will find that this is an extremely reasonable price... I actually rang twice to double check!! Something that I am having trouble locating which is not totally Triumph associated... but it is assisting in one way... is a spare half gallon petrol can

must manufacture a half gallon can... or do they? Please let me know...

Last month I mentioned that the Vitesse uses two different types of wash/wipe switch... I did intend to illustrate this with a respective diagram... but I must have omitted to send it in... so you

have it this month instead (better late than never!)

Another plea for information... due to what is possibly the question I am asked most... 'How many VitesSES are on the road?'... so I have to ask in return... 'Is your Vitesse on the Register?'... 'Have you completed an IVR (International Vehicle Registration Form) (available from



lunatics, Triumph owners!) she would like to say a big thanks for the card, enquiries, and messages received when she was in hospital recently... all very much appreciated... she is now like the guy who worked in the furniture factory making suites and sofas... he fell in the upholstery machine... She's also fully Re-covered now!! Thanks... take care... cheers...

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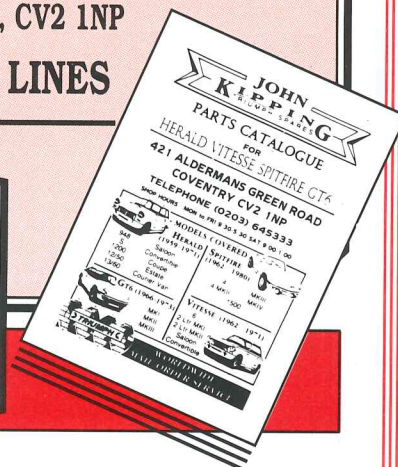
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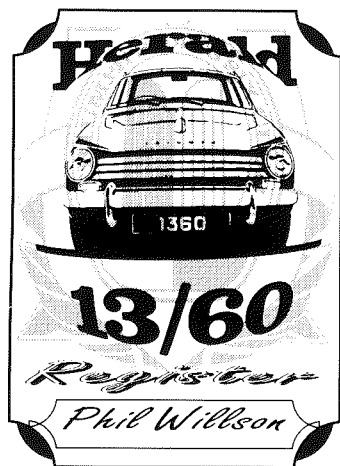
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HERALD VITESSE SPITFIRE GT6



THIS month's scene from the past shows John Dobson and his wife standing alongside their pride and joy at the 1993 Stafford International. I had just arranged with John to use the car as a roadworthy stand-in for 'Crazy Horse' (of 'Soft Top Hard Shoulder' fame) since it appeared likely that the film company wanted to do some extra publicity shots for the video launch. Nothing came of this, however, and in any case John's car was far too good for the part!

Register update: A quick look at the IVR (International Vehicle Register) forms shows me that there are currently 263 convertibles, 176 saloons and 58 estates registered - a not so grand total of 497 cars. The lowest commission number is saloon GE252DL and the highest is estate car GE83425SC. However, several of the forms are over 5 years old and I have no way of knowing if all the vehicles still exist. On the whole, I understand that all the register secretaries are rather disappointed with the low percentage of cars that appear on their books. There are various factors - total TSSC membership at around 18,000, that the 13/60 is believed to be the second most numerous type after the MkIV/1500 Spitfire, and that many members have more than just one club car - that leads me to believe that there

must be at least 2,000 13/60s out there that you don't want to tell me about. I promise that it won't hurt a bit to get hold of an IVR form, fill it in and return it to the club office or

for the month. The air filter is there to remove the larger, more harmful particles before the air is mixed with the fuel in the carburettor. Most filters are made from a resin impreg-

no air can find its way into the carburettor and so the air/fuel ratio drops leading to an over-rich mixture. Regular replacement at the 6000 mile service interval should mean

particles. It does not have the same performance as the paper variety since the mesh is much larger but it does have some effect and is at least re-usable. The cheap pancake type of accessory filter is also of this type, but since it is used without an air box it is more exposed than the original

probably represent the best compromise - they filter quite efficiently, don't make too much noise and can be washed out and refitted. They also are less restrictive to the air than the standard paper type which is of benefit to those who want to grab the last ounce of performance from



directly to me. I would have the most work to do in collating the information.

nated paper (Figure 1) whose mesh size is set to a compromise between stopping particles above a certain

that this never becomes a problem in normal climates, but in dustier environments, the filter should be

equipment type and makes much more noise as the air is sucked in. Some people think this sounds sporty, but to me it's just unnecessarily annoying. Each to his own. Gauze filters should be washed out with petrol, allowed to dry and then soaked in engine oil. Any surplus oil

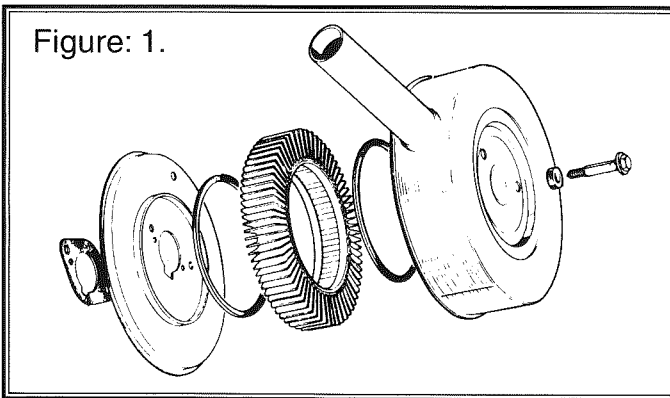
their tuning tweaks. For the real poseurs, they also look good under the bonnet alongside shiny alloy rocker covers, polished dashpots and multibranch exhaust manifolds.

Back briefly to the real world of standard filters. For those like me, who rummage through boxes of filters at autojumble trade stands, it helps if you know what you are looking for. So here is a list of Herald air filters from different manufacturers to help you in your search (n.b. the same types also fit the 1200).

Make	Reference
AC Delco	A1447R
A.P	APP445A
Champion	W141
Esso	1151
Fram.	CA642PL
GKN.	MAF509
GUD.	AG148
TJ.	B10
Unipart	GFE1015
Unknown	MFP445A

Don't all rush though - leave some for me. ☆

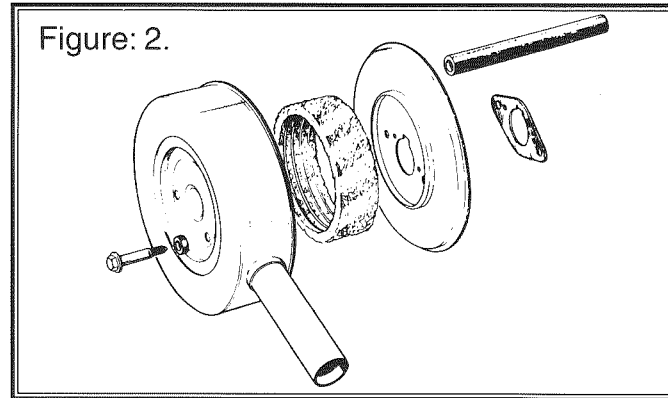
Figure: 1.



Question: What is the most interesting component of your 13/60? I bet none of you says 'the air filter, of course'. Too bad, for that is the topic

size getting through and not restricting the air flow too much. Of course, as time goes by the mesh becomes more and more blocked until little or

Figure: 2.



changed more often.

Some, mainly export, Heralds have a metal gauze filter (Figure 2) which uses a film of oil to capture the dirt

should then be shaken off and the filter refitted.

If you have any money, the best accessory filters are the K&Ns which

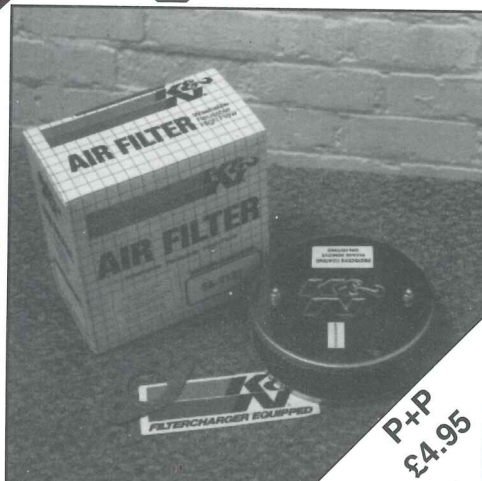


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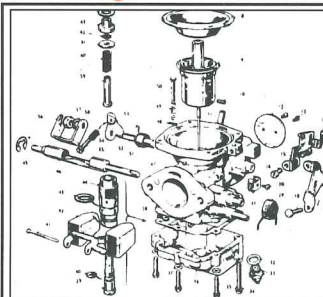
KN001	HERALD 1147 SINGLE	£20.95
KN002	HERALD 13/60 SINGLE	£27.95
KN003	SPITFIRE I/II/III/IV PAIR	£49.95
KN004	SPITFIRE 1500 PAIR	£49.95
KN005	GT6/ VITESSE PAIR	£53.95

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HERALD 1200/1250	SOLEX B30PSE1	SO202	£19.50	SO205	£33.50
HERALD 13/60	STROM. 150CD	SO201	£16.00	SO204	£29.50
VITESSE 6	SOLEX 32PIH	SO201	£16.00		N/A
VITESSE MK1	STROM. 150CD	SO201	£16.00	SO204	£29.50
VITESSE MKII	STROM. 150CDS	SO201	£16.00	SO204	£29.50
VITESSE MKII	STROM. 150CDSE	SO201	£16.00	SO205	£33.50
SPITFIRE 4/II/III	SU HS2	SO202	£19.50	SO205	£33.50
SPITFIRE IV	SU HS2E	SO202	£19.50	SO205	£33.50
SPITFIRE 1500	SU HS4	SO202	£19.50	SO205	£33.50
SPITFIRE 1500	SU HS4 LATE 77 ON	SO203	£21.50	SO206	£35.00
GT6 MKI/MKII	STROM 150CD	SO201	£16.00	SO204	£29.50
GT6 MKII	STROM 150CDS	SO201	£16.00	SO201	£29.50
GT6 MKII/III	STROM 150CDSE	SO201	£16.00	SO205	£33.50
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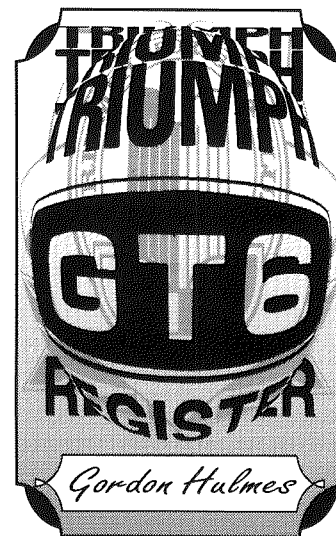
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A S promised last month, here is the story of the oldest GT6 MkIII (KE1), the actual car exhibited at the Turin Motor Show in 1970. The story is in the words of her owner of 12 years, Mr M. I. Pinney (slightly abridged).

I bought the GT6 MkIII, GGW 304J as everyday transport for my wife, and was told at the time that the commission number was KE1, but I must admit that meant little to me then, and I attached no importance to it.

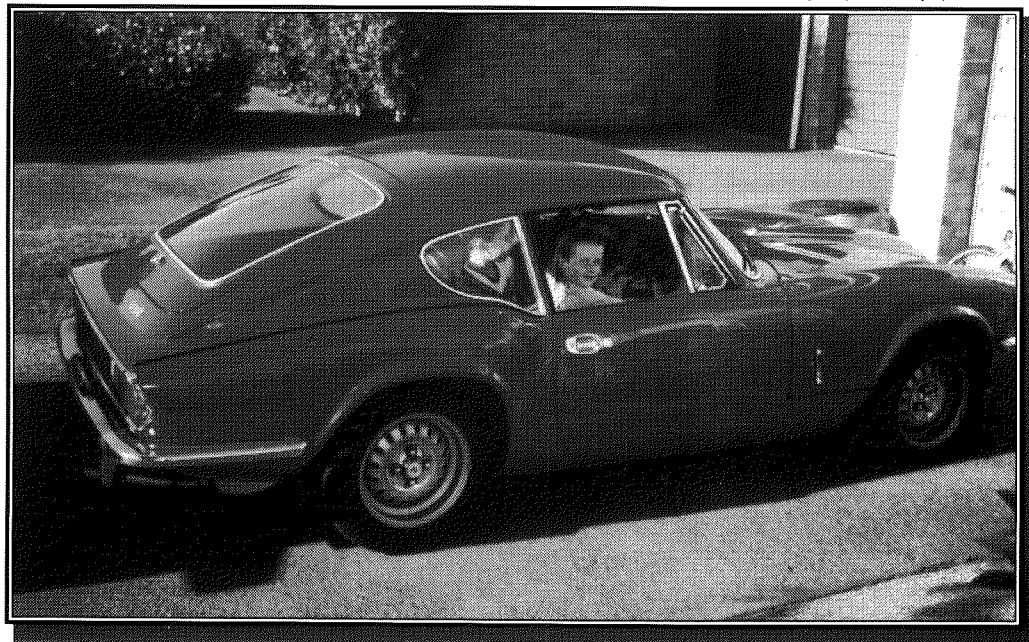
The car was used for three years with only minimal expenditure, although I did carry out a basic running overhaul in the form of new springs, dampers and bushes all round and an overhaul of the top



In May 1985, I noticed rust holes appearing on front of the chassis and so decided to take the car off the road for some major repairs - the classic car bug had bitten!

Taking the body off the chassis proved to be unnecessary but the inaccessible brake and fuel lines were replaced at this stage. The familiar story of a new addition to the family, little free time and the unwelcome prospect of a cold garage then became too much, no further work was carried out for a further seven years.

October 1992 saw a resumption of progress. The body was refitted and after a conscious decision not to try to restore to concours standard, a local body repair shop (not classic



end, more because I enjoyed doing it than through necessity!

The only moment of drama occurred on our way home from holiday in London when a Mercedes tried to enter our car through the passengers door, sending us sideways across the pavement. My wife was passenger at the time but fortunately

no one was hurt and the journey was continued on the back of an A.A. lorry. At the time we had an ordinary insurance policy and the company was prepared to write it off. Luckily, the assessor was an E type owner and therefore sympathetic and so repairs were carried out at a local body repair shop.

specialists) was entrusted to fit the genuine Leyland panels that I had acquired. I was pleasantly surprised that worse horrors were not found.

The car was resprayed in two pack Signal Red and I fitted new carpets and headlining. After priming the carburetors by hand, the engine fired and ticked over almost instantly, and

with a new battery, tyres and stainless steel exhaust, passed the MoT in March 1993.

AB.M.I.H.T. production trace produced the following:

Car built 26th August 1970. commission number KE1, the first GT6 MkIII. Taxed 23rd September 1970. Despatched 29th September 1970 to Standard Triumph Sales Ltd., Canley. Shipped to Turin, Italy, to be used as the Motor show car.

Mr. Pinney now runs KE1 on the club insurance scheme with the 4500 miles per annum limit and he plans to use most of this up this August on a driving holiday to Italy via France, Austria, Germany and Luxembourg in the company of some friends from the Stag Owner's Club, of course he will be paying a visit to Turin.

Triumph's management missed the Paris and London (Earl's Court) Motor Shows, instead revealing the GT6 MkIII and the Spitfire MkIV at Turin (the least important for Triumph). As can be seen from the trace details KE1 was ready for the Earl's Court show (October 1970) but the new cars were not even announced until the second week of this show. This seems strange since the styling change was in many ways the most important change in the two cars production spans encompassing not just a more modern body

- which was to last more than 10 years in the case of the Spitfire, but a whole new corporate image which started with the chopped off tail of the Stag. Why did they opt for maximum coverage from all the European shows? They actually repeated the exercise at the launch of the Spitfire 1500 - whilst the new 1500 MG Midget made the Earl's Court show (with the Spitfire engine!) a MkIV Spitfire sat alongside it and it wasn't until Turin that the 1500 was announced but the press, even then, could not describe it until December!

Magazine list now - if you're visiting any autojumbles this year, look out for this lot:-

MOTOR: 1, OCT 16 1966, 2, JULY 5 1969, 3, NOV 6 1971.

ROAD & TRACK: 1, NOV 1986 + FEB 1969, 3, AUG 1973, 1, APRIL 1967, 3, JULY 1971, 12, 2, SEP 1977.

CAR: 1, OCT 1966, 1, JULY 1968, 3, FEB 1971.

AUTOSPORT: 1, JAN 20 1967, 2, SEP 5 1969, 3, OCT 29 1970.

MODERN MOTOR: 1, SEP 1967, 3, JULY 1972.

MOTORRACING: 1, DEC 1967.

MOTOR SPORT: 1, NOV 1966, 1, MAY 1966 (AD) 2, OCT 1968 (AD), 1, APRIL 1987 (AD) 1, JULY 1968 (AD) 3, FEB 1971.

CAR & CAR CONVERSIONS: ? JAN 1973, 2, FEB 1971, 2, FEB 1968, 3, FEB 1973.

AUTOCAR: ALL < JAN 21 1978.

OLD MOTOR: ALL < JUN 1979.

CLASSIC & SPORTSCAR: ? MARCH 1983. ALL. NOV 1989, ALL MARCH 1987.

CLASSIC CAR MECHANICS: ALL. SEP 1985.

CLASSIC CARS: ALL, MARCH 1991. ? MAY 1992.

THOROUGHbred & CLASSIC CARS: ALL. NOV 1980.

SPORTING CARS: ALL. JULY 1985.

PRACTICAL CLASSICS: ALL, SEPT. 1988, ? NOV 1992.

POPULAR CLASSICS: 1, NOV 1989, 3, SEPT. 1991, 3, JULY 1990.

Thanks to all who contributed: Mr. M. I. Pinney, David Tallon, Simon Adamson, Paul Cattrel (again!), 'Triumph GT6 - Brooklands Books', 'Triumph Spitfire & GT6 - Graham Robson'.

Keep sending the magazine details in I will publish updates and a definitive list in the future. Bye for now.....

ANDY ROSE

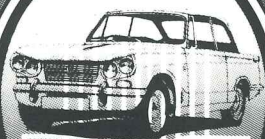
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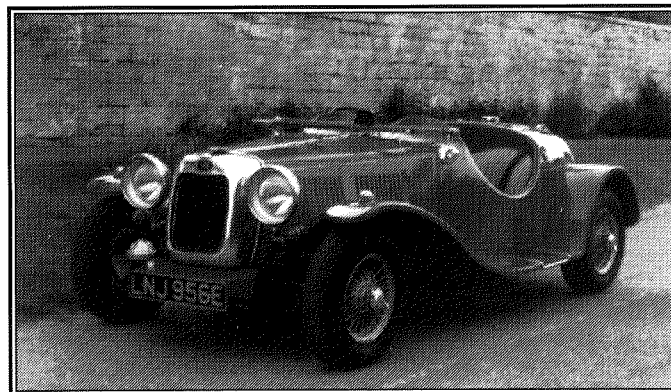
AWESOME OR SOME AWE

I HAVE had communication from another kit car company with news that their Herald based car is still available.

It was in the summer of 1990 that the **AWE** first appeared. I brought you pictures of the prototype in

next. A lockable boot is undoubtedly a very handy feature whether you are using the car as everyday transport or purely for weekend fun.

What do we have? An individual looking sports car that could possibly be called '30s style' but could not be called a replica of anything. The

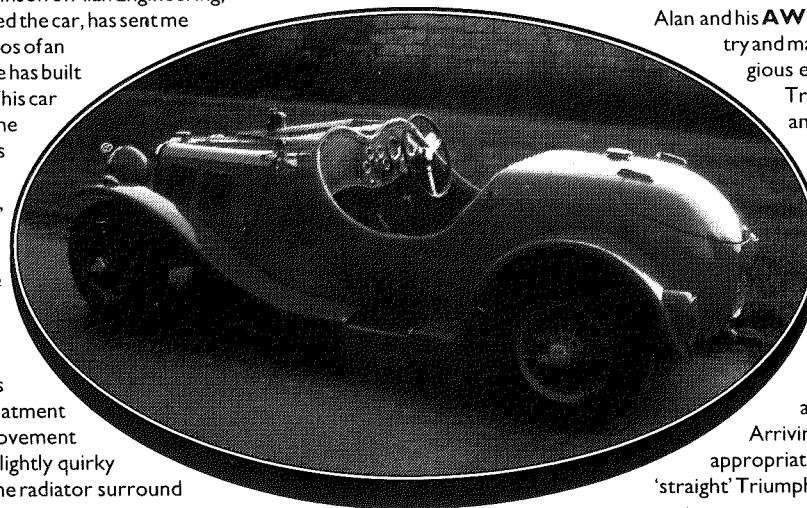


the October 1990 Courier. In March 1991 we had the story of John Houghton and his **AWE** build.

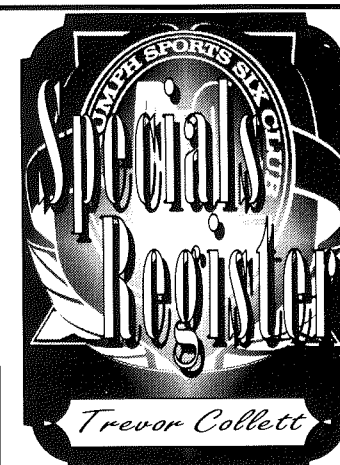
Alan Wilkinson of Alan Engineering, who created the car, has sent me some photos of an example he has built recently. This car shows some differences from the early ones, notably a re-shaped front grille and an opening boot lid. I think this frontal treatment is an improvement over the slightly quirky shape of the radiator surround on the prototype cars.

A boot? On a two seater kit car? Someone will invent glass windows on the doors that wind up and down

construction of the car seems to be pretty straightforward. The main body tub is good old fashioned



reinforced plastic with built in floor. This is plonked on the Triumph chassis and the kit contains all the



other major body parts, like bonnet panels and radiator surround. All the important mechanical bits, of course, are Herald or Spitfire (you don't really want six cylinders in a car like this... do you?).

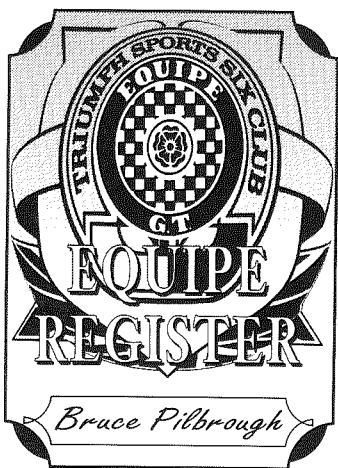
So if you've got some Triumph bits lying around and you are looking for something for the weekend (don't titter) or for the whole week, contact **Alan Wilkinson at Watercombe Lane, Lynx Trading Estate (West), Yeovil, Somerset. BA20 2 EB.**

Tel 0935 26491 for more details.

Alan and his **AWE** are going to try and make this prestigious event, the third Triumph Kit Car and Specials Day on Sunday 4th September.

The museum opens at 10.00 and I will be there from then on to make sure you all park in an orderly line.

Arriving in any sort of appropriate car, including 'straight' Triumphs, entitles you to one pound off the usual admission price. Can you afford to miss this opportunity? I look forward to meeting you there.



The week preceding the Bond Equipe Weekend was rather hectic, final things to do and people to chase to make sure that everything happened as and when it should. The weather had been unsettled (not quite wellington and sou'wester weather, but not far off) but it brightened up a bit on the Friday.

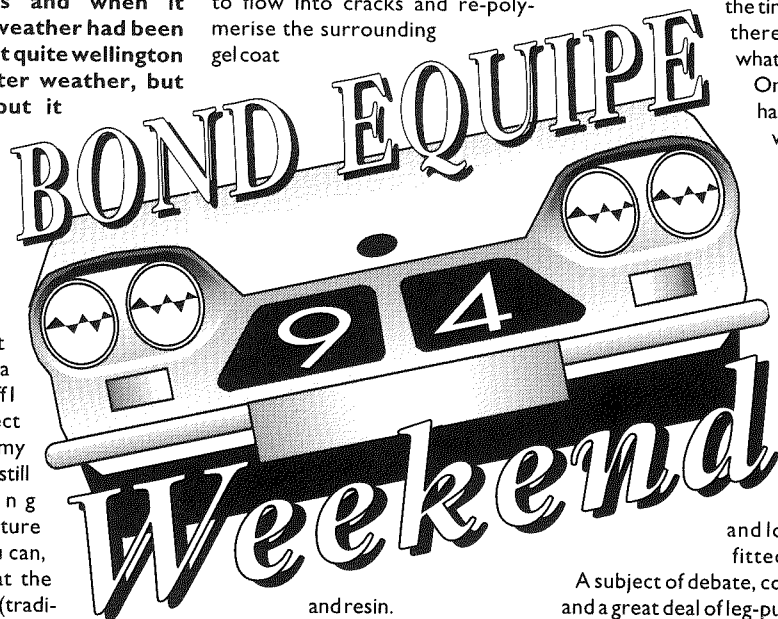
Saturday morning arrived and brought with it a bright but cloudy day with a cool breeze. Off I went to collect the trailer and my Equipe, which is still undergoing restoration. Picture the scene if you can, as I arrived at the Plough at Eaves (traditional country pub with a red telephone box outside) in the quiet of rural Lancashire. I found that waiting for my arrival was one of our local Club members and Equipe enthusiasts who had arrived in a car

that didn't look too much like an Equipe. At first I wondered if he had washed it in water which was too hot causing it to shrink, but it turned out that it was in fact a 'diminutive' MG. We won't hold that against him, however, because we know his heart is in the right place and he is actively looking for another Equipe.

As the day progressed people and cars started to arrive, not only the regulars who support most Club events but some new faces and cars too.

Phil Belt had documented the details of his 2.5 Litre engine/gearbox conversion and brought a chassis section showing the (minor) chassis modifications. Details of these are available for a small fee to cover the photocopying.

Cliff Wood in a car actually owned by Cliff's young son, Dominic, had news of a spray-on resin which is said to flow into cracks and re-polymerise the surrounding gel coat



and resin.

More of this in the future. Bryan Jackson had carried out a hatchback conversion to his 2-Litre GT and whilst not yet finished, and not to everyone's liking, it can clearly be seen as a practical adaptation of an

"...Socially I think it was more of a success than last year. The 'Burn your own' Barbecue helped this..."

Equipe to fit in with today's everyday needs. When finished it should be quite good and not an immediately obvious conversion. This car had been off the road for some time and was only MOT'd and given a 'quick paint job' the week prior to the event. Quite an effort had been made in order to get this car to the event; I'm sure that the owner would not be offended if I said that it wasn't the

prettiest of cars at the time but it was there and that is what counted.

One 2 Litre GT had been fitted with Citroen GSA rear window and seal. This item is not quite the same shape and size as the original but it is available (new if required!) and looks OK if fitted properly.

A subject of debate, conversation and a great deal of leg-pulling during the weekend was, "Had I actually done any work on my own car since last year?". Someone suggested that if I sold it to him he would have the car finished and on the road by the end of the summer. What could I do but

offer to lend it to him until the end of the summer!

A couple of passing cyclists, both ex-local Triumph dealership parts department and past Triumph owners, took a 'breather' and looked at our cars. Parts numbers rolled off their tongues as they 'spotted' parts which they recognised. One of them put me on the trail of someone who had bought the 'old stock' of Triumph parts from this dealership. When I hear any more, I will let you know.

Some of you may remember that some time ago Janet Wotherspoon's 2+2 had been damaged whilst parked on the road outside her home. A demonstration of how to make a mould for a repair section from an existing car started by Bob Read in the afternoon, using my car as the pattern. Since GRP body parts are not available (at the moment) for Bond Equipes, working together like this is the only way to keep these rare cars that we own on the road. The demonstration was intended to show that it is relatively easy to make a repair section by this method.

As afternoon turned to evening the barbecue was lit, providing not just a means of cooking our food but warming ourselves up a bit. Various items of food which started off by looking reasonably edible, gradually

began to resemble coal, dependant on the degree of barbecue experience of their owners. One phrase which was often used was "It's not cooked

as cool and more cars arriving before the start of the scenic run.

Nine cars departed to take part in the scenic run, which paused for refreshments or a walk at Glasson Dock, an old Lancashire port which is linked to the the Lancaster canal. More cars arrived whilst the run

was in progress and some

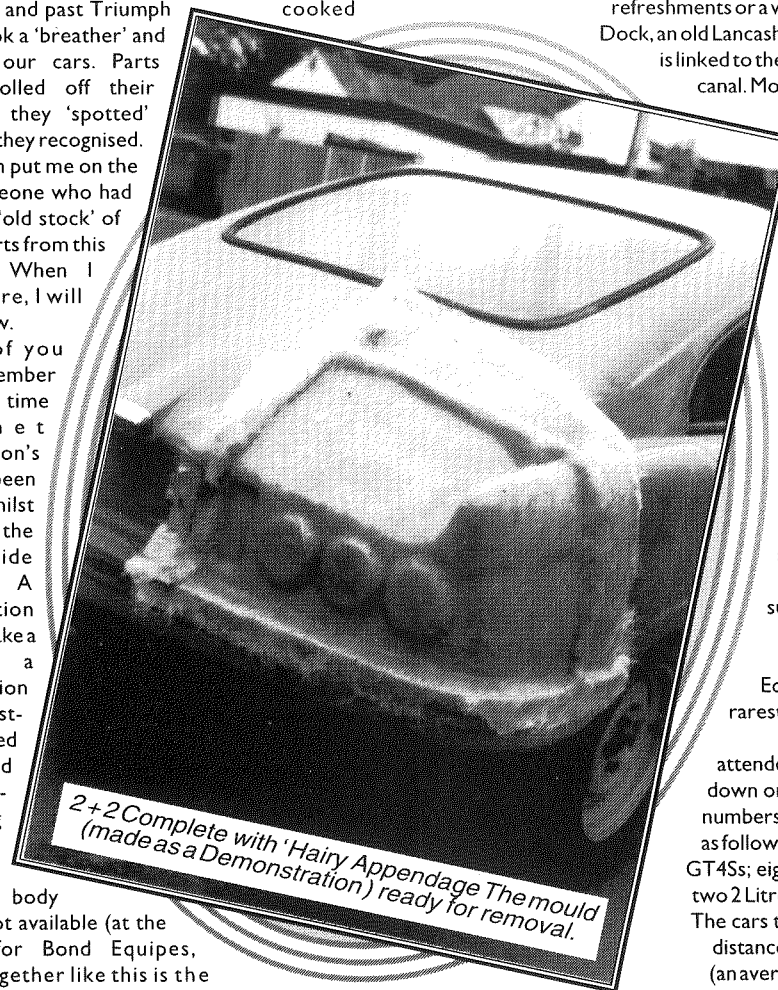
Equipe enthusiasts arrived whose

cars are still being restored.

Being able to look at another car is sometimes vital during a restoration and this event provides just such an opportunity for owners of all Equipes even the rarest of all the 2+2.

In total 17 cars attended the event (9 down on last year), the numbers being made up as follows: one 2+2; six GT4Ss; eight 2 Litre GTs; two 2 Litre convertibles. The cars travelled a total distance of 2,503 miles (an average of just over 147 miles) to reach the event.

More work was done on the mould for the repair section, then later the time came for the removal of the mould from my car. At first the mould was reluctant to be separated; it appeared that it had grown attached to my car during its brief relationship. Would it come off, would my car have a permanent hairy appendage, would I ever speak to Bob Read again? Bob's expertise



yet, 'cos it's not black enough'.

The weather looked as if it might rain overnight, so to prevent the possibility of rain ruining the mould which was being made, my car was manoeuvred into the marquee. Following this, there was an adjournment to the pub for a little liquid refreshment.

Sunday started with brighter weather than Saturday and not quite

ensured that with a little, gentle persuasion and the appliance of science and logic, the two were soon separated. There it was, the product of the co-operation of like-minded enthusiasts, the means of making a repair section which could have made the difference to a car being repaired properly and returning to the road.

The barbecue was lit again at Sunday lunchtime but this time I elected to eat sandwiches (being much easier to tell when it's safe to eat them) but others seemed to enjoy their crispy black food and chatted whilst it slowly changed colour. There was a drawing competition, for which I had to quickly find an additional prize because of the age spread of the children who entered but having done that, one of the prize winners had gone home before the prize giving. There was a 'Guess the Mileage of the Scenic Run' competition and this year the Autosculpt Trophy was decided by an 'Identify These Parts' and 'Spot the Deliberate Mistake' quiz. Interestingly no one correctly identified all the parts, some of them certainly had me thinking and there were a few people who ended the day with splinters in their fingers as a result of much head scratching over this quiz - nice one Ann and Keith.

PRIZEWINNERS
Drawing Competition - Over 10s **Astellra Darwin**
Under 10s **Alice Beaumont**
Guess the Mileage
Alex Martin (35.2 miles)
UK Distance Award
Bob Strong (357 miles)
Special Award **Bob Read** - for his efforts over the weekend demonstrating how to make a mould

Runner up **Patrick Rinderknecht**
(2 Litre GT - BS41430)
Choice Equipe
4 cyl Winner
Philip Johnson
(GT4S - SMB295D)
Runner up
Bob Strong
(GT4S DRV250C)

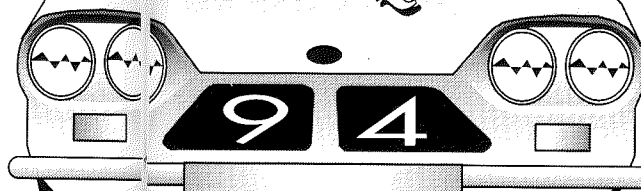
Overall Winner
Bond Equipe
Weekend Shield
Phil Johnson
(GT4S - SMB295D)

Philip Johnson's comment on winning the right to hold (and clean) the Bond Equipe Weekend Shield for twelve months was, "I never expected that". Adam Egland's car had been owned by his father, Finn, until his death last year. Finn had always wanted to bring his car to a Bond Equipe Weekend but had never managed it. Adam finished the work on the car which his father had started and brought it along.

How nice it was that Adam took away a trophy. Bob Strong almost made it to last year's event but his car wasn't finished in time. He put his car back on the road in August of last year only to have an under bonnet fire within a couple of weeks. The damage was repaired and you

for a repair section.
Autosculpt Trophy
Nick Wotherspoon.
Choice Equipe 6 cyl Winner **Adam Egland** (2 Litre GT - PDV929G)

BOND EQUIPE



Weekend

couldn't tell there had been a problem. Bob's perseverance and the standard of his car were rewarded by being voted the runner up 4 cylinder car. Socially I think it was more of a success than last year. The 'burn

next year's event. Those that attended this year and last year will soon be receiving a questionnaire; please complete and return it to me. Those Equipe owners that didn't attend can help too: you could

this year. The event was not a financial success this year; the reasons for this must be identified and avoided next year. **HELP** I need your help to ensure that it is the type of event you want, rather than what I think you want and, therefore, increase the numbers of cars (and local visitors) at

binning it with another Club event, or something completely different?

1995 EVENT

Next year is the 10th Bond Equipe Weekend and it is also the 25th anniversary of the year the Bond factory was closed. All Equipes will be at least 25 years old next year. Do you think that we should plan something special? If so, what? I need to know what you think since it is your event.

Parts News

The correct 1300 numerals as used on the side of the bonnet of GT4S 1300 are available once again. Having trouble with a leaking rear window seal on a 2 litre GT? Help may be on the way soon in the form of new rear window seals. Enquiries are being made regarding remanufacture of these seals. Watch for more news when available, or



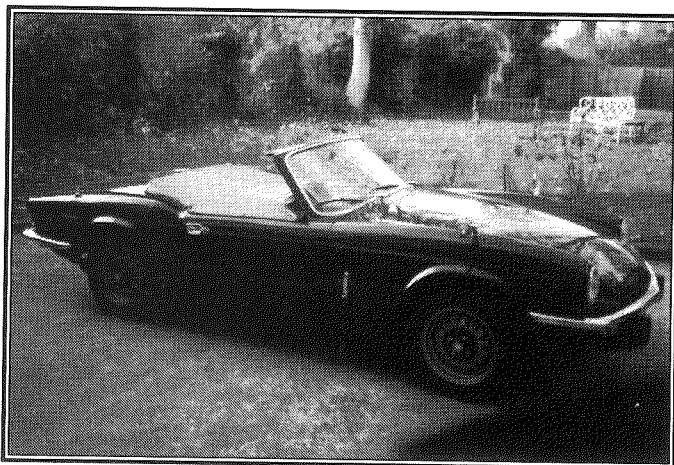
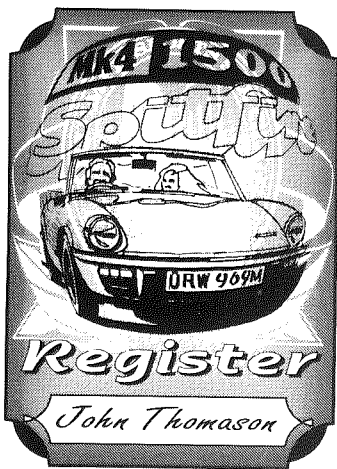
your own grub' barbecue helped this and from the conversations which either I was party to or I overheard, I think a great deal of useful information was shared. I even managed to keep to the published timetable

briefly put pen to paper to let me know what would attract you to the **ONLY** event of the year organised specifically for you and your car. What facilities would you expect? What are your feelings about com-

contact Peter Jacklin on 0733 232818 about these seals or the full range of badges for your Equipe.

Next month -

Equipe Buying Guide Part 2 ☆



This month's heading photo is sent in by Sylvia Colomb of New Barnet, Herts and features her very nice early reg Spitfire MkIV known as *Jemima*. (Incidentally are there any H reg MkIV Spitfires out there?). Sylvia acquired *Jemima* in 1974 when she was just 3 years old (the car that is!), and has used her every day since, being so well known in the area that she has to behave herself! With over 80,000 miles on the clock she has never needed anything more than routine servicing and replacement parts. At the last MoT, an emission test done for curiosity showed her to be better than many new cars. After 20 years, Sylvia cannot imagine life without the car and is determined to keep her going and looking good for as long as Sylvia is able to continue getting in and out, adding that she is one of the few 'over 50 year old' drivers in the club. Sylvia describes herself and the car in the same way - long, lean and not nearly as fast as she looks!

SPIRIFIRE POWER

The Spitfire MkIII is often regarded as the most powerful of the Spitfires. A power output quoted as 75bhp compared to 63bhp for the Spitfire MkIV and 71 bhp for the Spitfire 1500 would seem to support this view. A faster 0-60 time when compared to the MkIV and its frequent use as the basis for a racing engine adds credence to this conception. The sporty camshaft of the MkIII is often thought to be the reason for the greater power output. The reality is in fact a lot different, with the 1500 being the most powerful and the MkIII engine only 1 or 2 bhp more powerful than that of the MkIV. The reason, two little words that are often forgotten when quoting powers, **GROSS** and **NETT**

Quite simply they changed the method of measuring engine power between the Spitfire MkIII and the MkIV.

There are many different ways to

quote engine power. Firstly there is the theoretical power known

as the **Thermal Power** which considers the power that would be available if all the thermal energy available from burning the fuel was converted into mechanical energy to drive the pistons. This power takes no account of thermodynamic losses, the efficiency of the

combustion chamber or incomplete combustion of the fuel.

These factors are taken account of by the **Indicated Power** which measures the pressure and volume changes above the piston during a cycle to give the actual amount of energy converted into mechanical energy to push the piston down. However again this measure of

power is not a true reflection of the power output of an engine because it takes no account of the power that is used up within the engine to overcome the friction between the pistons and the bore, the bearings, the camshaft drive, or the opening and closing of the valves etc. These losses are often collectively known as engine frictional losses and can account for 10% of the engines power output.

What we are interested in is a measure of the output from the engine that takes account of all these factors and tells as the power that is available at the flywheel of the engine that can be used to drive the car. This power is known as **Brake Power** and is measured with the engine

However other ancillaries such as a fuel pump, dynamo/alternator and engine fan need not be fitted because their functions could be provided for by other means on a test bed. Now engine ancillaries such as these are all going to use up a certain amount of power and so if the engine tester can leave off as many ancillaries as possible he is going to get a higher brake horse power reading. By leaving off other power sapping items such as air filters and an exhaust silencer with all the restrictions and back pressures it causes, the brake horse power measured will appear higher still. This then was how engine powers were measured on all cars,

including the Spitfire MkIII,

up to the end of the 1960's. There was no universally adopted standard for what ancillaries should or should not be fitted to the engine during testing and so manufacturers obviously left off as many as possible to give the most favourable power rating which was then quoted as the **GROSS Brake Horse Power**.

This happy state of affairs continued until the late 1960's when the 1968 Transport Act introduced a mandatory minimum power to rate ratio of 6 bhp per ton for commercial vehicles. Vehicle plating, on which the engines power output had to be stamped, was consequently introduced. All of a sudden a more precise method of specifying power output

was required. More importantly, the power output had to reflect the power that was actually available at the engines flywheel with the engine installed in the vehicle. The British Standards Institution produced a standard test bed procedure for measuring power, torque, and specific fuel consumption etc. to satisfy the requirements of the Act and became the recognised standard.

Although the engine's power was still measured on the test bed, the British Standard now listed all the ancillaries that had to be fitted to the engine, which was basically all those items that would be found on the engine when installed in a vehicle. (The standard also specified air inlet temperatures, fuel type etc). Consequently engine power was now measured with items such as the generator, engine fan, fuel pump and air filters all fitted. The resultant power output was known as the

NETT Brake Horse Power.

Obviously for a given engine, Nett bhp figures would be less than Gross bhp figures because of the greater number of power absorbing ancillaries fitted.

As an aside, BSI's West German counterpart, the DIN (Deutsch Industrial Normal) introduced its own standard which was essentially the same as the BS standard and was extensively used in Europe and by Ford. The power output measured using this standard was known as the **DIN Brake Horse Power**.

With a recognised standard now in place it wasn't long before a similar standard was adopted by car manufacturer's and from 1969 onwards manufacturers started to quote their cars power output as a Nett Brake Horse Power and this was the case with the Spitfire MkIV.

Thus the correct power specifications should be:-

Spitfire MkIII... 75 bhp (gross)
Spitfire MkIV... 63bhp (nett)
Spitfire 1500... 71 bhp (nett)

The question that is immediately asked is how much of the quoted 12 bhp difference between the Spitfire Mk3 and Spitfire MkIV 1300cc engines is down to the change in test methods and how much is down to the tuning of the engine.

Contrary to popular belief the MkIV engine up to FH25,000 was essentially the same as that of the MkIII, even the sporty 25-65-25-65 camshaft and the cylinder head were the same. The only key difference between the two basic engines was the crankshaft. The MkIV engine used a Toledo crankshaft which featured slightly wider and larger diameter main and big end bearings. Consequently bearing friction on the MkIV engine was higher, but not to the extent of 12 bhp! As a general rule the total internal friction of an engine is usually equivalent to approximately 10% of the engines output, and so in the case of the Spitfire is likely to be 6 to 7bhp. The larger bearings on the MkIV crank are therefore not likely to have increased internal friction by much more than 1 - 2 bhp at most. Consequently it would appear that

approximately 10 - 11 bhp of the quoted 12 bhp difference between the MkIII and MkIV engines is non-existent and is solely due to the different methods used to test the two engines.

Looking at it from the other point of view, is the power consumption of the engine ancillaries that were left off the MkIII engine when tested equivalent to 10 - 11 bhp? Well without knowing exactly what was and what wasn't left on the MkIII engine when it was tested it's difficult to be precise. However

1. **Engine fan:-** As a general rule a mechanical engine fan can absorb between 5 - 6 bhp of engine power, a figure often quoted by electric fan manufacturers.

2. **Air filters:-** Difficult to say, but possibly 1 - 2 bhp looking at the claims of K&N filter users.

3. **Exhaust silencer:-** An equivalent can be estimated by looking at the benefits of a through flow exhaust, which can be 2 - 3 bhp.

4. **Dynamo/fuel pump.** Perhaps 1-2 bhp.

Considering these items alone it can be seen that the, say 10 bhp difference due to the different methods of testing

MkIII, but, more lift.

2. The fitment of a different cylinder head which featured larger 1.44" inlet valves (1.306" on MkIII and early MkIV).

The remainder of the engine remained the same as the earlier MkIV engine and continued to use the Toledo block and crank.

Since the early and later MkIV engines powers (63 and 61 bhp respectively) are both quoted as Nett powers, the difference allow a direct evaluation of the effect of the 25-65 cam over the 18-58 cam.

This would appear to be more than

2 - 3 bhp,

In reality I would suggest that with the engines installed in the cars the output of the early MkIV is not that much less than that of the MkIII because of its installation. The MkIV featured:-

- a) A cold air supply to the carbs, improving volumetric efficiency.
- b) A plastic engine fan instead of the steel fan of the MkIII.
- c) An alternator, 5-10% more efficient than the dynamo of the MkIII.

d) A different exhaust silencer, which I have read, but have to admit can't remember where, allowed better flow than that of the MkIII.

So if the power output of the MkIV is in fact more or less the same as that of the MkIII, why is the MkIII often perceived as the quicker car? There are two main reasons:-

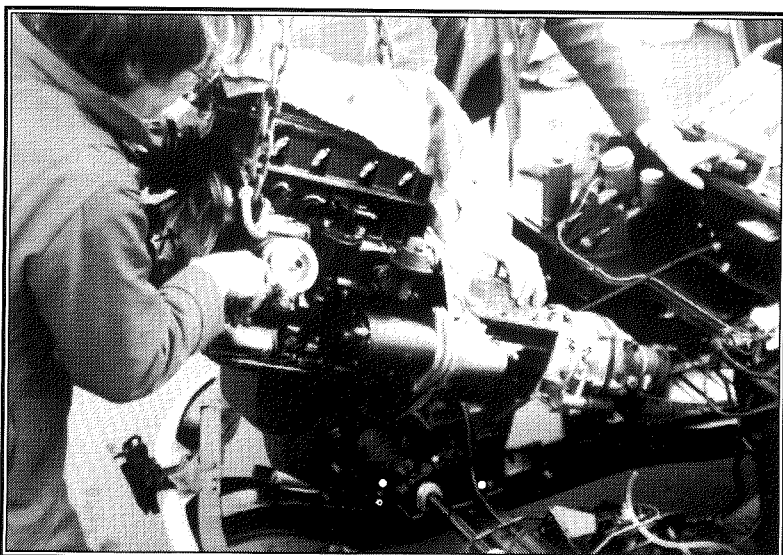
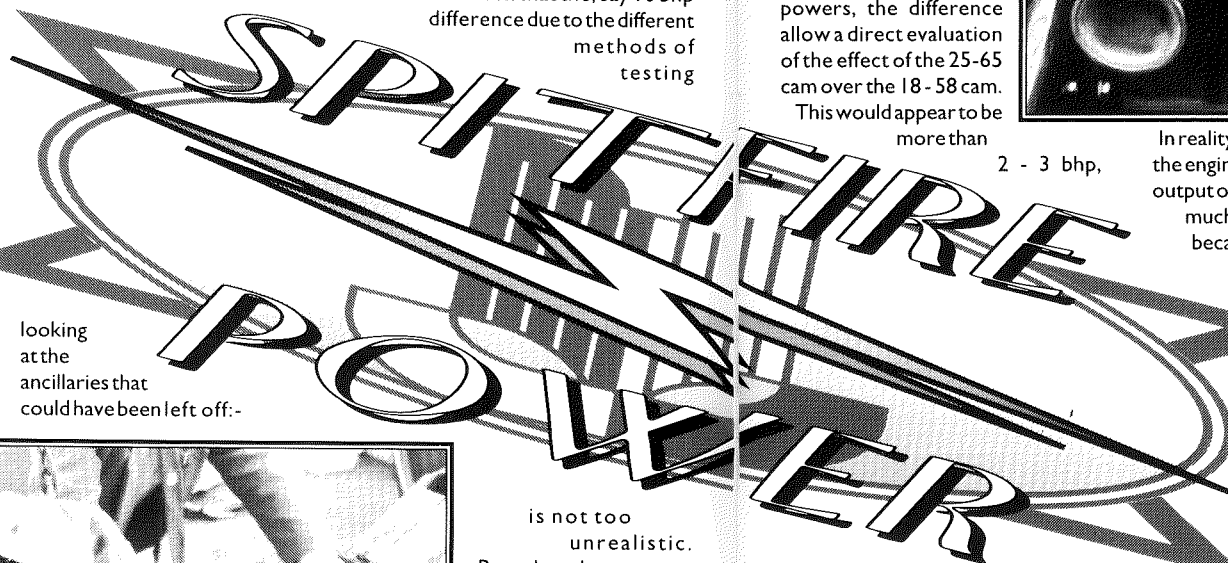
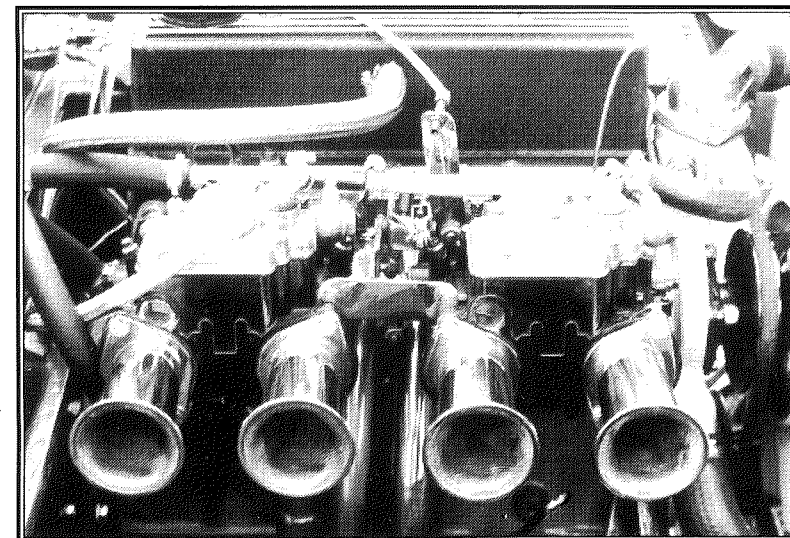
1. The MkIV was fitted with a lower 3.89 differential ratio compared to the 4.11 ratio of the MkIII and consequently reduced acceleration.

2. The MkIV was a 54lb heavier car.

Finally, considering the above, why is the MkIII engine the one preferred for racing? There are a number of reasons, all associated with the 'bottom end'.

- a) The MkIII crank features smaller main and big end bearings, resulting in less bearing drag, which although small, all counts when you are racing.
- b) The narrower big end bearings allow narrower journal, lighter con rods. The resultant reduced reciprocating mass reduces dynamic loading and improves the responsiveness of the engine and allows a higher 'red line'.
- c) The crank itself is lighter, again leading to better acceleration.
- d) The crank material is of lighter grade than that used on the MkIV.

Incidentally if you put your Spitfire on a rolling road don't expect to see the powers quoted above. A rolling road measures the power output at the wheels which can be 25%-30% less than that at the flywheel since power is absorbed in the transmission between the flywheel and wheels, turning the gearbox, differential, universal joints, binding drums (!), wheel bearings, etc. but that's another story. ☆



looking at the ancillaries that could have been left off:-

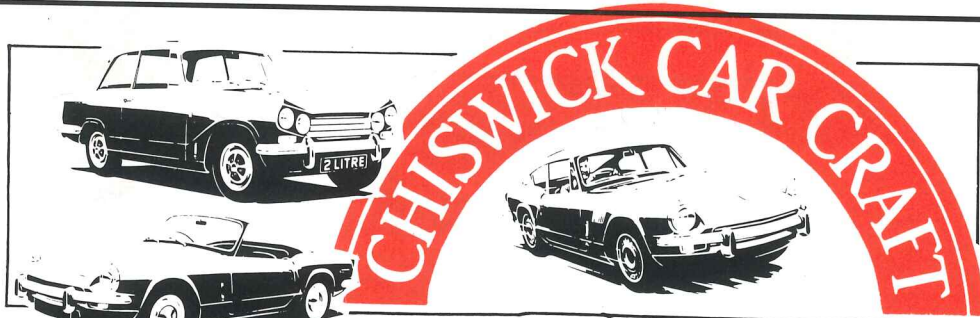
is not too unrealistic.

But what about the sporty 25-65-25-65 camshaft of the MkIII (and early MkIV) about which we hear so much? Well up to now I have only considered the early MkIV engine. At FH25,001 (1972) the MkIV engine was 'detuned' as a result of the fuel crisis and a power output of 61 bhp was quoted. The detune took the form of:-

1. The fitment of a 18-58-18-58 camshaft with less overlap than that of the

Thus it would appear that the Spitfire MkIII engine is only approximately 1 bhp more powerful than the MkIV engine. A more realistic comparison of engine power is therefore:-

Spitfire MkIII ... 65 bhp (nett)
Spitfire IV (up to FH25,000) ... 63 bhp (nett)
Spitfire IV (from FH25,001) ... 61 bhp (nett)
Spitfire I500 ... 71 bhp (nett)



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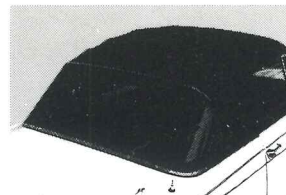
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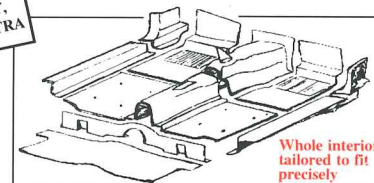
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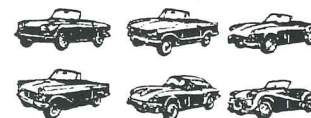
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In the June Courier Adrian Sharpe asks about servicing cars which only do a low mileage each year, with particular emphasis on the brake seals.



Brake seals deteriorate with age and servicing should be indicated by age and not mileage.

I run a 1200 convertible which does 1000-1500 miles a year (summer only) and a 1200 saloon which does a similar mileage, but throughout the year on short (1-2 mile) runs.

I replace seals and fluid on both cars on a three year schedule, this includes the seal in the disc calipers which are often 'conveniently' forgotten. I usually replace disc pads and rear shoes at the same time - this is overdoing it a bit but it is convenient to do it when the system is being overhauled.

I 'over-service' the rest of the systems with a yearly oil change (on the convertible before laying it up for the winter) and a new oil filter every second year.

Each year before the MoT I oil the front trunnions and give one stroke of the

grease gun to the water pump and rear hubs. Overgreasing the rear hubs can blow out the

seals so be careful here. At the same time I check the gearbox and differential oil (changed every three years, on older cars the differential can be drained). While doing the pre-MoT services I remove the rear drums, wash the drums (water, be careful of the dust) and check that the slave cylinder is sliding on the back plate (use green brake grease to lubricate).

The spark plugs are cleaned and the points checked (plugs and points replaced every second year). The saloon, which only does a small daily



mileage, does suffer from messy plugs and a second clean up each year and a 'long distance' run help out here. I also have the radiator blanked off permanently on the saloon to help keep running temperatures up.

I have had the saloon since 1976 and it has done 180,000 on the original engine and the convertible since 1978 and the engine in it has done 130,000. Both engines have new heads (Leyland were selling heads complete with valves for £16 in the mid 1980's!) and new shell bearings but no crank work or re-boring.

The cars have been very reliable over the years, I put this down to over- rather than under-servicing. ☆





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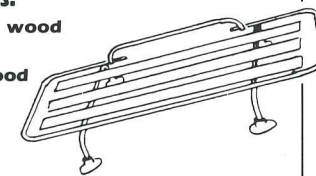
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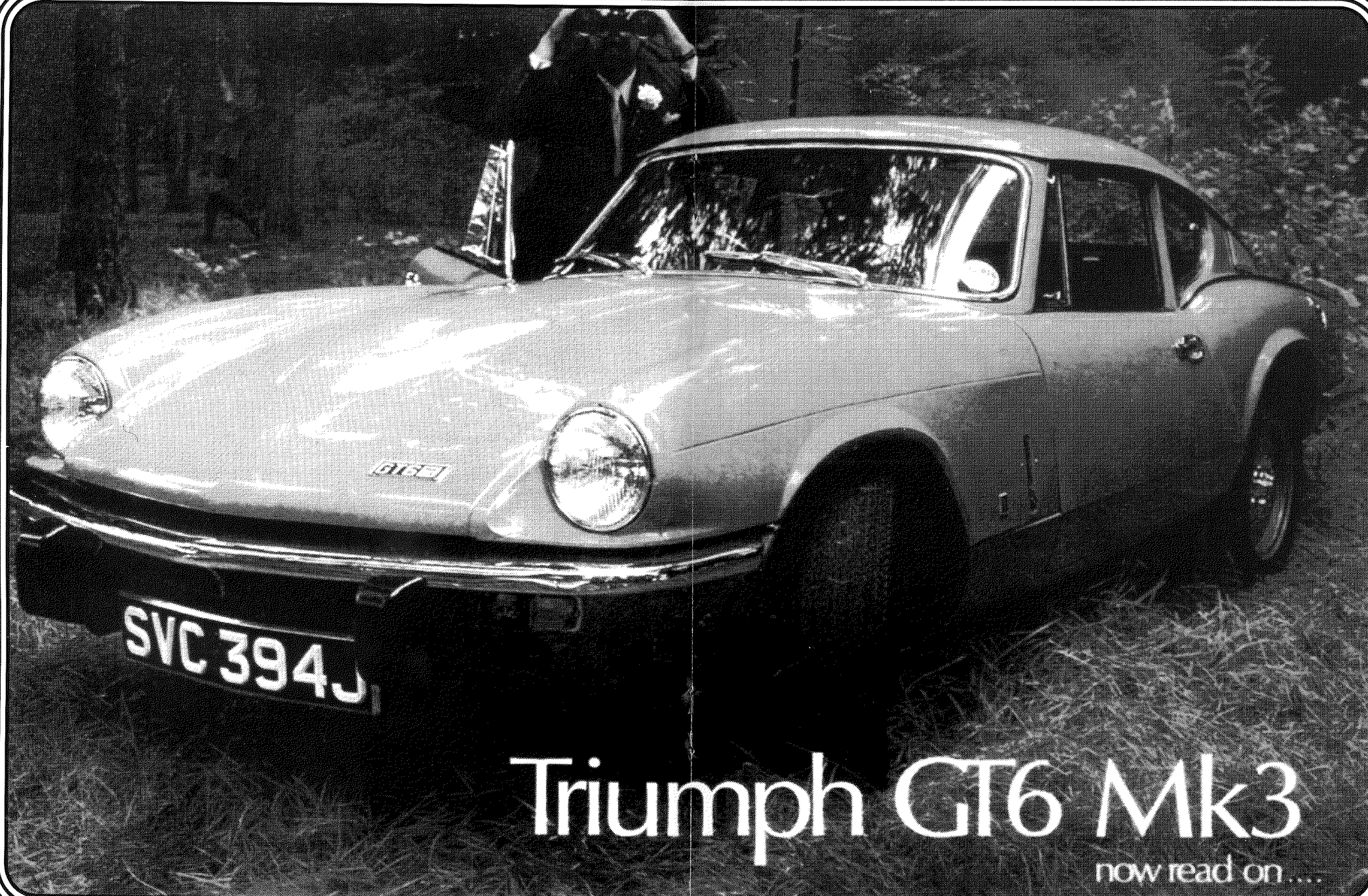
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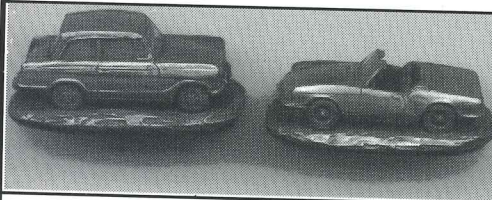


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1994 HAS not been a good year for the spannerman so far!

Having been made temporarily unemployed by my driver, barrel-rolling our car in spectacular fashion whilst testing, I found my typewriter duties being filled by our leader Barney, keen to spin some yarns of his own. My luck

changed in June though, since the Cadwell race was on the 18th, a Saturday and Barney was otherwise engaged. Once more I would be able to mingle with the fast and famous racing drivers!

PRACTICE

It was good to see Russell "Second too" Munn back, his Sprintfire allowed to race for this year only, with the 750 Club who don't normally allow such modi-

fied machines. Next year looks bleak since the 750 boys expect to see a 1300 lump under the hood, meaning the loss of all the work to fit the 16 valver. Help just might be at hand though since whilst at Cadwell I met up with an old man who actually

producing Sprints and suggested borrowing a 2 litre to try, since it was a four-pot too. Amazingly the engine mounts matched up exactly and after ten minutes with the tin snips the line ran again like clockwork. I mention this story if confirmed by

CADWELL

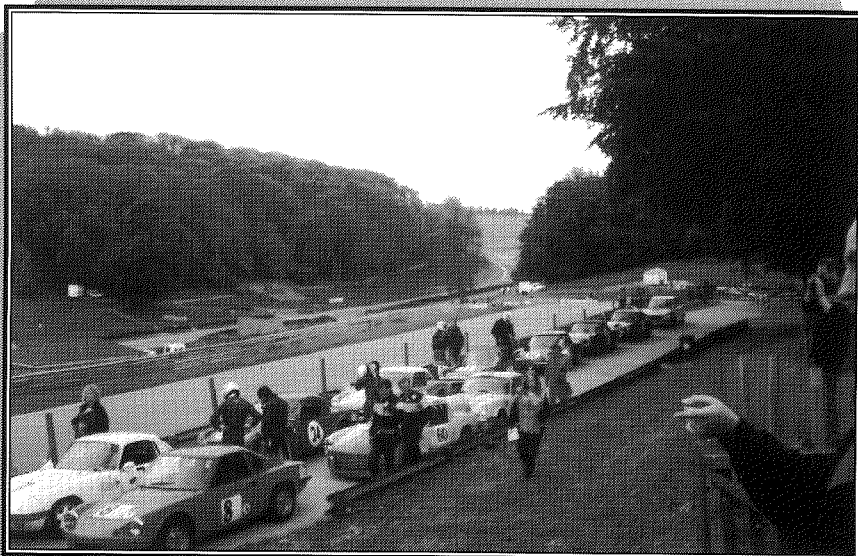
18th JUNE 1994.

worked on the Spitfire production line. He told me that nearing the end of the Spitfires production run they ran out of 1500 units, understandable since at that time they were used in the saloons and the unprintable M.G.M** get.

As they sat taking a tea break, someone noticed the line opposite

the club as true Russell's car would be legal to race in the eyes of the 750!

Two new Spitfires had also appeared in the paddock for this season. The first resplendent in its team Kamikaze colours of blue and orange was that of Paul Lucas, an ex-championship winner, back after a few years break.



The Grid Assembles



Mark Plausin wishes he stayed a Spannerman

Having seen him at some of the early races, I knew two things about him, he was fast and he was sideways! The other machine which appeared fairly standard was piloted by a certain 'Mysterious' Martyn Adams, a man about whom I knew nothing and failed to find, his car to requiring no attention just prior to the off.

Team Tri-oomph was down to one Vitesse for the event as John Sadler's potent machine had thrown its fly-wheel whilst at high speed a few weeks earlier. He had therefore decided not to make the long Cadwell journey just to be a spectator. Mark Plausin was soon to have similar feelings since having survived the rigors of scrutineering he discovered brake fluid leaking from a front caliper. A stripped bleed nipple thread was the cause and the cure required a new unit. Having reversed roles this year from former pit crew to driver he was now able to dispatch his man, Andy, towards the nearest civilisation and Triumphs spares shop in Newark. John Pinkney fared only slightly better since he at least managed a few laps of the Cadwell

circuit before a rear drive shaft on the GT6 failed. The woodruff key was found to be the culprit, no longer driving the hub which it had mangled quite nicely. His pit crew was thus also dispatched townwards to find a spare. Maybe someone should run a mini bus service! John Davies complained of a slight misfire with his Vitesse, not bad when you consider he still runs a bog standard engine with a good few miles and now races under its belt. Mark Field had managed to make the event despite some last minute work to cure an oil leak and add some Webers with which he hoped to increase his power for the hilly bits.

THE RACE

The cars assembled onto the grid for the start, minus Mark's Vitesse and John's GT6, both machines still in bits unable to move as the cars were called. The commentator ran through the positions and the countdown began. The signal boards were shown, five minutes, three minutes, two... suddenly the sound of an angry six cylinder filled the air, it was John's GT6! This was a little short of

amazing since when I walked past it towards the track some moments earlier, it had no rear wheel and no driveshaft on to which to bolt said wheel... Quickfit, eat your heart out! After a few sweaty moments as the marshals considered whether he was just too late they waved him on to join the race grid, albeit at the back.

Kevin made a good start from Triumph pole to take 6th place overall on the first lap, swarming all over the back of a rapid red Ginetta in the process. Paul 'Sideways' Lucas and Jon 'Big Bad' Wolfe fell right down the field after close competition for Triumph second had seen them both off at the first corner, each feeling the other to blame... a racing incident as Murray would say! Thus it was Colin Elstrop in his fairly standard GT6 who enjoyed 2nd position on a track that seems to suit him, followed very closely by Russell Munn and Pete Whiteman. As the cars came into my view for the second time Kevin had forced his way past the Ginetta and already had a large cushion between himself and the

next Triumph man. This second place was quite some achievement though since it was filled by John Pinkney in the 'last minute' GT6, having started right from the back not two laps ago. Next came Jon

CADWELL

18th JUNE 1994.



Pete grabs the Lead

for a committed dive down the inside of an MG causing him to spin wildly across the track blocking it completely. He was thus still able to take the position since the MG could not get around him until he moved off . . . shame!! Positions in the three car train behind had also changed since Colin was now followed by Russell then Pete.

The last lap saw Kevin home to victory by a large margin. Second place was filled by 'Big Bad' Jon after an entertaining drive. Third was taken by Pete Whiteman after a brave move on the outside line to take both Russell and Colin in one go. Russell dropped even further back after being shown the chequered flag as the leader lapped him and finished. He slowed and left the track immediately only to learn later that he was deemed not to have been passed before the start line and therefore had not completed the final lap!

He was thus officially beaten by our last three home of Mark, Martyn and

John Davies who had briefly led the other two until a misfire befell him.

The next round of the Triumph Championship is Lydden near Dover, on the weekend of the 30th July. It's a great track for spectators and the last round was a battle between the Kamikaze Spitfires with Paul just pipped on the last lap. Was it team orders? Did

Kevin have a horseshoe magnet in the bonnet of his car? Who knows, but don't miss the next thrilling instalment! ☆

thus leaving the front to do most of the work, a situation to which they objected and faded, leaving the

Wolfe recovering well from his earlier off and then the three cars of Colin, Pete and Russell almost as one. Amongst these

men was Paul Lucas in his Spitfire delayed not only by his earlier mishap but also by a damaged passenger door swinging open. This problem soon earned him a black 'come to the pits flag' and although he did restart he played no further part at the front of the race. Also departing from the scene, literally,

was John's GT6. It transpired later that time had not allowed an MoT type adjustment of the rear brakes

braking to the tyre wall instead. Lap five saw the positions much as before although Jon Wolfe was noticeable



John Pinkney's three wheeled GT6

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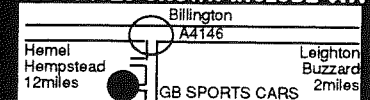
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Im writing these words
just three days prior to
the TSSC International
meeting at Stafford, it's 9.30pm
and 28 degrees Celcius in
London, the height of summer,
so let's hope it lasts through
the coming weekend.

Further to last months report,
after throwing absurd
amounts of money at
my Herald, it at least
had the decency
to pass the
increasingly strict
annual MoT test at
the first attempt!
on July 5th, so I can
breathe a sigh of relief
for another year, my
thanks again to Pete
Townsend, Triumph
mechanic/enthusiast
who has recently
moved to Crawley,
near Gatwick Airport
and thus has two new
telephone numbers:
home (evenings) 0293
513172 or mobile
(days) 0850 080956.

My thanks also to the
member who was good
enough to offer me a set of four
Cosmic Mk2 alloy wheels for a rea-

sonable price, following my request
last month - much appreciated.

No one has yet given me any
weights for the wheels requested
last month, nor has anyone come up
with any Herald 948 grey gear knobs
or the short stainless steel bonnet
centre strip etc. Where have they all
gone. I can recall that the auto-
jumbles were positively awash with
such items just a couple of years ago.
That reminds me that I am still
looking for a pair of Vitesse MkII con-
vertible black sun visors plus end
brackets and a pair of wooden door
cappings in reasonable order for
Dutch member Rene Heise over in
Amsterdam, Holland (No Rene, I've
not forgotten, I've just not found
any yet).

I did have one response to the
request for Triumph 1300 saloon
parts from our own Mick Dolphin,
who tells me that he has a good selec-
tion of new parts for this rather
neglected and underated but
nonetheless good value Classic
Triumph, I would suggest to our

'Dolomite' club at 39 Mill Lane,
Arncott, Bicester, Oxon OX6 0PB,
tel 0869 242847. I understand that
they cater for the Triumph 1300
FWD cars, as well as 1500s, Toledos
and Dolomites etc.

I note an error in last months
report, where it says any unwanted
Shell Air Miles be sent to 'him' it
should have read 'me'! Thank you.

Down, as they say, to business.

I have had a fax from Jack 'Pouse'
(can't read his signature very well),
who is president of the 'Club TR
Register, Espana' with approximat-
ely 200 members, he tells us that he
has a newly rebuilt GT6 II and used it
to participate in the Rally Des
Pyrenees from 20th-26th June 94.
He says that he also has a TR2 rebuilt
many years ago, further that he
knows of only four GT6s in the
whole of Spain! He is requesting help
and advice from our technical secre-
tary, Carl Heinlein and our GT6
Secretary Gordon Hulmes, as
he is having



fig.A

Portuguese
friend, Rui A. M. Carvalho De
Silva, that he perhaps contact the rel-
evant club, here, ie the Triumph

some engine/suspension problems!
so perhaps they will contact him via
me! (please give me a phone call for
his contact number guys!).

These two photos (fig a & fig b) were sent in by member Richard Mercer of Shrewsbury, he says that he saw this 'eye catching Herald' on the Greek island of

true origin/specification, it was one of the nicest cars on the island, and it had a Spitfire MkII/III as competition! Thanks again Richard, good

down in South Africa, for which we thank them, I expect it looks familiar to some members?

Whilst digging around in the depths of my commodious 'in tray'

I discovered some photos that I appear to have overlooked thus far (shame on me) sent in by Southern Swedish member Jim Nilsson in December 1992. Jim did promise, back in the summer of 92,

when he came over for a Bruce Springsteen concert to send me some shots of his rather splendid GT6 I,

(fig C & fig D) he apologises for the nasty Chevy in the background which he assures me is not his, having taken these photos at his sister's place, because he has a boat in his own garage! so he has 'the Englese' for winter rest at his sisters garage, sounds fair to me!

I shall, no doubt, see you again one day, Jim.

Staying with the International members cars pictures (fig E) here is the Spitfire IV of Portuguese members Miguel F. Loureiro from Lisbon, he tells me that he is the third owner and like the preceeding two owners, he is also a medical doctor! He believes it to be one of the very last Spitfires to come out of Portugal, being registered on 14th March 1975, chassis num 10FH61776L, and it has already covered some 159,000 km, almost 100,000 miles! Thanks



for the photo Miguel, and long may you enjoy your Triumph motoring in sunny climes.

Last but not least, a letter from Matthew Hollingsworth, that famous Essex area member, having waited some 13 hours to be rescued by a certain motoring organisation! Perhaps he wrote it whilst he was waiting?

Sorry Matthew, but I have waited over 8 hours myself for both of the major rescue services in the past!

Matthew's letter refers us back to my May 94 Courier report, page 34, where I mention that American

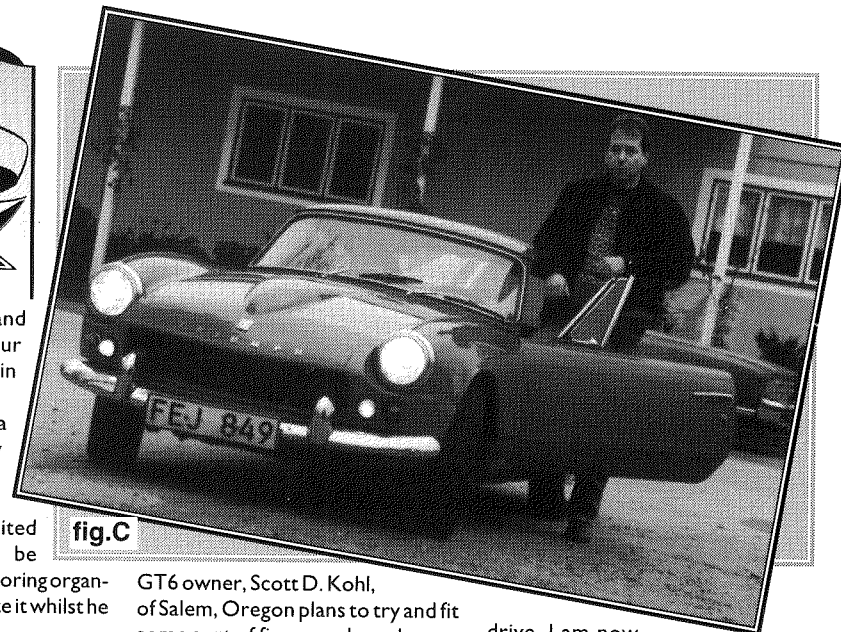


fig.C

GT6 owner, Scott D. Kohl, of Salem, Oregon plans to try and fit some sort of five speed gearbox to his car and would be grateful for any info. to help him with this idea.

Ideas are one thing that Matthew is certainly not short of, as he relates here. 'Having done many mods to my Herald including over-

drive, I am now using a five speed gearbox from a Toyota Celica rear wheel drive (pre 87), I've actually cheated and put in the Twin Cam two litre engine as well, but the gearbox alone can be fitted provided there is some sensible mechanically minded person doing the job, as some adaptations are required. I first discovered five speed gearboxes in Triumphs when I

was in Australia, the early Rover SD1 2300/2600 five speed gearbox bolts straight on to our Triumph straight six and these fit into the 2000/2500 saloons quite well, a very popular car in Ozzy! BUT, in a GT6 there is no room for the bulky Rover five speed, so think again. I met two racing Ozzy's, one TR6 and one GT6-2 in Perth, Western Oz, both use and swear by Toyota gearboxes, they are very robust, similar in size to GT6 boxes, slightly bigger perhaps, parts are easy to get, especially in Oz, as more Toyotas than Triumphs! and the biggest plus is no more overdrive hassles!

They do require some fiddling to fit - namely:-

1) A new engine backplate has to be made to match the Toyota bellhous-

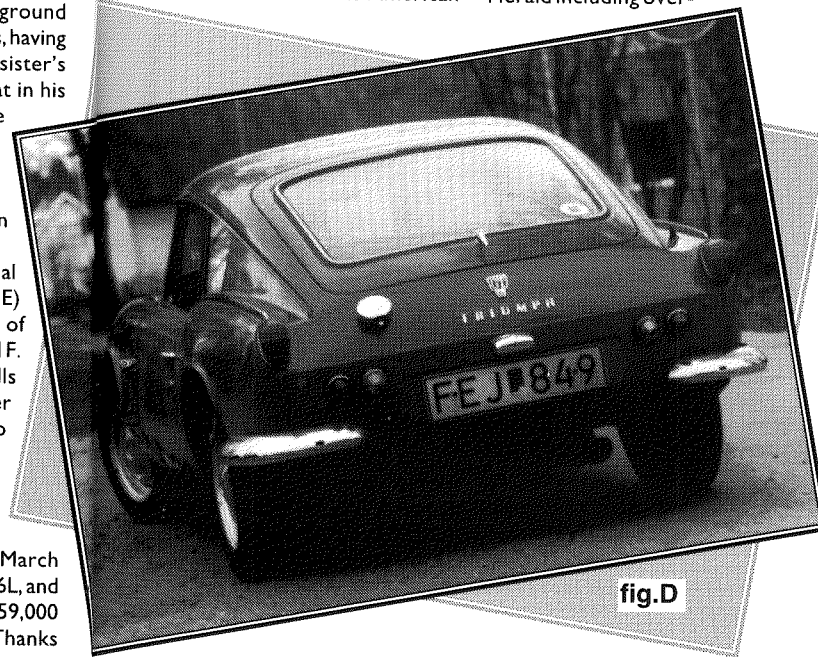


fig.D

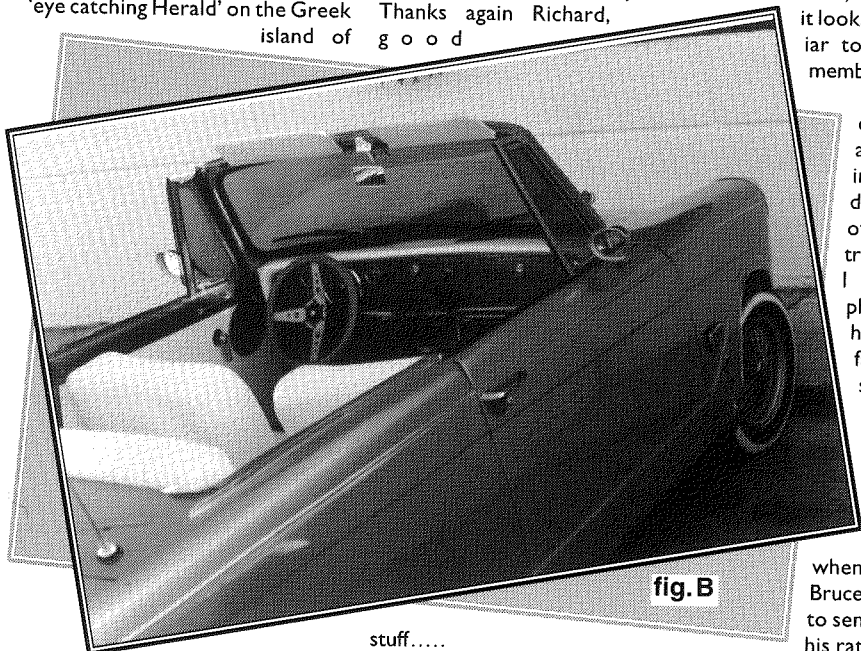


fig.B

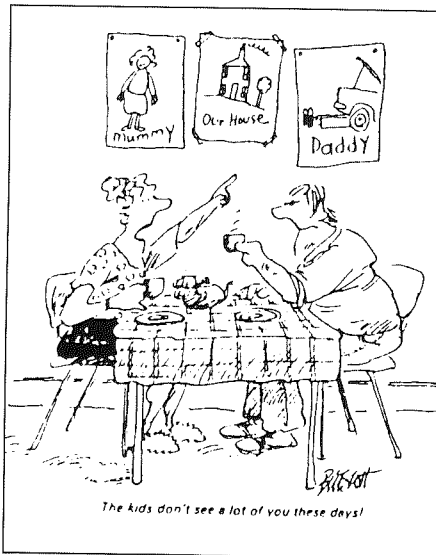
Kefalonia in May 94, finished in a shocking metallic pink, this saloon sans roof was trimmed lavishly inside and out, he says (his words, I stress), that he 'particularly liked the chrome wheel arch trims'.

As he points out, the car is a bit of an enigma with its 1200 bonnet, 1600 badge etc. Richard suggests that the registration plate doesn't look Greek but could perhaps be Belgian/well, Richard I'm as sure as I can be that it's not Belgian whatever it may be, but I'll be brave and venture that it looks to me like a Swiss plate from Berne/ I'm probably wrong, so if anyone knows better, let me know!

Richard goes on to say, whatever the Herald's

stuff.....

To retain the upbeat humour aspect of this report, here is a little cartoon from the April 94 nuusbrieff of the Pretoria Triumph Sportmotor klub



The kids don't see a lot of you these days!

aluminium is OK and easier to work with than steel.

2) Clutch will be a combination of Triumph flywheel and cover plate with a Toyota friction plate, so the splines will fit to the gearbox input shaft, I think a modified Toyota Dyna truck clutch friction plate was mentioned, obviously modified to the correct diameter to fit under the Triumph cover plate.

3) Some 'dressing' of chassis or gearbox casing is required to prevent touching, but only very minor, I had to do this on my Herald.

4) Gear lever needs shortening - easy!

5) Propshaft had to be made with Toyota front part (sliding spline) and Triumph rear, my shaft cost me £65 to be modified.

6) Gearbox mount has to be made/modified, again easy, just adapt the Triumph bracket.

The advantages are all there to be seen quite easily, especially for an American based car, as Toyotas will be more common and therefore easy to get the parts. The gear lever comes out in virtually the same place on the tunnel and also the Toyota clutch is hydraulic, so getting it working is also dead easy.

For a trouble free conversion, I

would recommend finding a complete Celica or similar, and removing as many associated parts with the gearbox as possible, ie, propshaft, clutch cylinders including the master cylinder, I used Toyota master cylinder on the Triumph pedal, brackets, speedo cable etc, and spend time getting it right. The results will be worth it, no awkward overdrive wiring, five speeds and a nice gear box which is much stronger than the very feeble Triumph effort.

This gearbox is also used for Morris Minor/Midget 5 speed conversions and I believe has been used on Chevy V8s, so they can take plenty of power. The TR6 and GT6 in Perth were both fuel injected and very powerful and had no problems.

There may be other alternatives, but I know this one is successful.

useful to all members and says that his Herald can be inspected in Chelmsford, Essex and he will always chat on the phone (tel evenings 0245 473675). Our thanks to Matthew for that well thought out input to the 5 speed discussion and I will pass the original letter on to Scott. Of course I am aware that some members will not approve of such mods, but they don't HAVE to do them, and if they help to keep even one more Triumph on the road, then they are certainly worthy of consideration, especially in far flung lands awash with Toyota parts!

(NB The South African Triumph assembly plant is now a Toyota plant!).

P.S. Does anyone out there know where I can find a Dolomite



fig.E

I have seen TR6/2.5PI gearboxes in a GT6, but it's a heavy and agricultural affair and still only has four gears plus more overdrive problems.'

Matthew hopes that this info. is

electric push windscreen washer/wiper switch, pt no. 155496 and some GT6 fuel filter cap rubber seals, pt no. 725424, as I can't seem to locate any of these items for some of our International members.

Until next time, drive your Triumph with pride. ☆

THE GREAT BUCKET AND SPADE RALLY (or the day we went to Ramsgate)

I HAD heard of the rally before but didn't know what it was like. The event is basically open to anyone with a 20 year old car, bike, commercial or military vehicle but I did spy some cars that weren't quite 20 years old. It sounded like fun so as we now had an eligible car, we thought we would join in this year.

The run starts in Chatham Dockyards so I had hoped to give the car a good clean and polish although the inside of the GT6 needs some renovation that has been delayed due to gearbox problems.

We had yet another change of gearboxes

that I did think would prevent us from going.

However we managed to get a new part in time. Matthew (my son whose GT6 it was but now he has gone back to a Spitfire) dashed it over to the gearbox man, he repaired it more or less straightaway and was collected that evening. Matthew put the box back for me so I had a nice surprise when I came home from work. That just left me the seats to bolt down before we could use it.

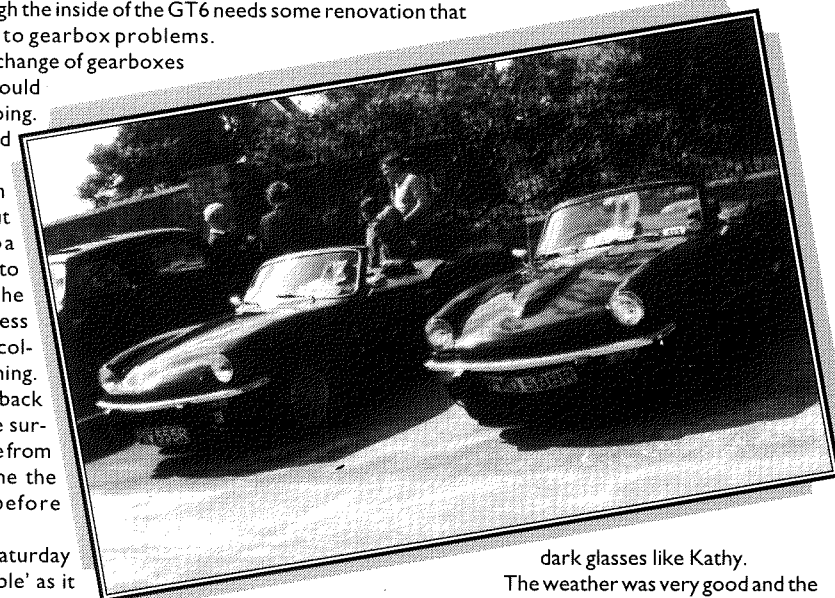
Unfortunately the Saturday before was truly 'orrible' as it was very cold and raining so it took me nearly all day to fix a number plate as I was running in and out between showers. The task, as usual wasn't a straight screw job, brackets had to be taken off and repaired before the plate could be secured. As it was raining I couldn't wash the car, I couldn't stand out there in the rain washing away. I would have been certified! (mind you I have done some dafter things!).

The Sunday turned out to be a really good day, sun shining, so I did manage to wash it before we set off although there wasn't time enough to give it a polish. We arrived at Chatham and by the time it was time to set off there were about 400 entrants parked up. We saw a few people we knew there and had a chat. There were quite a lot of 'OUR' cars entered. I counted 5 Spitfires, 2 Heralds, 2 Vitesse and 3 GT6s (but no patridges in a pear tree though) plus lots of other Triumphs.

After a couple of hours we set off for Ramsgate down the old A2. As the event has been held for the last twelve years people were used to seeing the cars go past so a lot of them came out to wave. We felt very important (or was it self

consciousness?), anyway it added to the atmosphere and was great fun.

We eventually arrived at Ramsgate and were ushered along the sea front to be parked along the sea front. I hadn't really thought it through and hadn't anticipated that a lot of the locals would turn out at Ramsgate as it was a big 'do' down there. Lots of crowds again with the public address system going. Fortunately, unlike the Veteran Run at Brighton, no one interviewed us and just announced us as we arrived. Wished I had bought the



dark glasses like Kathy.

The weather was very good and the atmosphere was great (perhaps that's where the title comes from) and another chance to have a chat to some very nice people.

Eventually the entrants began to leave and happily the journey back was a lot better and we were home in fairly quick time. That just leaves me to thank The Ramsgate Old Motor and Motor Cycle Club for letting us join in and for all their hard work organising the event. If you fancy having a go yourself next year I can recommend it.

We hope to repeat the run ourselves if they let us join in again. ☆

The Triumph Spitfire

by Michelotti

Sergio Rogna

The British motor industry can claim a long experience in the field of sporting open two seaters, an individualised type of sportscar of absolutely special characteristics has long been established. Despite the fact that the English climate hardly favours the diffusion of open cars, it is across the Channel that the most classic roadsters, which in the name of sporting performance granted little to comfort, were born and made a name for themselves.

Stiff suspension, doors without windows, cloth hoods not only folding but completely demountable, these were the characteristics which distinguished these cars, destined for a special clientele who know how to appreciate the immediate sensation of speed and direct contact with nature which they offer.

The line of the bodywork also had assumed a well-defined aspect, dictated by the assumption that the possibility of high performance is dependent upon the car's aesthetics. The part which assumes major importance is the bonnet, the cockpit is of reduced dimensions, the tail barely accentuated and the boot is

to an electrical drive, it becomes difficult to find the person who enjoys attaching a more or less transparent plastic window between the door and the hood, or who is willing to spend five minutes, more than likely in the rain, to mount and fix the hood when there exist servo-controls which, again by pressing a button, open or close the hood in a few seconds. The need to renew an outdated line had already been felt by the British manufacturers and for some the solution was to return to Italian stylists as consultants for the bodywork.

In Michelotti, Standard-Triumph had found a valuable collaborator and had entrusted to him the realisation of the TR4, which though maintaining the distinctly English characteristics, showed an approach to continental taste, and then of the Herald, a new 1 litre car. The stylist of Turin told me how the idea of the Spitfire was

born, agreeing that the TR4 was too high priced for the young public to whom open cars especially appeal, he had proposed to use the mechanics of the Herald to realise a sportscar which would be smaller, more economical but definitely sporting. In one afternoon only, this idea materialised in a sketch which summed up all Michelotti's views regarding an open two seater. The side panel is lowered to the extreme, and the line is broken by the rear wing which distinguishes and characterises the whole. The central part has a swage line which has the optical effect of reducing the height, this motif continued on the front and the tail. The salient feature of the car is precisely this, the first idea from which it took place, it is sufficient to look at the sketch of which Michelotti has granted us exclusive publication, to see how the designer had already found the best solution right from the beginning. As for the front end, looking at the Spitfire

one notices immediately the preoccupation to link it in some way with that of the Herald.

The air intake, divided into two parts, is in fact one of the stylistic elements characterising the saloon from which this sportscar takes its mechanical parts, but on the Spitfire it assumes a new meaning in character with the decidedly sporting tone of the car. For the headlamp housing, at the extreme of the wings a union between the side panel and the bonnet has been made, through a concave surface which achieves a striking light and shade effect.

S. Michelotti

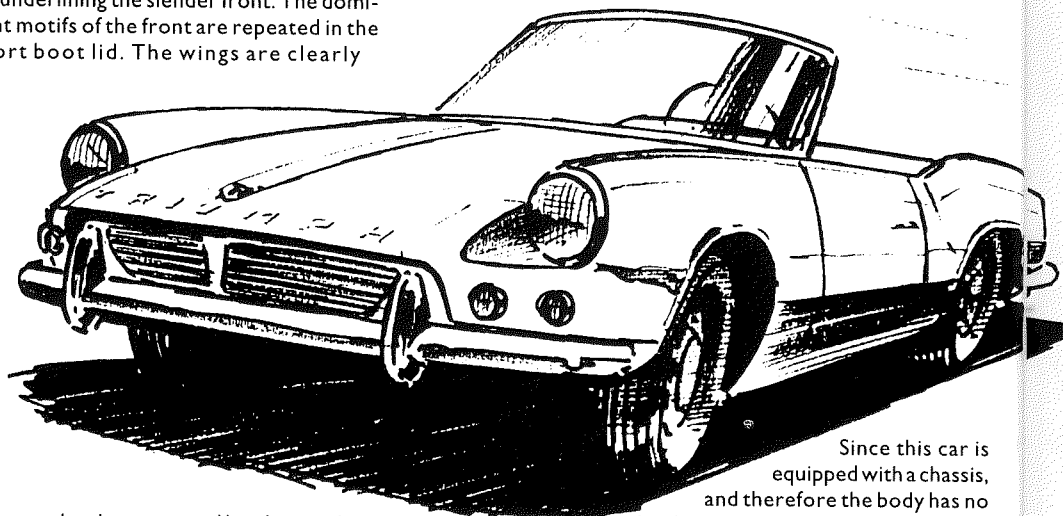


BORN
FROM A
SKETCH

little developed or non-existent, often being integrated with, or completely substituted by, an external one. This willing lack of interest in any form of commodity has long been accepted by the public, and not only in Great Britain. English sportscars have been widely exported. Nevertheless for several years this spartan conception of the open car has not seemed to gain wide acceptance from the public.

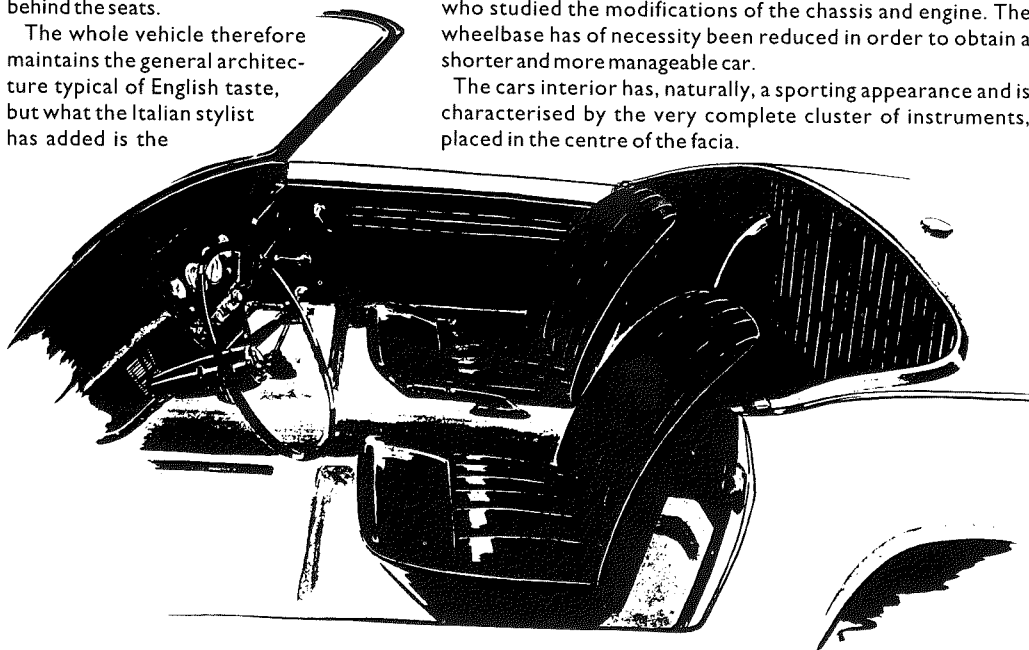
In times of windows which move at a touch of a button, thanks

The wide and long bonnet has a longitudinal rib underlining the slender front. The dominant motifs of the front are repeated in the short boot lid. The wings are clearly



contoured and accentuated by a longitudinal chromium strip. Despite its limited length, the boot has a certain capacity since the fuel tank is placed transversely behind the seats.

The whole vehicle therefore maintains the general architecture typical of English taste, but what the Italian stylist has added is the



harmony which springs from studied balance of proportion and the linear clearness of the design.

Since this car is equipped with a chassis, and therefore the body has no load bearing function, the designer's task has to a certain extent been made easier by the greater freedom of planning. For the technical part of the work Michelotti collaborated with Mr. H. G. Webster of Triumph, who studied the modifications of the chassis and engine. The wheelbase has of necessity been reduced in order to obtain a shorter and more manageable car.

The car's interior has, naturally, a sporting appearance and is characterised by the very complete cluster of instruments, placed in the centre of the fascia.

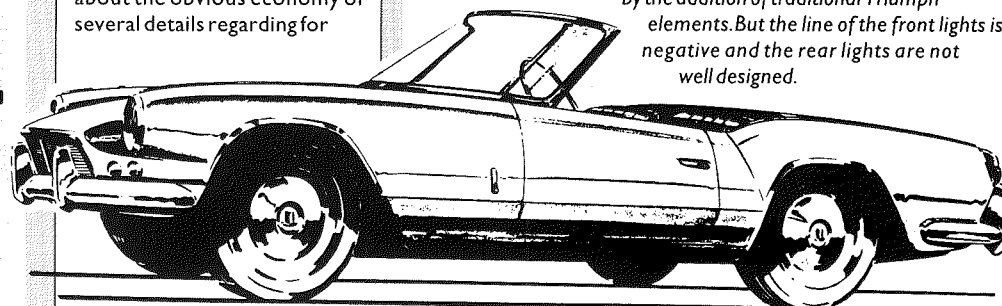
The reason for this arrangement is that the car can be mounted with right hand drive for England, or left hand drive for export, without altering the position of the instruments.

The Spitfire must be considered a particularly successful open two seater, and owes a great deal of its success to the bodywork design which has given this car its own well defined personality. Some reservations are to be made about the obvious economy of several details regarding for

also for the closed version which is naturally faster.

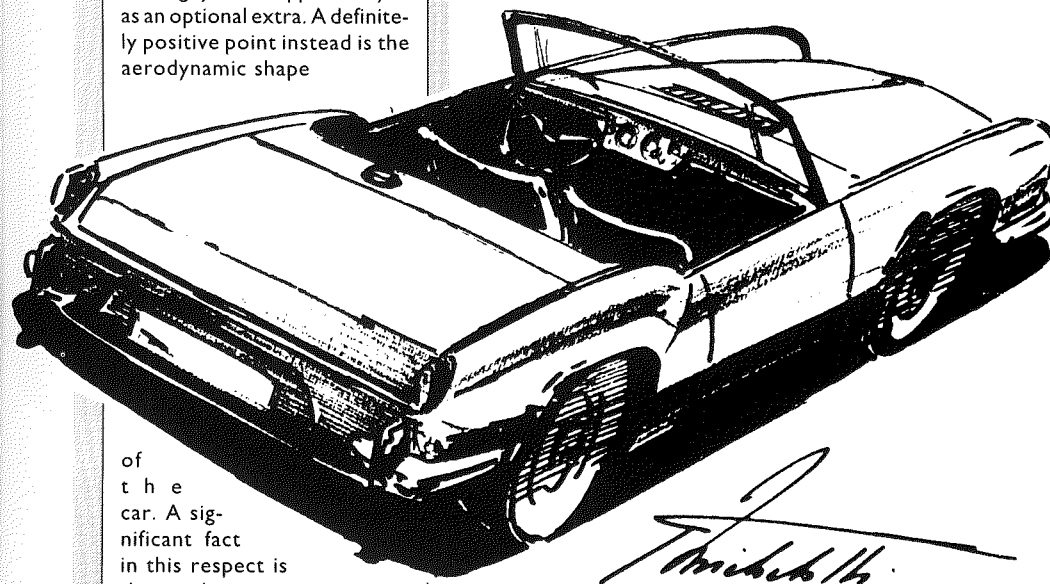
Granted the linear success of the Spitfire, it is easy to foresee that it will be copied by Triumph for its future models. Born from a sketch, in a moment of happy inspiration, it constitutes a basic point in the development of sportscars. ☆

The penetrating line of the front end has not been altered by the addition of traditional Triumph elements. But the line of the front lights is negative and the rear lights are not well designed.



Michelotti

example, the door handles, the bumpers and the lack of a heating system, supplied only as an optional extra. A definitely positive point instead is the aerodynamic shape



Michelotti

of the car. A significant fact in this respect is that in the competition version, presented also in the Le Mans 24 Hour Race, the modifications to the line of the bodywork were negligible, as

This article was originally published in 1964 in an Italian magazine for "Architettura della carrozzeria". Grateful thanks to German Member Thomas Schmid for supplying it. On display at HQ are the damaged portions of these originals

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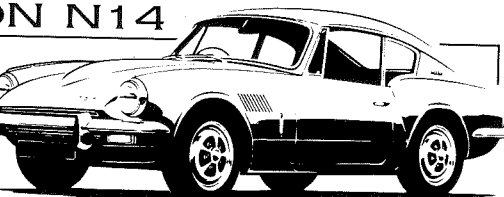
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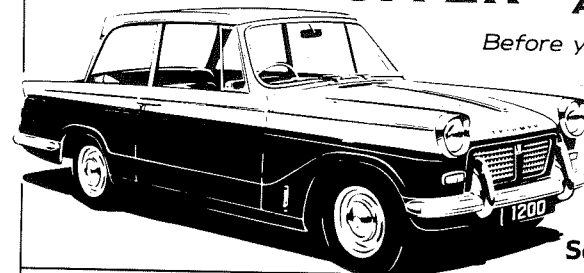
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<p>Kenlowe Fan Kits</p> <table border="0"> <tr> <td>GT6/TR7/2000</td> <td></td> </tr> <tr> <td>TT29421</td> <td>£95.88</td> </tr> <tr> <td>Spitfire Range</td> <td></td> </tr> <tr> <td>TT29441</td> <td>£99.88</td> </tr> </table>	GT6/TR7/2000		TT29421	£95.88	Spitfire Range		TT29441	£99.88	<p>Weber Carburettors</p> <table border="0"> <tr> <td>40 DCOE</td> <td>£229.13</td> </tr> <tr> <td>45 DCOE</td> <td>£240.87</td> </tr> </table>	40 DCOE	£229.13	45 DCOE	£240.87									
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GT6/Vitesse Models																						
TT1768	£58.16																					
<p>Suspension</p> <p>Upgraded Front Road Springs for road & competition use. All models from only £18.80 each.</p>	<p>13 Row Spitfire/GT6 Twin Sports Oil Cooler Exhaust Systems</p> <table border="0"> <tr> <td>TT5420</td> <td>Oval Silencers</td> <td>£88.13</td> </tr> <tr> <td>TT5412</td> <td>Round Silencers</td> <td>£111.63</td> </tr> <tr> <td>FS5412</td> <td>Stainless Steel</td> <td>£178.60</td> </tr> </table>	TT5420	Oval Silencers	£88.13	TT5412	Round Silencers	£111.63	FS5412	Stainless Steel	£178.60												
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TT5412	Round Silencers	£111.63																				
FS5412	Stainless Steel	£178.60																				
<p>Nylatron Upgraded Front Wishbone Bush Kit (Set of 8)</p> <p>TT34601 £42.30</p>	<p>Models Covered: TR2-4A, TR5/6, TR7/8 Spitfire, GT6, Vitesse Dolomite/Sprint 2000/2.5</p>																					

(All systems come complete with fitting kits)

The TRIUMPH TUNE catalogue is essential equipment for the Triumph enthusiast - 110 pages packed with information, technical tips and every component you're ever likely to need. Engine, suspension, brakes and bodywork, plus a range of performance packs and suspension kits for road to racing applications - All for only £2.50 (P&P free). Fill out the coupon and order your copy today!



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The day dawned perfectly, a clear blue sky. Perhaps this year I would achieve my ambition to lap Silverstone with the hood down for a change. Torrential rain just before the finish had thwarted me for the last two years. This was my seventh 'Norwich' - four as navigator for my nephew and their MkII Zodiac and Consuls, three as driver in my MkII Vitesse convertible. In earlier years, we had started from Wrexham, Oxford twice, Worcester and Silverstone twice. This year we choose Colchester. My nephew, Tim Mobb, is a teacher in Ipswich and has a house there, so a quiet journey down from Northampton in the Vitesse, an overnight stay, and we were off, Tim navigating for also his seventh 'Norwich'.

A gentle tootle down to the start on the A12 with plenty of time in hand. Filling up with petrol, a TR6 nipped past and gave us a wave, later saw him drive into Colchester, but decided on the scenic route round to Layer Marney Tower, avoiding the town. What a starting venue - Layer Marney Tower - a spectacular Elizabethan gate house. The best yet! We booked in and parked. Space was a little cramped so we were glad of the Triumph's 25 foot turning circle. To get out of the way of earlier starters, the car was tucked away at the back along with several other Triumphs.

Hello, trouble! A beautiful E type convertible was shedding water heavily alongside us. Across we go to see if assistance is needed. Lift the bonnet? We asked the rather non-plussed driver and navigator. Up she comes, tilting forward like the Vitesse, but not quite as much access. A leak from the expansion tank. An R.A.C. man - a very nice man - arrives and pressures the header tank back to the radiator, offering some of our reserve water to compensate for the loss, which is duly tipped in. Thanks all round. Bet they will remember to switch on the manually operated cooling fans next time the temperature starts to rise! The car is called up on to the line. The Vitesse starts on the button, with the confidence only a well sorted and regularly used vehicle can produce. The flag drops, with Tim remarking that our car clock coincides precisely with the starter's timepiece. The Vitesse is away - gently does it over the 'Traffic

Calming' feature - used to be 'sleeping policemen' not so long ago! A short run to the first checkpoint. It's really summer, lots of friendly people about, there's a girl wandering along in bare feet - is it really England in May? We don't hang about in Witham, Ferrari workshops not withstanding.

With seven checkpoints all told and a wealth of interest to come, it's better to press on at this stage and get a few miles under the belt.

We press on to Boreham and nostalgia with a family background of 200 years or so in Essex and a couple of Grammar Schools, Maldon, Earl's Colne. The memories come flooding back of hot summer days and many asthmatic cycle struggles from Langford, up Maldon Hill every day and it's 1 in 8 gradient. Look, the Maldon sign, and now into Langford Road.

The memories flash back 40 years, to Hercules cycles, the River Blackwater and onto Boreham track itself. Whoever would have thought it, as a more famous man remarked recently, 'Here I was on what, to me, was the post war race track'. At least I was on cross plys just as those heroic drivers would have

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been. There the similarity ended, a gentle run round would do for me, followed by a changeover and another trundle - this time Tim driving.

Stopping for refreshments, and to stretch the legs, we get into
c o n -



versation with a GT6 convertible navigator and driver who went over to Boulogne last weekend, and met friends of ours

on the same trip! Enjoying their old cars - old by modern standards at least, the GT6 driver is concerned about pinking and adjusts his distributor. We relax in the sun, before moving on. A very pleasant run through beautiful English countryside, pass Dunmow, the Dunmow Fitch Ildly wonder? The 37 miles to Duxford soon passes, checking in and parking on the grass.

Here, the pair of us use our food vouchers. What a good idea to issue these - a great improvement on previous years. We wander down to the restaurant, past planes ancient and modern, over here a Dakota, over there a Viking, planes familiar to me and numerous more modern machinery. The sun burns down, sucking our ice creams, the crowds pour in, basking in the warmth.

The Vitesse is off again, with a cheer - wave to the Marshalls who do such a grand job everywhere. There'd be no rally without them, that's for sure! Ominously, clouds are gathering, we catch up with a Sunbeam Rapier Fastback, and in turn are caught by a real rally car - a Porsche 911 Carrera. In convoy, the cars press on, a straight piece of road appears so I pass the Sunbeam - the Porsche hot on my wheels. It starts to rain, 'books getting wet', remarks Tim and raindrops start whipping round onto the inside of the windscreen. Bill Boddy was quite right when he said convertibles should have opening windscreens to be any good. Pulling into a passing place, the Porsche and Sunbeam whip past. Off comes the tonneau, and up goes the hood in a brace of shakes. At least the hood's new I console myself as

I contemplate arriving at Silverstone. Never mind, there are more unfortunate people than ourselves, I remind myself as - pulling up alongside a stationary TR4. 'Need any help?' 'No thanks', says the driver and waves us on - windscreen wipers out of action apparently. We arrive at Milbrook and duly do the test track - no problems with 105 bhp under the bonnet, and so on through sheeting rain towards Paulesbury, checking in and enjoying a welcome cuppa! Ample time in hand now, immersing ourselves in Rolls Royce history, while rally cars come and go. Only a few miles to the finish, we commence the final leg. The rain has almost finished, so it's put the hood down and on with the tonneau. Cars are passing us returning home from Silverstone, but the clouds are moving away.

We've done it! Finished at Silverstone with the hood down, third time lucky, we check in, collecting our seventh finisher's medals and so onto the track. 'Mind the track, it's slippery in places' warns a marshall. Taking it easy up the pit straight and keep right at Copse in case faster machinery is heading our way. We negotiate the first lap without incident, and are waved through for a second. I accelerate, but lift off just exiting Woodcote in case newcomers are coming on. Just as well, there are three cars stretched out across the track. An Aston Martin, a saloon of some sort and a TR6. All are moving left and clearly haven't seen me. I move over on the inside and pass on the right, up the pit straight again, hugging the bend at Club, the Aston soon catches us, as does the TR6, but not for long, an error at Becketts slowing him up. We are waved through for a third and final lap - a perfect end to a perfect day.

The best yet - here's to 1995!

T.D.FITCHETT

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948 Herald/Vitesse rear centre valance	£29.50 each
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Herald 13/60 front panel 812140	£35.00 each
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Brake master cylinder (Vitesse) GMC209	£40.00
Rear quarter valance Herald/Vitesse (original)	£17.50 each
* Hoods orig. ICI flame retardant	£130.00 each
* Hoods vinyl inc. zip out rear window	£85.00 each
Vitesse 2L Mkl head/dip/side/flash switch 147278	£17.50 each
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Bonnet catch (chrome) 607663	£20.50 each
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* Vinyl hood MkII inc. zip window	£85.00
* Hood MkII orig. ICI flame retardant inc. zip window	£130.00 each
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Front competition road springs 209033	£25.00 each

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Spitfire rear lamp panel 716182	£35.00
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GT6

Petrol tank cover board Mkl & II 710703	£14.50
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Driver's sun visor MkIII 815384	£8.50
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Rear quarter light seal L/H new tan MkIII 820613	£6.00
R/H front suspension vertical link 209072	£35.00
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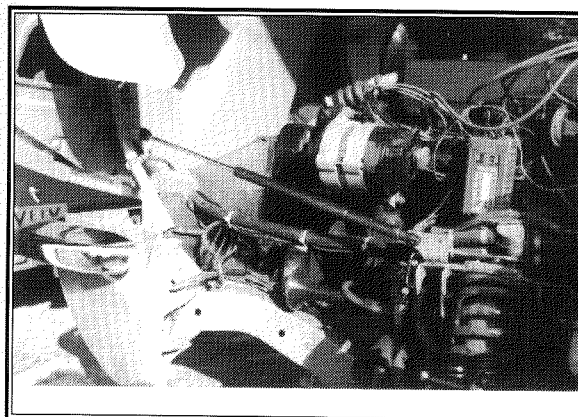
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FITCH/894 022



Here is the answer to the perennial problem of how to stop gusts of wind blowing the bonnet shut on your Triumph. I have replaced the single bonnet prop on my GT6 MkIII with two gas struts from a Ford Fiesta tailgate. Two are needed on a steel bonnet but probably one would do on a fibreglass bonnet. As the photograph shows, the only modifications necessary are small brackets welded to the two tubular bonnet supporting arms. The struts go over-centre holding the bonnet closed, they give considerable power assistance when opening the bonnet and they hold it securely open even in very high winds.

A worthwhile (and cheap) modification which I am sure Triumph would have fitted if gas struts had been available at the time.

Michael Garbutt

NOT AS DESCRIBED

WHY is it that when an advert for a vehicle appears I am now very sceptical of what appears?

I have recently viewed several GT6's at a considerable distance from my abode, the following are some of the descriptions compared to what was actually presented for sale.

'Bare metal respray' with 2 inches of cracking filler in the rear wings.

'Full history' The buyer bought the car in September and has realised it is a pup.

'Mechanically A1' The rear wheels move in and out and forward and backwards.

'Body professionally rebuilt with all new panels' There is 2 inches of filler in the roof, tailgate and fresh air in the bonnet.

These are just a few instances I have encountered in the last week. In all cases I have spent considerable time on the phone qualifying the vehicle beforehand, so as to prevent a wasted journey. In one case an engine described as 'excellent' ran on five cylinders and still had the engine analyser sheet showing No. 3 compression to be 35% of the other five! Come on, this is a club for enthusiasts with a common interest, not some auto mart for Arthur Daleys!

I work as an administrator for a motor dealers and if we were to advertise vehicles in this manner we would very soon end up in court for gross misrepresentation. I'm not expecting the earth for the money I have available, just a usable vehicle as described by the seller. I'm also working within the price



guide supplied by the club. What I have found is those sellers who are freely willing to tell you about the bad points as well as the good points are much nearer the mark and by the time you read this, I will be driving one of their vehicles. So just make sure all you budding buyers out there that you keep a clear head on your shoulders when buying, and if the car is not as described, walk away, do not lose faith or be taunted into an argument, and keep looking. Good hunting.

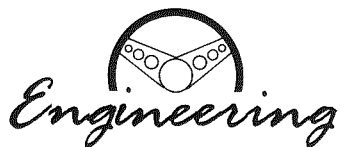
Mr K Smith

Sales Brochures

I AM trying to create a bit of space in an already cramped house and am currently sorting my collection of car sales brochures. I have found a small quantity (6) of Spitfire brochures and wondered whether your members would be interested. They are Pub. 3254 from 1/77 to 1/80 and a couple of Pub T.1143 from 1975. I would want £6 each and SAE but would alternatively sell the lot for £30 plus the carriage. I am not a dealer, just someone trying to find my way into the back room.

Andy Shelley

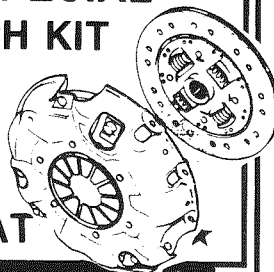
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BAC 12	119272	Front wishbone bush and stainless steel sleeve	8	£3.95
T108496	119451	Fan mount bush, early	8	£1.45
SPTFM	139386	Rack mount	2	£3.62
SPF201		Front upper shock absorber bush with location spring	4	£2.66
BAC 11	119450	Rear radius arm bush and stainless steel sleeve, GT6 and Vitesse Rotoflex	4	£4.11
BAC 12	119272	Rear radius arm bush, and stainless steel sleeve, non rotolox	4	£3.95
BAC 645	131796	Front lower diff mount	2	£2.69
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ORIGINAL ESSENCE

I AM always interested to read accounts from members who have customised their Triumphs or fitted an alternative engine.

Such cars add colour to shows and perhaps even give us an idea of 'what might have been'. And then there is the sheer challenge of doing such a job as well as, in the case of an engine change, the obvious benefits of performance and practicality - though I do not concede reliability.

But, as time marches on, more of our engines wear out and we worry if spares will remain available. This may increase the temptation in some cases to drop in a lightweight multi valve unit from a modern car (that is if you can find one where the manufacturer knows where to put the driving wheels!).

I don't see this as a problem now, or in the future, but it might be, unless we retain a firm grip on the club's original and basic aim, namely, 'to promote and preserve the Herald chassis range of vehicles'.

It is the word 'preserve'. When that phrase was coined back in 1977, the essence of 'preserve' was not just to ensure the cars stayed around, not just to retain showroom examples via concours, not even to ensure they stayed on the road somehow! What we wished to preserve was 'an experience', the experience of living with, maintaining and driving products of the 1960s, be it in twenty, fifty or a hundred years time!

And of course many members are doing just that, here in the 90s. You can still make a Vitesse engine sing as you flip the gears through winding country roads. You can still tame the rear suspension of an early Spitfire to sit the back wheels wherever you want on a bend with merely a blip on the throttle or absorb the bend in a four-wheel drift.

There are many exciting and pleas-

ant characteristics about these cars and there are unpleasant ones too, but all add together to provide a unique experience. This is what we are preserving.

Drop any modern or 'other make' engine in to a classic car and you will still have the car, but the essence is gone.

Cars are unfortunate in that characteristics which demand effort from the driver are continuously designed out. The results are often cars in which you basically only need to steer and stop. It therefore follows that the more you modernise a classic car, the more of its character you will lose.

I say good luck to those who drive their Triumphs every day.

Enjoy the driving and replace the parts as they wear out, that way the re-manufacturers will stay in business to keep on supplying us.

Eddie Evans

HANDBOOK DILEMMA

BEFORE I start my reminiscing of a real weekend to remember, please take a comfortable seat and be prepared, there is a moral and some funny parts, but ladies take note:- **NO TECHNICAL DETAILS.** You will read names of parts, but they will probably be used in totally the wrong context because I have not got a clue what they are or what they do!

It was a dark and stormy night, the clouds were low as the rain began. Have you set the scene? Well forget that because it started as a hot and sunny Bank Holiday Monday (30th May 1994).

I had travelled down to the south coast with a friend for the weekend in his 13/60 convertible. We had travelled around various places, staying at Swanage on the Saturday night and Lymington on the Sunday night.

On the way from Lymington we planned to stop at Bucklers Hard on the way to Beaulieu, which was supposed to be the main idea of the holiday. My dad had suggested Bucklers Hard as a point of interest, apparently it is an historic village. Considering everyone we spoke to had heard of it, we were surprised to find it was not signposted anywhere. Fortunately, I had an atlas, but not all the lanes are shown, an Ordnance Survey would have been better!

At about 10.30am we were driving down a lovely tree lined lane when the car suddenly dropped on the drivers side. I have never heard a noise like it, we screeched all over the road until Craig finally pulled the car to the side of the road and we ground to a halt.

I hadn't a clue what was wrong, but straightaway Craig said it was the bottom trunnion - a common fault! However I didn't want to be a statistic. As he is a mechanic by trade I assumed Craig would soon fix the problem and we would be on our way. Little did I know how serious the fault was until I got out of the car and saw how the metal from the arm had cut the tarmac on the road as it had dropped then dragged along, you can imagine the damage - it looked like a modern art structure. So then we started our walk to a phone box, which could have been anywhere, fortunately at the next signpost, there was Bucklers Hard, three quarters of a mile away - at last! I'm sure it was actually, five and three quarter miles but we eventually got there. I don't think I've ever been so pleased to see a phone box, even if it was green.

Now you know the TSSC Handbook, well I keep mine in my car like all good club members. Where was Craig? In his bedroom in Birmingham. SMASHING. This is where my phonecard bill doubled. I rang his mum who found the book, she gave me about six local numbers. I rang them all, the only one that was in had never heard of the TSSC.

Craig had now left me to go back to the car to see 'if he could do something

with it', you know what these men and their Snap Ons are like!

I managed to contact my dad who put me in touch with John Fairey from the magazine HQ. I know John anyway, he has helped a lot in the past, but I have never been this grateful before. He took the number of the phone box and promised to call me back in 15 minutes.

About five minutes later I was sitting outside the phone box then the phone rang, John had managed to contact SOUTHERN TRIUMPH SERVICES. The name is in capitals because they are my favourite people at the moment.

When John had rung them, they happened to be at the premises decorating, not working. I rang the contact name, Mark. He said he would have all we needed, he just needed some details.

1. What were we doing down a country lane looking for a hard butler and 2. where on earth was this place anyway as he was coming from Bournemouth.

After a lot of laughing, mainly at our predicament, we had to get down to the technical details. I knew it was the drivers side of the car and that a bottom trunnion had been mentioned, that was it. Fortunately Craig then came back, so he took over the conversation.

All we had to do then was wait for Mark. Craig had managed to strap the wheel together and move the car to the junction by the car park where it fell off again. The attendants had given us permission to leave the car in the car park without paying, the next problem was getting it there. I must have taken 10 attempts to get the car 200 yards, every time it started to move the wheel would fall off again.

However it got there in the end and I sat in the sun at the junction to wait for Mark while Craig stripped the car.

The sight of Mark arriving in his Triumph 2500 a couple of hours later

was sheer relief and the beer he brought was very welcome.

The two men started their work and I continued working on my tan. I haven't had the photos developed but when I do they will go in the magazine. I didn't realise two people could get into so many different positions!

At 3.30 it was all finished and put back together, I don't know what took them so long! We said goodbye to Mark who was a definite chum. By then he had certainly sold the company to us. We arrived at Beaulieu at 4.30pm and as it shut at 6pm we decided not to go in. So we ate our tea in the car park then made our way home. I hope I do eventually go back to Beaulieu but with a trouble-free journey next time!

Thank you so much to the Southern Triumph Services. I will be using them again, their parts list is something else!

REMEMBER:- The moral of this story is.....keep your TSSC Handbook in your car.

Verity, Rugby, Warks.

HEARTBEAT WEEKEND 14th & 15th MAY 1994



'Vitesse 6 1964 owned by myself. Off the road for 14 years, acquired by me in November 1993 and back on the road 1st April, 1994. BYX 766B.

Pictured on Goathland Moor.

'We set off on Saturday from home, after the addition of a new washer pump as a precautionary measure. 'BYC'BY' 'BYX'BY didn't miss a 'beat' and we arrived at Malton lake on Saturday. On Sunday morning we set off for Goathland in the torrential rain and arrived late morning despite bailing out the car due to a faulty windscreen seal. A good array of club cars was present despite the adverse conditions. A red 13/60 convertible BPC 504H and a white 1200 convertible CLG 863B shone in the goods yard. We parked up and ventured out around the village and station and had a thoroughly enjoyable day despite the weather. We hope to make the trip again next year and hope to see more cars next year, let's try to break the 20 mark!

John Hillarby



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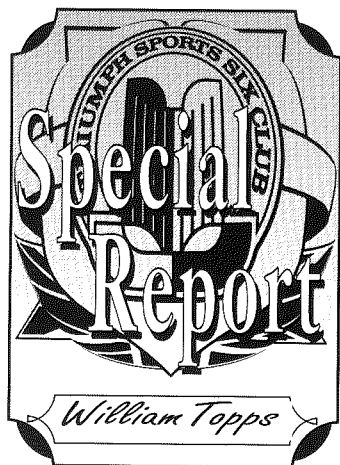
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Coachpainting once meant doing it by brush. Think of that when next you consider a respray and what it might cost.

Certainly that second car could be a candidate provided you could manage without it for a week or two. Would anything you were to do make it look any worse?

The basic requirements for a car repaint at home are, a large, preferably double width garage. Sufficient skill to make a good job of painting around the house.

A thorough and painstaking approach.

First you must clean up the workshop. Sweep down roof, walls and window frames, throw out all rubbish and get the place really clean and tidy.

Position the car in the centre of the workshop and

arrange a light to play on each side as well as the one overhead. If you have sufficient natural light and can work during the day, so much the better.

Gaps under the doors should be

centrally heated you can probably afford a respray anyway.

Before commencing any work it is best to obtain all the materials you will need to complete the job. Paints I



blocked up as draughts coming in here will bring dust. When it is winter, you will need some heat and this should be provided by an enclosed radiator. If your garage is

use are manufactured by Joseph Mason & Co of Derby and the brand name is 'Masopar'. This is an alkyd based synthetic enamel not unlike the decorative paints you would use



for doors and window frames. The difference lies in the use of finer ground pigments and a special medium.

When you have chosen your colour you will need to get a litre each of finishing, undercoat and surfacers. Also two and a half litres of thinners. You will also need a primer, but a small tin of resin based type from a motor accessories shop will suffice. While you are there pick up three or four sheets of 'wet or dry' abrasive paper grade 240.

Only the finest quality brush should be used for vehicle work and the 'Hamilton Perfection' is recommended. You will need a 2 inch, a 1 inch and a half inch.

Now to work. With your abrasive paper give the whole car a thorough rubbing down using plenty of water. Give extra attention to rusted areas. The equivalent of a whole day at least should be spent in this preparation and it should finish with a final rinsing and leathering off.

As soon as the car is dry all bare metal needs to be primed. Next, do not rub down the primer but apply a full coat of surfacers to all external faces of the car. Follow this with another coat as soon as the first is dry. Don't worry about brush marks.

After it has stood overnight, rub down the surfacer with a new piece

of 'wet or dry' using a fore and aft movement. Use no water and no kind of rubbing block. In getting a perfectly smooth surface you will rub off most of the surfacer which you applied. This is usual.

When you have removed all dust you are ready to apply the undercoat. This stage of the job is crucial. Thin the undercoat to the point where the brushmarks flow out.

panel and take care to achieve an even application.

Door edges, boot and bonnet surrounds should be a separate operation after the main painting is dry.

Full depth of gloss and greater durability will be obtained by the application of a second coat of gloss to all external faces. Leave the first coat to harden for seventy two hours then flat down using a well worn piece of



Experiment on a small area to make sure you have got the right consistency.

Twenty four hours later, lightly rub down the undercoat. Use a piece of worn abrasive paper, again with fore and aft movement. Now give the car a thorough clean up. Open doors, bonnet and boot getting rid of every bit of dust. Sprinkle water on the garage floor and you are ready to start the finishing coat.

Treating an area of about 15 square inches at a time, apply the enamel in one direction, cross brush it then lay off. Work quickly to complete the

'wet or dry' and plenty of water taking care not to rub through on any high spots. Rinse down, leather off and leave to dry.

Just prior to applying this the final coat, put on a clean pair of overalls, wipe all surfaces to be painted with a 'Tack Pad', then straightaway start to apply the enamel working methodically as with the first coat. What you need is as full a coat as possible without getting runs or sagging.

When finished, lock up the garage and the following day your girl friend can throw away her mirror. ☆

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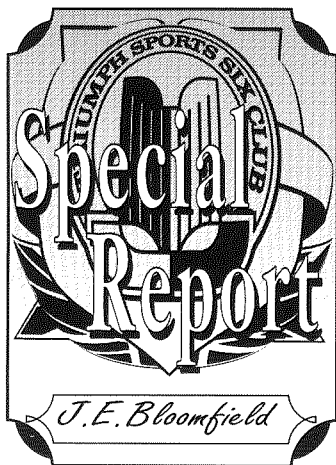
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I INTENDED to drop you a few notes only regarding the value of being a club member, particularly for someone who had never had time to 'dabble' with the car of his dreams.

Seriously, I intend to keep the car and hand it over to whichever of my grandchildren who show an interest, the oldest is two and a half so it could coincide with my retirement from driving. What a way to go.

I have always been a Morgan fan! I decided about a Morgan 3 wheeler with a J.A.P. engine (why that engine I can't remember) in the cold African nights as I lay in my tent guarding the Suez Canal as a National Serviceman in 1949. Aged 19 I could only afford 3 wheels and then only if I accrued the whole of my army pay!

Forty years on my daughter Jenny proudly

visited us in an all white 1500 Spitfire which she had bought from the original lady owner who lived in the Channel Isles. It had been re-registered in the UK but was understood to be 1979/80 manufacture. Presumably the optional overdrive was unnecessary in Jersey.

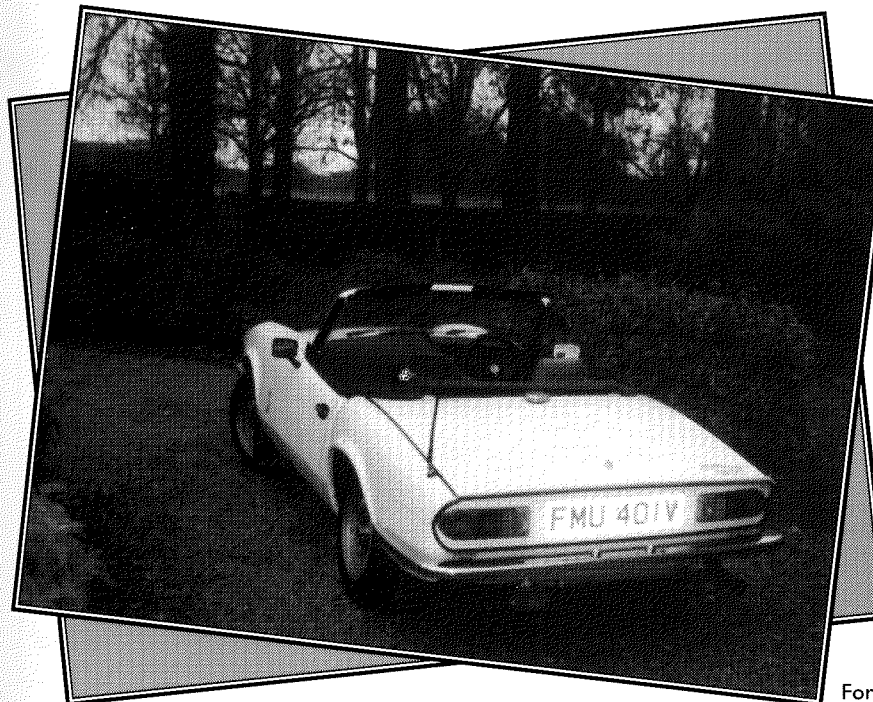
I was impressed with 'Spitty', not so impressed with the photograph of the 'Boy Racer' in his flat cap which my daughter took. I had dithered, Morgan Plus Fours were very expensive in this period and the Plus Eights prohibitive. The dithering was whether to buy a Spitfire and how to go about it. I had then unfortunately no knowledge of the Triumph Sports Six Club.

Suddenly my dilemma was solved by Jenny buying a second horse for her husband. The Spitfire had to go to make way for a Range Rover. Even 'Spitty' with all its virtues couldn't pull nearly two tons of meat and trailer!

The knock on effect was dramatic, my Saab Turbo went to my wife, my wife's 1600 Sierra went to my son David, David's wife's Fiat Panda went to my youngest son and I had got the 'hand me up' Spitfire. The changeover Logistics between Aylesbury, New Forest and Bristol were interesting.

The solo run from Aylesbury to the New Forest on a cold January day was uneventful. I had though stalled it on the steep farm track up to the main Aylesbury/Thame road, the clutch was 'different' I said. A steady 60mph seemed an appropriate speed for my age. Although the weather was cold the heater worked well and with ventilation by the rear opening quarter lights in the hard top the system seemed to work well.

As I parted with my cheque I was told 'Spitty' was due for a service and MoT check, that I should not worry about the temperature gauge always reading very high and it



was advisable to use the trip mileage recorder rather than the fuel gauge!

On arriving home I was informed that another of my sons had a college friend who was rebuilding a MkIII. A visit was a must and Mike told me membership of the TSSC was a must! He also suggested Southern Triumph Services at Southborne near Bournemouth for the MoT. I duly became member number 91/34 746 and Mark Swingle produced the certificate of air worthiness.

Easter was to be the date for 'Spitty' to go topless but the original vinyl hood was definitely due for a change. After a helpful chat with the TSSC a new double duck zipped hood was ordered which arrived almost the next day. I was impressed! Using the old tool as a template and after some

thought re tensioning the hood (how I could have used your excellent article on fitting a new hood which came a year or two later) I managed it but only after mangling a lot of press stud fastenings. The following week I noticed a little tool in the Haberdashery section of a store which was exactly the tool for

hood fasteners.

The next mystery was a 'knocking' somewhere near my right ear. Reg Seldon of the Wessex Area diagnosed it as a worn universal joint. That apparently wasn't a major problem to Reg of Hoster Garage so I asked him to get it and at the same time sort out what I thought must be

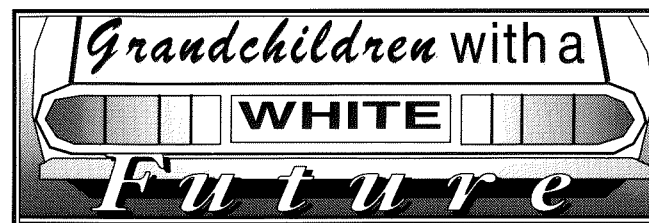
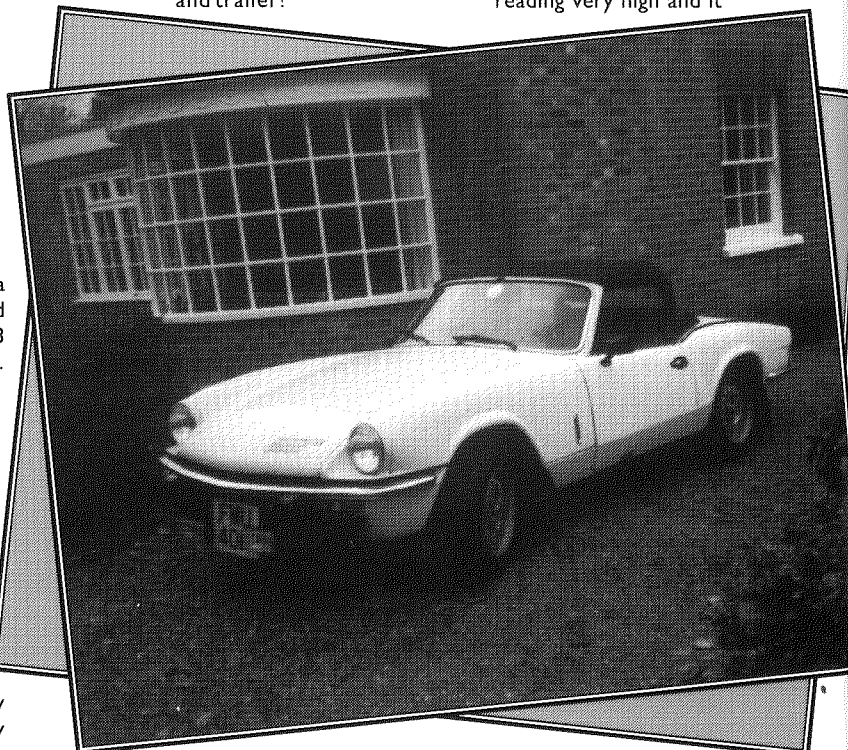
an electrical problem with the temperature gauge and petrol gauge.

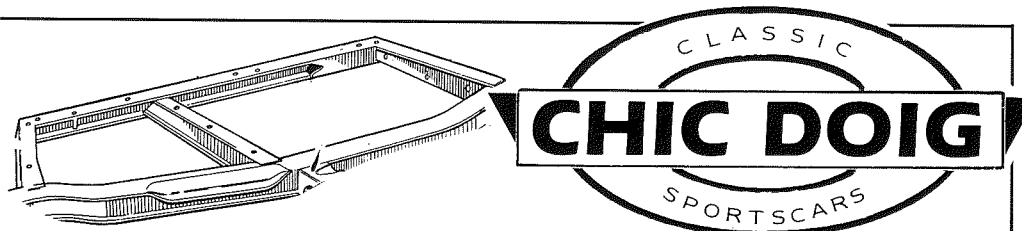
Again we pre-empted the author of your excellent articles! I also had a spare pair of fog lights fitted. I was not sure of the aesthetics but I was sure I needed every lighting help available to avoid black ponies standing end on in the middle of the New Forest roads. In the cold weather the New

Forest ponies congregate on the roads at night as the road retains what warmth there is longer than the surrounding heaths. Reg and I also talked about apparent vapourising of fuel when the car idled in hot weather but came to no conclusion. I actually managed to fit Halogens to the headlights myself.

I collected 'Spitty' with her new fog lights and temperature gauge reading steadily in the middle and decided to take her to Suffolk where I had an executor's visit to make. I retraced the

road to Aylesbury where I stayed the night with my daughter who was more delighted to see 'Spitty' (sounds like the name of one of her three cats!) than me. That night was -7C but although left in the open, no hassle starting and I got up the farm track without stalling! Clearly the clutch had improved! As the summer





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PEGASUS GARAGE

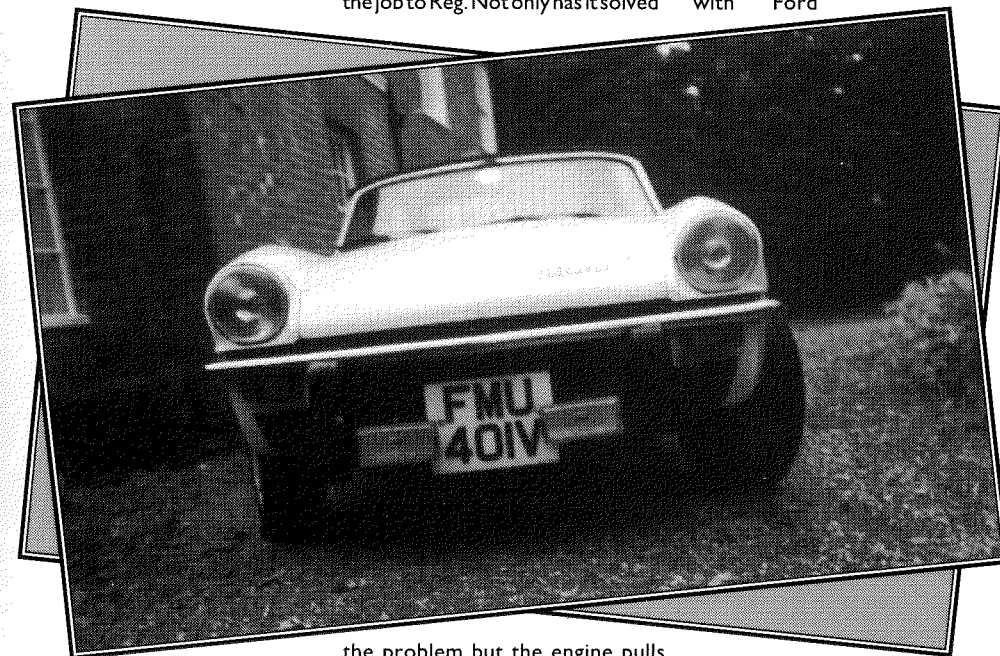
had been so warm and long I hadn't bothered to take the hood off. It was far too hot in the cockpit with the heater on! even at -7C. The zipped hood was then unzipped and ventilation and rear viewing was superb. There was no drumming of the hood either, I even listened to the radio! The Dunstable Downs were glorious, bright sunshine, frosty fields and the car going beautifully. Reg must have tweaked a few things.

On return, not so glorious, thick fog over the Downs, these fog lamps



fuelled. Some months later your article on 'Waxstat jets' appeared. A quick call again to your HQ confirmed the dreaded 'Waxstats' The next day the pack of standard jets arrived and rather than let my inexperienced hands fit them I entrusted the job to Reg. Not only has it solved

in paint references to the cars trim code of NMO (British Leyland) Comm. number FH133545 (given under bonnet on N/S). After a bit of research and a lot of luck I found that Halford's Rover White Diamond is an exact match (not to be confused with Ford



were a blessing. The other side of Luton I stopped for petrol, checked the fuel gauge which was correct, checked the mpg which was 42 at a constant 60-65mph for 100 miles. I re-started, or tried to. The engine spluttered, died, spluttered again and picked up. I noticed the temperature gauge was higher than normal at the re-start but quickly came back to normal when the engine settled down. After another 20 miles without missing a beat, exactly the same thing happened again when I re-

the problem but the engine pulls much better from cold (similar to a fuel injected engine) and seems to have more power and smoothness throughout the range.

Reg also suggested a square front number plate (see photo) to give more air flow. The temperature gauge did show a slight drop when this was fitted. I have seen number plates below the air grille and stuck on the bonnet but never square Number plates!

One item your HQ could not help me with was the modern equivalent

Diamond White!)

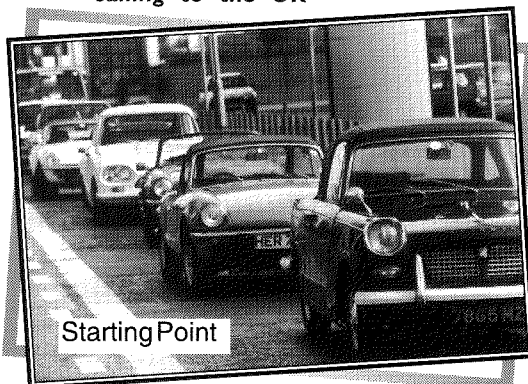
Since obtaining the 'hand me up' from my daughter I have used it all the year round, it takes my tennis racquets around the courts in the New Forest. In summer the hood stays down and the tonneau cover stays on, even in light rain. In the winter the hard top goes on and with the lockable boot I have complete weather and personal possessions protection.

The Morgan (which I never got) was stillborn - Long Live the Spitfire! ☆



Wexford is a beautiful place and the people are most hospitable. It is also around 180 miles from Belfast. However, when an invitation to the first Enniscorthy Veteran and Classic Car Clubs Spring Run appeared in

The Courier in 1990, it seemed like a good idea to check it out. You see much the same cars at all the Northern Ireland events and the expense of the ferry sailing to the UK



Starting Point

mainland makes most events there unattractive. As the Enniscorthy Run starts early in the morning, we drove down the previous day and stayed overnight. We were made very, very welcome and the variety of cars was amazing. Suffice to say, we have been back every year without fail.

This year I had

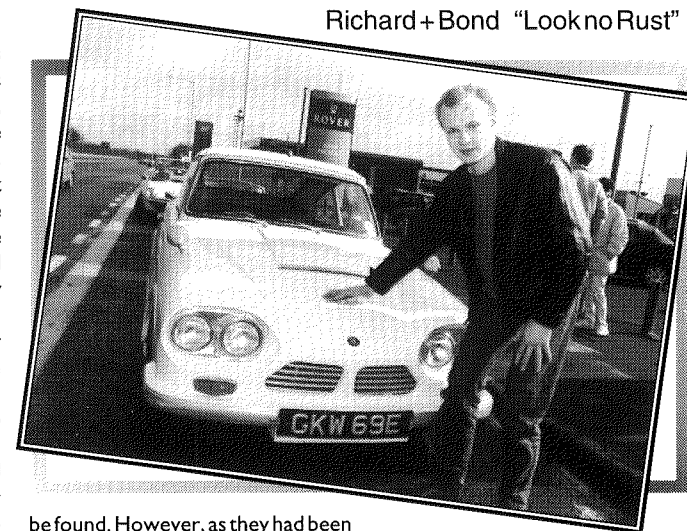
every reason to think would be even better than previously. Firstly due in part at least to the TSSC's success in winning the Club Award last year there were even more members wanting to take part. Secondly John and Fiona Kipping gave in to Norman Edmonds persuasive powers (or nagging) and decided to come over to Northern Ireland and join us for the run down to Wexford and the Spring Run.

Now, two days before the start, we got heavy snow storms (in April!!). But on the Saturday morning as we assembled, the sky started to clear

and the rain stayed away. Norman and Alan were to meet John and Fiona and their daughter Claire at the ferry terminal at Larne. If due to sailing delays or whatever they could not meet us at the start, they could catch up with us en route as the convoy of cars travels at a reasonably gentle pace. We expected them to catch us by the border crossing at Newry, if not before. As cars and people turned up, the sun was making an appearance in the sky and soft tops started to come down.

A newspaper photographer had people and cars posing for photos and chatting about their cars. Then as I tried to get everybody under-way, two GT6's and a red and white Herald were seen in the distance. Our special guests had arrived. Yet more photos for the papers while people looked at, in and under the bonnet of John Kipping's famous and widely travelled Herald. Eventually we got under-way!

As usual the plan was to stop for lunch once we had got through Dublin at a Hotel near the small seaside town of Bray. There are two main advantages to this approach. One by this stage the longest and hardest part of the journey is over and two, as anybody who has experienced Dublin traffic will confirm, you need a drink after fighting your way through



Richard + Bond "Look no Rust"

be found. However, as they had been ahead of the main convoy and had not been passed en route, we assumed we would catch up with them.

Once across the border checkpoints, we made good progress

there is a severe lack of direction signs. I was not altogether surprised when he announced his intention to return by another route if he did not have a Guide with him.

From Dublin it was on to the Glenview Hotel and lunch. At this point and about a mile from

the Hotel, we lost Richard. However, at the hotel we did find Stephen and Elizabeth. These search parties were sent out but no sign of Richard or Bond. However, we got on with the serious business of lunch and waited for Richard to turn up. Lunch over and still no Richard but as there was no sign of him having

1994 TSSC RUN TO ENNISCORTHY

Dublin! My main worry was the convoy getting broken up in Dublin and people getting lost. Even more worrying was the thought of me getting lost with 12 Triumphs following me! Would I ever be allowed to forget such a mistake no chance!

The weather steadily improved and was quite warm by the time we reached Newry and stopped for petrol. At this point Richard complained that his Bond Equipe was overheating. Numerous "experts" crowded round, fiddled with various bits of engine and generally got their hands dirty. The problem was declared minor and the recommendation that either the car or Richard needed a good thrashing (only joking) At this stage it was noticed that Stephen and Elizabeth could not

with only a brief stop at

Drogheda to re-group and check on Richard's overheating (as well as the car) before heading into Dublin.

The journey through Dublin went without problems for once. However, as John Kipping remarked, the concept of the by-pass is clearly unknown in Dublin and

Michael & Moyra
Should we tell the Photographer the car has a Soft Top?

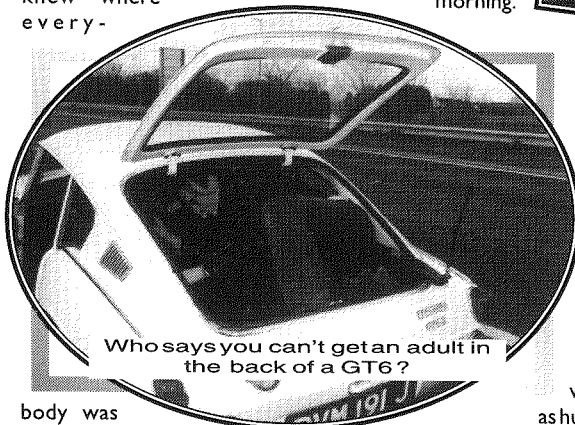


The Finish
Right - See you all down here Next Year?



1994 TSSC RUN TO ENNISCORTHY

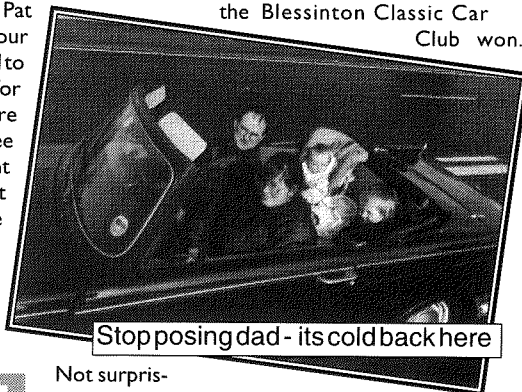
broken down, we pressed on with the 80 or so miles of our remaining journey. The route from Bray to Enniscorthy is along mostly tree lined roads with little traffic. And guess what we soon found Richard waiting for us to catch up! After that we lazily made our way into Enniscorthy. As we approached town an MGB had the cheek to overtake us. Now I was leading the convoy for the simple reason that I was the only person who knew where every-



Who says you can't get an adult in the back of a GT6?

body was staying. I drive a 1200 Herald. Behind me were some very fast GT6s and Spitfires (2.5 engines Webers etc.) so I waited for somebody to overtake and explain the realities of life to the MG i.e. its inferiority to anything Triumph. And I waited and waited and then undeterred, set off in pursuit of said Austin Cambridge Coupe. And everybody had to follow suit or risk getting lost. It was quite entertaining but the MGB refused to come out to play again that weekend! Once in town everybody was quickly sorted out with their accommodation (there were too many to get into one place so we had booked two

entire guest-houses and part of a third. Then on to Murphy Floods Hotel for something to eat and some serious socialising with Pat and his fellow Club members. Pat arranged for our cars to be moved to secure parking for the night. There was also free entertainment laid on that evening and the party went on until the early hours of Sunday morning.



Stopping dad - its cold back here

Not surprisingly some people did not feel like breakfast the next day. The actual E.V.C.C.C. event also started late but as the organisers were every bit as hung over as us, nobody seemed to care. The weather was absolutely

the forty or so mile drive through the Wexford countryside with people standing outside their houses and cottages to wave as we passed.

At the finish it was trophies for everybody who took part awarding the Club trophy. This year the Blessinton Classic Car Club won.

However, the Club President went out of his way to thank us for taking part. Other than the host Club, we had more members taking part than any two other Clubs. John Kipping was presented with a special memento of his visit an engraved Guinness table lamp. Rumour has it that its solar powered! It's a pity John does not like Guinness mind you. With the evening getting on and a long road ahead of us back to Northern Ireland and home we said farewell to our friends and promised

to return next year. The journey back home is a story in itself, perhaps for another day. Everybody got back safely and to cap it all we made the front page and centre pages of one



It told you Northern Ireland was easy to find - Just drive to Scotland and turn Left!

glorious and perfect for

of Northern Ireland's biggest papers on the Monday.

Tommy the Triumph

WELL, THE BUILDING PROJECT IS ALMOST COMPLETE FOR THE NEW CLUB HEADQUARTERS...

YES, AND VERY SMART IT LOOKS, TOO - WELL, IT IS WHAT YOUR SUBS ARE PAYING FOR.....



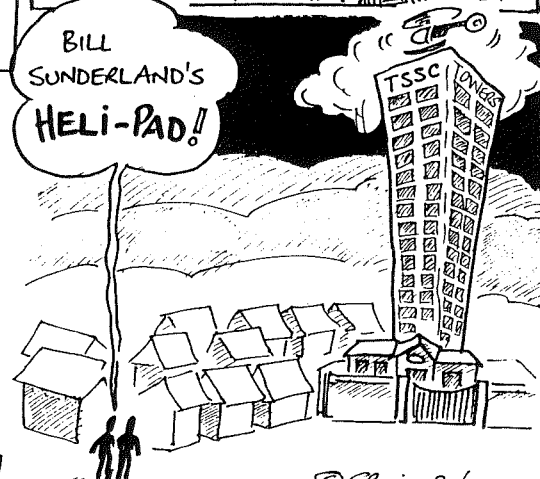
EIGHT MONTHS OF GRAFT, TOIL, SWEAT AND BUILDER'S BUM CLEAVAGES.....



WELL, I'M JUST A BIT CONCERNED ABOUT WHETHER IT FITS INTO THE CHARACTER OF SLEEPY LUBENHAM...



OH, STOP WORRYING - I'LL BET THAT THE VILLAGERS WILL NEVER EVEN NOTICE...



BILL SUNDERLAND'S HELI-PAD!



MEMBERS SHOW THEIR AMAZEMENT AT THE SIZE OF THE NEW BUILDINGS.....

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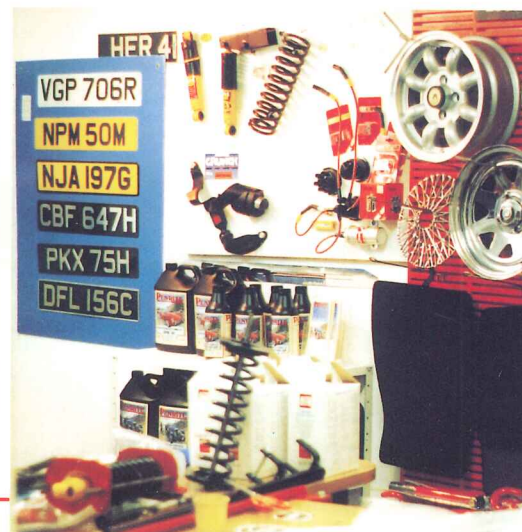
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