

Herald

Victor

GT6

Cut the cost of your repairs....

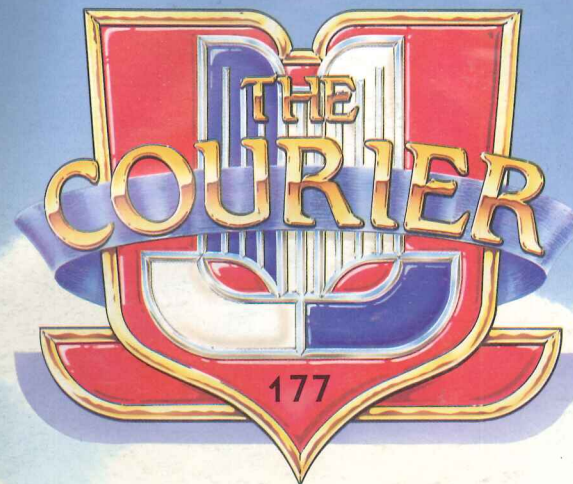
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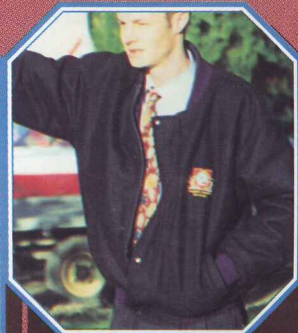
MARCH 1995



T S S C

R E G A L I A

WEAR THE NAME WITH PRIDE



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LEICESTERSHIRE
LE16 9TF

ORDERS HOTLINE: 01858 434424



THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 15. No.177. March 1995.
Price £1.50 Free to Club Members.

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11.00am - 3.00pm Saturday

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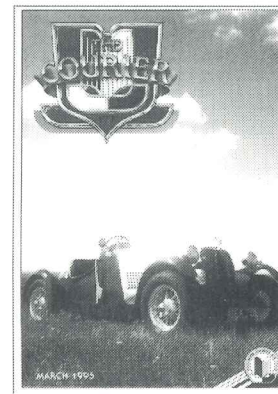
COUNCIL MEMBERS 1995

Brian Waters, Peter Williams,

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

For a full list of TSSC officials see page 82.

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Cover photo,
'Omaha' Special
J Wheeler.
See Courier DEC 94.

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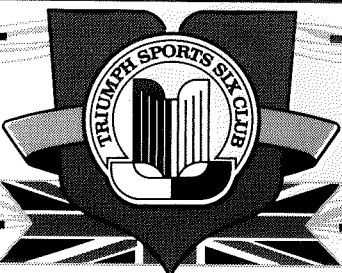
march 1995

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Plus Area News Review/ Classified Newspaper.

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

T.S.S.C.



Calendar

This is the official TSSC Events Calendar for 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: (01858) 434424. Fax (01858) 431936

TSSC ORGANISED EVENTS

APRIL

SAT/SUN 1/2nd BELFAST AREA - BELFAST TO ENNISCORTHY RUN. Contact Paul Robinson 01232 653986.

SUNDAY 16th NORTH EAST AREA TREASURE HUNT, Contact Graham Holt 0191 371 1577.

SUN 23rd - A64 RUN AND TEDDY BEARS PICNIC (N.YORKS AREA) Contact Paul Pickles 01132 797920.

SUNDAY 23rd GOODWOOD TEST DAY Contact David Barnes 0181 6411423

MAY

FRI - MON 5th/8th 6th ISLE OF WIGHT CAMPING WEEKEND. Appuldurcombe Holiday Centre, Wroxall. Contact Garth 01983 617159

MON 8th NORTH EAST AREA EGG GAMES RUN TO THE LAKES, Contact Graham Holt 0191 371 1577.

SUN 14th NEW FOREST RUN - Wessex Area. Contact Trevor 01202 548582

SAT/SUN 13/14th SOUTH OF ENGLAND MEET, Leatherhead Leisure Centre, Surrey. Contact Mike Crewes.

SAT/SUN 27/28th BELFAST AREA - CIRCUIT OF IRELAND RUN, Contact Paul Robinson 0232 653986.

SUN/MON 28/29 BROADLANDS CLASSIC CAR SHOW, Wessex Area. Contact Dave 01202 484421

JUNE

SUN 4th NORTH EAST AREA, HOLY ISLAND RUN, Contact Graham Holt 0191 371 1577.

SUN 4th EAST SUSSEX TRIUMPH DAY, LAVENDER LINE, Islefield, Essex. Contact Martin 01825 768999

SUN 4th BREMORE MOTORCADE, Wessex Area. Contact Dave 01202 484421

SAT/SUN 10/11th LAKES TRIUMPH WEEKEND, Poolley Bridge, Ulswater, Cumbria. Camping, convoy, informal concours, auto gymkhana, BBQ, Contact Shirley McKeown 01946 832 080.

JULY

FRI-SUN 14-16th TSSC INTERNATIONAL WEEKEND, Stafford County Showground, Contact Club H.Q.

AUGUST

SUN 6th STANFORD HALL, Nr Lutterworth Leics. Contact Mark Field 01858 431207

FRI/SUN 11/13th NORTH EAST AREA

BEAMISH CAMPING WEEKEND. Contact Graham Holt 0191 371 1577.

SAT 12th TOTALLY TRIUMPH CLASSIC CAR SHOW, Cooke Rugby Club, Shaws Bridge, Belfast. Contact Paul Robinson 01232 653986.

SUN 19th ANGLIA TRIUMPH SHOW Incorporating NATIONAL SPECIALS DAY, Shefford Rugby Club, Cambridge. Contact Josie Ratcliffe 01480 460540.

SEPTEMBER

SUN 10th NORTH EAST AREA TAN HILL/ 3 COUNTIES RUN, Contact Graham Holt 0191 371 1577.

OCTOBER

SAT/SUN 7/8th TSSC ALL TRIUMPH DAY BY THE ESSEX AREA, Duxford Imperial War Museum. Contact Chris Twigg 01245 442788, Andy Cook 01227 214184.

NATIONAL & LOCAL TSSC INVITED

MARCH

SAT/SUN 11/12th SPORTS & REPLICA CAR SHOW, Bingley Hall, Stafford

THURS/TUES 16/21st ST PATRICK'S DAY WEEKEND CLASSIC MOTOR TOUR TO IRELAND, Contact European Rallies (44) 01264 889885.

SAT/SUN 18/19th LONDON CLASSIC MOTOR SHOW, Alexandra Palace, Wood Green London.

APRIL

SAT/SUN 22/23rd HAYNES PUBLISHING RACMSA 2 DAY CLASSIC, Somerset, Devon.

SAT/SUN/MON 29/30th AUG/1st MAY TRIUMPH CONTINENTAL TO FRANCE. Overnight in Boulogne & Arras. Hotel/ Ferry inclusive £85 per person. 01304 380244.

MAY

SAT/SUN/MON 6/7/8th BBC TOP GEAR CLASSIC & SPORTSCAR SHOW, NEC, Birmingham.

SUN/MON 7/8th LUTON HOO CLASSIC CAR SHOW, Luton, Beds.

SAT/SUN 13/14th BEAULIEU SPRING AUTOJUMBLE, Hants 01590 612445.

SAT/SUN 20/21st OULTON PARK CAR SHOW, Cheshire. Contact Lindy 01565 830250

SAT/MON 20/29th NORMANDY & THE LOIRE CLASSIC MOTOR TOUR, European Rallies (44) 01264 889885.

SUN 21st 4th MENDIP'S VINTAGE & CLASSIC TOUR, Wells, Somerset.

SUN 21st ROCHDALE OWNER'S CLUB, CHESHIRE KIT CAR SHOW, Contact John Kearle 01656783750.

SA/SUN 27/28th NORWICH UNION RAC CLASSIC CAR RUN - Finish at Silverstone.

SUN/MON 28/29th PENSHURST PLACE CLASSIC CAR SHOW, KENT.

SUN/MON 28/29th BROADLANDS CLASSIC CAR SHOW, ROMSEY, HANTS.

MON 29th JERSEY CLASSIC VEHICLE CLUB, SPRING SHOW, Howard Davies Farm, Jersey.

JUNE

SAT/SUN 3/4th TATTON PARK CAR SHOW, Cheshire. Contact Lindy 01565 830250

SUNDAY 4th CLUB TRIUMPH'S SUMMER PICNIC, Chatsworth House, Bakewell, Derby.

SUN 11th THE 924 TO 968 CLUB 'WINGS & WHEELS' EVENT, RAF Stafford.

SUN 11th LONDON TO BRIGHTON CLASSIC CAR RUN, Pre 1979 vehicles.

SAT/SUN 17/18th LE MANS 24 HOUR RACE Camping Weekend Available.

SUNDAY 25th BROMLEY PAGEANT OF MOTORING, Norman Park, Bromley, Kent.

SUNDAY 25th AMERICAN CAR CLUB SHOW 'FINS & CHROME', Seaburn, Sunderland.

FRI-SAT 30th JUNE- 8th JULY 7th RALLYE DES ALPES, Applications by 28/2/95 Contact Club H.Q.

JULY

SAT/SUN 8/9th AUTOMANIA '95', Gt North Western Vintage & Classic Car Show, Moss Bank Park, Bolton.

SAT/SUN 22/23rd NORTH YORKS MOORS RAILWAY VETERAN, VINTAGE, CLASSIC WEEKEND.

AUGUST

SAT/SUN 5/6th NORTH NORFOLK CLASSIC & VINTAGE CAR & TRANSPORT RALLY, Felbrig Hall, Cromer, Norfolk.

SUN 6th STAG OWNER'S CLUB NATIONAL DAY, Exeter.

SUN 6th CAMBRIDGE/OXFORD OWNER'S CLUB BMC/BL RALLY, Ferry Meadows, Nene Park, Peterborough, 01476 712124.

SUN/MON 27/28th KNEBWORTH '95, Knebworth Park, Stevenage, Herts.

SEPTEMBER


SAT/SUN 9/10th INTERNATIONAL AUTOJUMBLE & AUTOMART, National Motor Museum Beaulieu.

OCTOBER

SAT/SUN 7/8th NORTHERN CLASSIC CAR SHOW, G Mex Centre, Manchester.

NOVEMBER

SAT/SUN 11/12th NATIONAL CLASSIC CAR SHOW, NEC, Birmingham.



The Major Club Event in 1995
on
July 15th/16th 1995
at
STAFFORD SHOWCENTRE
STAFFORD

Jointed 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100

Join the biggest Triumph car show and vintage car show in the Midlands
This is a unique opportunity to see the best of the best in Triumph and vintage car shows in the Midlands. The show will feature a wide range of cars from the 1950s to the 1990s. There will be a large display of Triumph cars, including the new 1.6i and 1.8i models. There will also be a large display of vintage cars, including the new 1.6i and 1.8i models. The show will be held at the Stafford Showcentre, which is a large, modern, and well-equipped venue. The show will be open to the public and will be a great opportunity to see some of the best cars in the Midlands. The show will be held on July 15th and 16th, 1995. The show will be held at the Stafford Showcentre, which is a large, modern, and well-equipped venue. The show will be open to the public and will be a great opportunity to see some of the best cars in the Midlands.

01858 434424

This One Event Not to Miss!

"COMMENT"

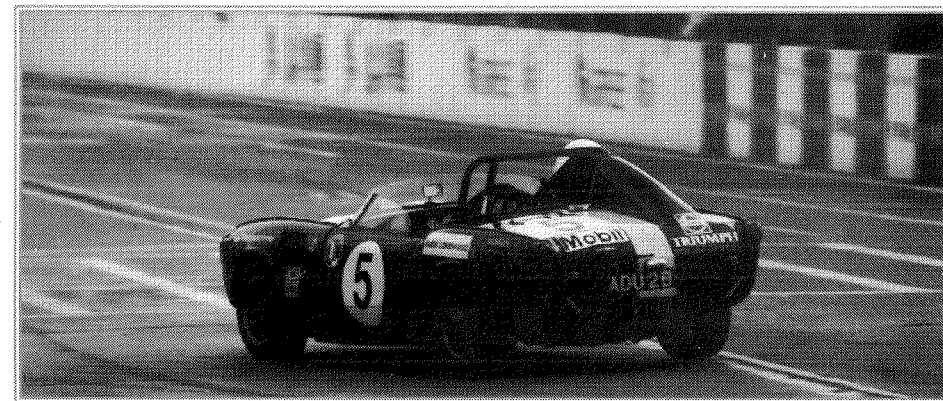
Bill Sunderland

SPRING IS COMING

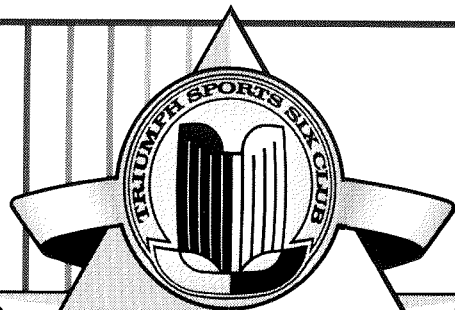
After months of rain and a disappearing winter scene, yes – we haven't seen one! Well winter days can be great driving days when the frost has left and the sun shines, often the roof comes down and away we go. Not this year, the continuous wet prevails and has made driving hazardous and tediously boring. This makes the onset of spring ever more appealing and many member's cars will soon be making tracks on the road.

With this in mind we have included in this month's magazine a TSSC Insurance Proposal Form and Valuation Certificate. Granted most members in the UK Insure through TSSC Insurance but not all.

Footman James are now giving extra benefits to TSSC members and those not currently in the scheme ought to give Footman James a ring when their renewal becomes due. Without covering old ground, the success of TSSC Insurance has not only benefitted the Club but helped keep Club cars on the road with sensible values and resulting in cars being rebuilt in most accident cases. Please keep these forms for future reference.



The last month has been extremely busy, we collected Quasi, our race Spitfire from Southampton after it's two year spell in Hong Kong, John Thomason starts the race story in this issue. The car is now back at the TSSC HQ and being prepared to visit TSSC shows throughout 1995. Along with other TSSC personnel, I visited our race lads Annual Dinner and they were well fired up for the 1995 season and could not leave the matter of challenging Our Quasi Spitfire with their top class cars perhaps for charity. The most encouraging part is the enthusiasm of the race section within the Club, it has a growing interest and this just adds to being a member of the TSSC.



AGREED VALUE QUALITY CLASSIC CAR

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EXCLUSIVE TO MEMBERS OF THE
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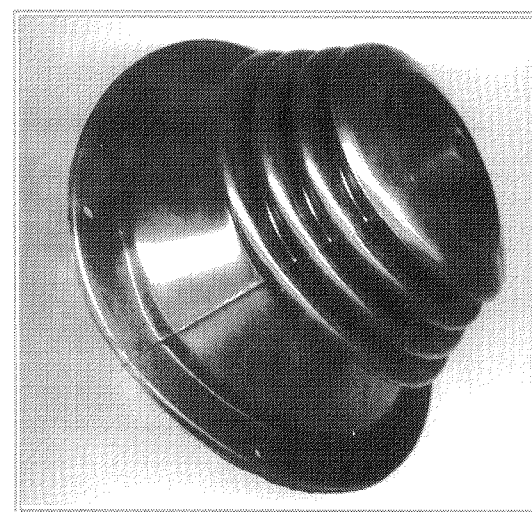
0121 - 561 - 6262

EXCLUSIVELY SPITFIRE

Due to a change of policy **Andrew Stone** will now be concentrating his business exclusively on the Triumph Spitfire. This will include total parts supply both new and used, and car sales. Over the next few months they will be selling off their stocks of Herald and Vitesse spares at reduced prices until they have expired. This will be done on a first come, first served basis. Parts which are common to the Spitfire will not be included. They will obviously be happy to continue to supply common parts to Herald and GT6 owners at their usual competitive rates.

SPITFIRE & GT6 GAITORS

As promised last month, **Six Spares of Twickenham** are pleased to announce the re-manufacture of yet another part for the club cars – the long obsolete Gear Lever Gaitor for the Spitfire I, II, II, IV and also suitable for the GT6 I, II, III. So all you owners with wind whistling up your gearstick can now cure the problem. Not only can you now buy this gaitor directly off the shelf from **Six Spares**, but the price has been greatly reduced from when last previously available to only £7.50 (plus VAT) which is £8.81. Call them on **0181 892 0141** during opening hours.



TRIUMPH AUTO CLASSIQUE CLEARANCE SALE

Paul Cull of **Triumph Auto Classique** has a problem, in order to launch his restoration company at his new site, he first has to clear enough space to work in! Therefore a large collection of all club cars is being offered for sale along with a huge amount of spare parts. The Sale will take place on Saturday and Sunday the **11th and 12th of March** at his New all under cover premises at **Vale Farm, Wooton Bassett, Wiltshire**, which is only ten minutes from **Junction 16** on the M4. See the Sale Advert on page 30 of this issue or Ring Paul Cull on **01793 853033** for more details of what is on offer



AND FINALLY....

It is with some sadness, and regret, we have to announce that on Thursday March 30th 1995

Ron Stephens

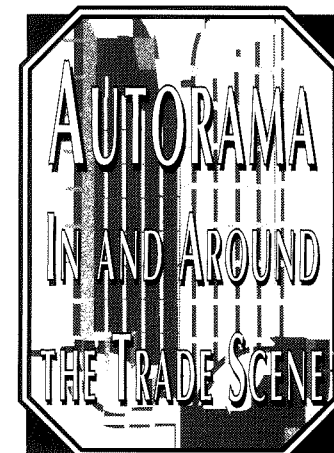
(Joint General manager of Rimmer Bros Ltd

Will be 40 Years Young!

Happy Birthday Ron

*and Deepest Sympathy
from all your "True Friends"*

BERNARD ROBINSON





SPITBITZ



We have the largest stock of used parts anywhere in the country, so why not buy where the trade buys **AT TRADE PRICES**. We guarantee if you can buy cheaper from any other trader, then please let us know and we will refund the difference.

Spoilers, MkIV, 1500, GT6 III, original	£12.00	Steering rack, all models, TO CLEAR	£10.00
Heaters, all models and Herald	£15.00	Springs, all models, from	£10.00
Distributors, all models and Herald	£25.00	BONNETS , we have just bought SIX MkIII Spitfire bonnets so cheap that we can sell to you at bargain prices from £75 to £150.	
Water pumps, all models and Herald	£10.00	Wiper motors, all models	£12.00
Fans, all models and Herald, from	£5.00	Bonnet, side catch, all models	£5.00
Carbs, all models per pair	£35.00	Headlight cowl, MkIV, 1500, GT6 III	£15.00
Manifolds, all Spitfires, inlet & outlet, from	£10.00	Anti roll bar, all models	£5.00
Speedos, rev counters, Jaegers & Smiths, each	£8.00	NEW PARTS AVAILABLE	
Fuel & temp, Jaeger & Smith, each	£5.00	Boot racks, polished alloy, all chrome or wood slat type, all at only	£22.00 EACH
Dash tops, MkIV, 1500, GT6 III	£25.00	VARIOUS PANELS AVAILABLE	
Grill, MkIV, 1500, GT6 III, TO CLEAR	£5.00	Chrome air filters, 1300/1500, pair	£14.00
Steering wheel, MkIV, 1500, GT6 III	£10.00	Discs, all Spitfire, Herald, GT6 from, pair	£20.00
Driveshafts, Mkl, II, III, Herald + early MkIV, complete with hub etc, ready to fit	£35.00	Front corner valances, each	£19.00
Doors, MkIV, 1500, some complete with glass, winding gear, handles and inner trim, from	£25.00	Ignition locks + 2 keys, MkIV	£30.00
Wheels, all models and Herald, ONLY	£5.00	Soft top, Mkl, II, III, IV, 1500, good quality, rear zip window, steel poppers, and free popper fixing tool, ONLY	£65.00
Wheel trims, MkIV, 1500, GT6 III black and silver, EACH	£3.00	If the part you require is not listed here, please ring, I am sure we will have it somewhere amongst our huge stock of used parts. We can deliver next day if required and we accept Access and Visa, or if you prefer to call in, we are just 10 minutes from Junction 11 of the M4, or 10 minutes Junction 4A M3. PLEASE RING FIRST.	
Starter motor, all models, TO CLEAR	£5.00	JINGLES FARM, NEW MILL ROAD, FINCHAMPSTEAD, BERKS, RG11 4QT.	
Alternator, MkIV, 1500, GT6 III	£12.00	01734 / 732648 'SPITBITZ' THE ONLY NAME TO REMEMBER	
Dynamo, Mkl, II, III, Herald & early GT6, TO CLEAR	£5.00		
Calipers, all models and Herald	£15.00		
Wiring looms, all models, complete	£25.00		
Dash support bracket, all models	£5.00		
Bumpers, MkIV, 1500, GT6 III, from	£35.00		
Propshafts, all models, none overdrive	£15.00		
Hood frame, MkIV, 1500	£45.00		
Hood frame, MkIV, 1500 with hood, FROM	£65.00		

NEED HELP FIXING YOUR TRIUMPH?

We can fix dents,

- replace rusty panels,
- weld chassis sections,
- sort out MoT problems,
- repair suspension & mechanical faults,
- rebuild engines,
- restore sagging sills and sticking doors,
- respray in original Triumph colours,
- retune engines and carbs to tip-top condition,
- and generally get your car looking good and going well!

FROM A STRAIGHT SERVICE TO A FULL RESTORATION,
call MIKE to discuss **YOUR** car's needs.

M. W. RESTORATIONS, Saffron Walden, Essex.

01799 541556

Call any time, or visit for an on-the-spot quotation.

INSURANCE APPROVED REPAIRS

ACCIDENT LAW

If you are involved in an accident, or injury to any other person, or other vehicle, or any animal (horse, cattle, ass, mule, sheep, pig goat or dog) not in your vehicle, or road side property:

YOU MUST

- a. Stop,
- b. Give your own and the vehicle owner's name and address and the registration mark of the vehicle to anyone having reasonable grounds for requiring them,
- c. If you do not give your name and address to any such person at the time, report the accident to the Police as soon as reasonably practicable and in any case within 24 hours,
- d. If anyone is injured and you do not produce your Certificate of Insurance at the time to the Police or to anyone who has reasonable grounds for requiring its production, report the accident to the Police as soon as reasonably practicable and in any case within 24 hours; and either produce your Certificate of Insurance to the Police when reporting the accident or ensure that it is produced within seven days thereafter at any Police Station of your choice.

Sections 170, 171 and 172 Road Traffic Act 1988.

Notes:

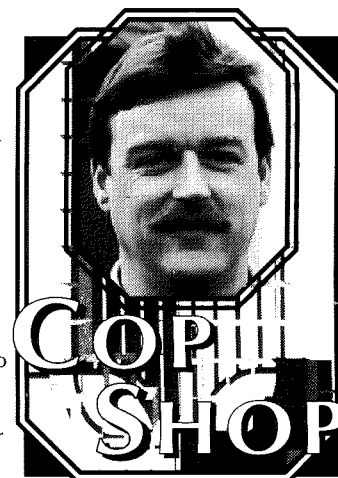
Causes damage or injury - you do not have to be in a collision to be involved in an accident which occurs due to the presence of your motor vehicle on a road.

Road - has now changed to include 'other public place' e.g. a private car park, or even a field on a single day when a show, motor-cross, etc. has taken place.
Motor vehicle - this has now been changed to 'mechanically propelled vehicle'.

It is anticipated that eventually the Government will be forced to introduce new legislation in respect of the reporting of road traffic accidents, in order to come into line and comply with EEC Directives. In all other EEC Countries ALL road traffic accidents MUST be reported to the Police and a Certificate of Insurance produced.

The Road Traffic (Production of Documents) Act 1985 came into force in September 1985 and extended the period for the production, at a Police Station, of:

- a. Driving Licence;
- b. Certificate of Insurance;
- c. Department of Transport Test Certificates;
- d. Driving Instruction Certificates and Licences;



e. Medical Certificates of exemption from wearing seat belts.

For each of these documents the period within which they must be produced was extended from five days to seven days.

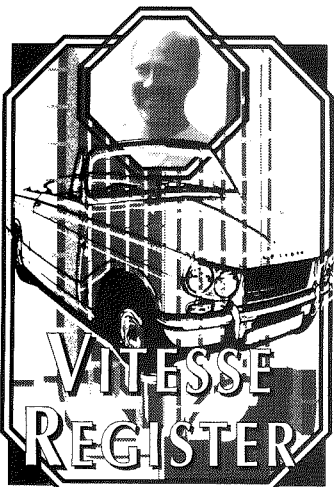
In addition, a new defence, for failing to produce your documents within this time, was introduced. This is if you can prove that the documents were produced at the specified Police Station as soon as reasonably practicable.

In practice it means that if you are on holiday and you leave your documents at home - more time will be allowed to produce them. Similarly, if a document is lost or mislaid, time will be allowed for a duplicate to be obtained.

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. ★

MIKE CREWES



H!! Hello! . . .
and welcome
to this . . .
summer's on it's
way type Register .
. . . and with those
lazy, hazy, crazy
days to come in
mind . . . we will
start with . . . YES!
a convertible . . .

NVO 236F or "Novo" to close friends, bright and summery in Signal Red, he has been used every day for the past three years by Clare Turnock (Macclesfield) . . . but unfortunately has not been without his problems.

When Clare first found "Novo" he was fitted with a Mini battery, a Vauxhall exhaust and was suffering from a split chassis . . . which was held together by fibre-glass and covered in underseal (this showed up on the first MoT, almost a year after buying the car!). All this has obviously been sorted, but "Novo" is still in trouble . . . suffering from time to time from two doors which have minds of their own!, the

passenger one flying open, without invitation (normally whilst taking roundabouts at anything over 1mph) then deciding to become obstinate and seize shut! . . . When the drivers door began to stick, Clare made the decision to take positive action, so "Novo" is now booked in for two new doors . . . hope that's not too painful! (for "Novo" . . . or your purse) . . . also if anyone knows any previous history on NVO 236F then please let me know . . . thanks. PS . . . is that you in the photo Clare? Right . . . we may be thinking of summer . . . but we are still in the coolness of spring, so back to a nice airtight, warm saloon for the second feature, this time belonging to Raoul Cabet (France) perhaps a rather special 1963 1600 . . . (as she has a pair of headlight surrounds supplied by me! Mac) . . . Raoul bought her on the 1st December 1990 from a scrap yard (Raoul actually said 'Knacker' but I know what he means!). She has been re-built during the past three years . . . with so much work completed (three A4 sheets of mods!). Unfortunately I have too little space to do her credit . . . but they include . . . a lightened balanced crankshaft (Piper), burnished conrods, new valve guides, Stromberg 150CDs, electric fuel pump, electric Kenlowe fan . . . and a roll cage from Moss Europe Ltd . . . Raoul is interested in the Historic Rally Championship . . . and sounds to be a serious contender! with the "Yellow Peril" No. 71 (it's finished in a bright JCB type yellow!) . . . all the best Raoul . . . keep the letters coming . . .

Two pleas for information on previously owned Vitesse's now . . . the first from Roy Arcscott who would like to know if his old 1600 convertible ARL 630B (finished in white) is still alive today . . . she had wire wheels . . . and was one of the first to have the twin dials . . . the second



Clare Turnock's "Novo"
in August '92.

Raoul Cabet's 1963
Vitesse 1600.

comes from Elaine Carter who sold her Vitesse 2 Litre convertible about 22 years ago . . . finished in white . . . registration LHR 641F (with overdrive) . . . out of curiosity she would like to know if it still survives . . .

On the subject of asking your good selves for information . . . does anyone know the reason for the joiner (with two clips) on the choke cable . . . someone asked me this some time ago . . . there must be a logical reason, but I just can't figure it out . . . (although it is still winter, my brain is permitted to become a little dormant!) . . . see diagram as a reminder.

. . . and as it's still the rainy season . . . the completion of the Rain-X enquiry . . . from Oliver St. John, "I have used the stuff quite regularly since my uncle gave me a bottle that he had acquired and never got around to using. Like me, he has grown tired of these 'gimmicks' that appear over the years and had never been bothered.

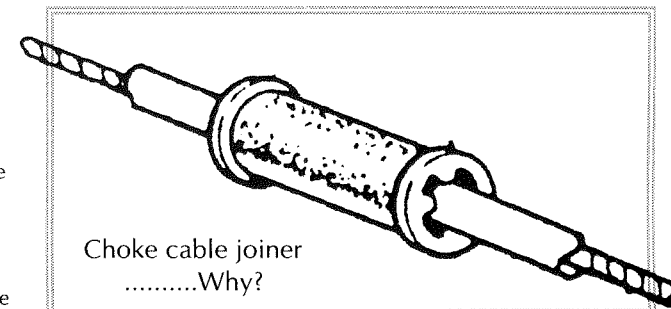
Eventually I did try it on my company car, it's quite a lengthy process, first clean the windscreen using Windolene or equivalent. I found a fingernail was ideal for

scraping off the remains of flies and other natural graffiti!

Then, using a soft cloth and small circles apply the stuff all over the screen and allow to dry, polish off with a dry cloth. At this stage, you will be impatient to see the results, so get a glass of water from the tap and throw it at the screen (hold onto the class, as a cracked windscreen tends to spoil the effect!), you will be amazed by the water which will almost instantly disperse just like 'water off a ducks back'.

In the rain I found that where I normally needed my wipers on intermittent I could leave them off and watch the moisture being blown off the screen by the wind. In wetter weather you could usually leave the wipers on intermittent as vision was so good having the wipers on full was unnecessary.

It lasts for quite a long time, the screen feels 'silky smooth' to the touch but wiper action does 'wear away' the wiped area of the screen. I need to replenish it every four to six weeks, but I do 40,000 miles a year. Long term



usage I cannot tell you about - I seem to go through windscreens at about three a year!

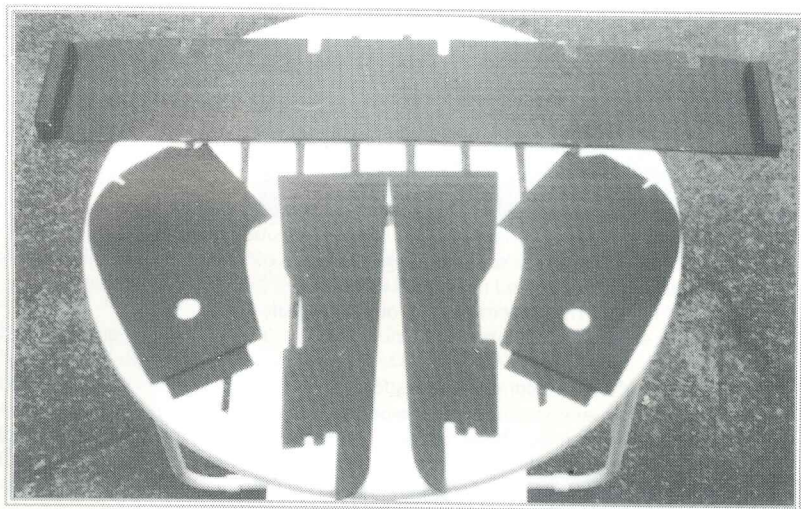
There is no need to spend to much money on it, the next time you are in France on a booze-run

or at Le Mans, simply pop into a hyper market or their equivalent of Halfords and stock up. My last two bottles each cost 29 Francs (£3 then) when it was being advertised for about £10 in the press over here.

Although it works well on new glass I didn't get such good results on a friends TR6, this may be as a result of the age of the windscreen or it might have been because we applied it without cleaning it properly first. So, a

... you pay your money and take your choice situations ... (anyway Oliver ... what do you mean? My full stops are carefully positioned, never sprinkled! and are a vital part of my articles ... if nothing else it fuels reactions!) ...

Finally ... last year I received this photograph and templates from Bernard Sugden (Scunthorpe) who has modified his convertible (13/60) by making a series/set of parcel shelves that fit into place when the hood is up ... this improves the visual appearance of the interior and I would imagine that the noise level is reduced (especially if the under-side is soundproofed). This modification is more likely to be used if the hood is kept up for any length of time (winter perhaps) ... although Bernard does comment that they lift out quite easily ... thanks for that Bernard, quite an innovation ... anyone wanting copies of the templates, drop me a line and a large SAE ...



big 'thumbs up' from me, but don't buy it in the UK (unless you want to be able to understand the instructions) ... thanks for that Oliver ... so you see, it's another of those ... you love it or hate it

Don't forget to put your clocks forward on the 26th March ... thanks ... take care ... cheers ...

P.S. ... big decision time!! I'm thinking of using my concours MkII saloon every day ... and selling NCO ... too many cars ... not enough time! ... ★

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SUSPENSION/STEERING

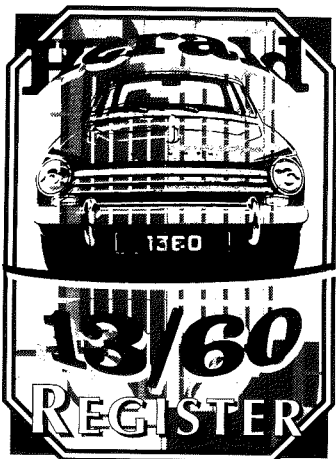
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ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



Zoe Lowther of Beverley thought that you would like to see a picture of her car, one of the star cars of "The Car is the Star". So here it is, looking very good indeed and complete with Zoe who is also a star etc....

Zoe says that the BBC crew filmed and interviewed her for about 3 hours but reckons we'll be lucky if we see more than a few minutes of her performance. On a personal note, if Quentin 'would you buy a used car from this man' Willson and his colleagues say lots of nasty things about our beloved cars, please remember that, in spite of the uncanny similarity of our names, he is no relation of mine as far as I know. Mind you, even if he says lots of nice things, he's still no relation, thank goodness! At the time of writing this I am looking forward to the programme with a certain amount of trepidation because I always get the impression that these Top Gear guys only ever wax lyrical about



Zoe and her Star Car

fancy motors like Ferraris, Lambos, Mercs and so on and relish making critical remarks about lesser machinery. However, I am very willing to be pleasantly surprised.

Whilst vaguely on the subject of young ladies with Heralds, I had a technical enquiry recently from a club member (sorry, I've not noted your name) who told me that several years ago he owned a Triumph Herald which was used as the main family car. His kids used to complain that it was old fashioned and uncomfortable and eventually it was replaced with something more modern. The kids grew up and, guess what, his daughter has just bought herself a 13/60 convertible. They come to their senses in the end. The only problem is that poor old Dad has got the job of servicing it. Anyway, welcome to the fold both of you and I hope you enjoy your 13/60 motoring.

I have had an answer to the enquiry about oil drainage limiters (January 1995) from Gordon

Carman (that's an appropriate name). He took Rex Hayman's idea and adapted it to the materials he had to hand and fitted it to his 1500 Spitfire with some success. I have sent a copy on to Eric Kempson and will now try and convert Gordon's words in to pictures for a future article, perhaps even next month. Gordon also commented that since becoming a member in 1986, he has written to the editor a couple of times but his writings have never been published. Funny that, I didn't think Bernard was particularly fussy about what he published given that he prints my ramblings every month!

Curiosity Corner: May I introduce Daisy who lives in Market Harborough. She is a former working canal boat dating from the 1920's and was converted to a pleasure craft by its owners in the 1960's. All sorts of bits and pieces were cobbled together to get the final result including windows from Birmingham trams

and a variety of car and lorry parts. The oldest bit is from a 1910 or thereabouts Mercedes, but it also sports part of a Herald differential which is used to turn the direction of the gear control through 90 degrees for the ancient Brunton gearbox. There is but one forward and one reverse gear and you simply wind the wheel in the desired direction until the gear engages. No clutch, no synchromesh and no overdrive but at least the propeller shaft goes to a real propeller!

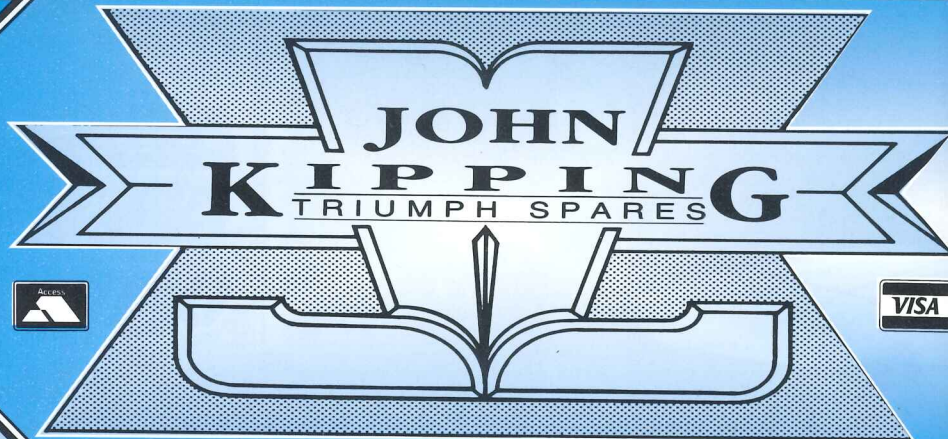
Mystery Corner: I have a set of photographs of a very smart Herald saloon registration WEV353F along with a note saying "Please forward to 13/60 register secretary for possible inclusion in 'The Courier' ". I am doing as requested, but who is the mysterious owner? Will we ever know?



Daisy near Cadbury's World, Bourneville, Birmingham

The Mystery Car





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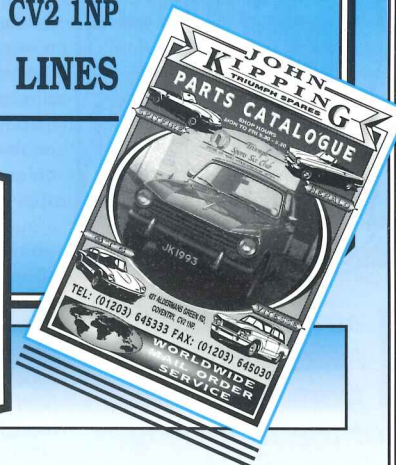


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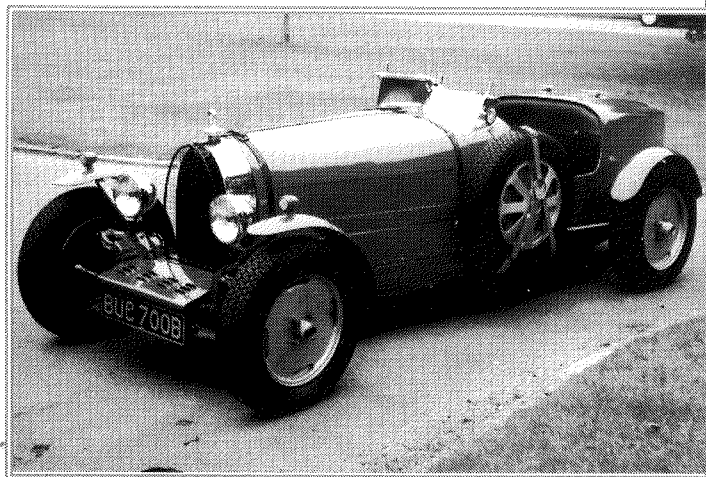
NEXT MONTH: OVERDRIVES

HERALD VITESSE SPITFIRE GT6

Type 35 BUGATTI

telling you myself, hoping as a result that it may jog the memory or better still help someone with a similar car find out where his car came from. You will see if you read on my car is not completely unique, but clearly no others would appear to have surfaced in and around TSSC circles in recent years.

There is something very appealing about the Type 35 Bugatti, and indeed the Types 51, 55 and 59 which followed it. Some 200 of the Type 35 are alleged to have been built and some have said, since as a model it won more races than any other, it was the most successful individual type of racing car built. Today real ones are rare and very expensive, but there are replicas. There are several manufacturers but the principal kit producer is Teal. Teal utilise a choice of engines only one of which is the Triumph 2 litre and that is as far as the Triumph connections go. I had always hankered after a Teal Type 35 replica until I saw one and was disappointed. It is nice, but not to scale, has too many cockpit creature comforts and is too expensive for mere mortals, indeed purists would say it is not a true replica.



I am indebted to Mike Wawn from Wiltshire for the following piece which not only gives details about one particularly fine looking car, but also tells us of a run of Triumph based specials that I for one did not know existed.

A TRIUMPH SPECIAL - THE TYPE 35 BUGATTI

I have persuaded myself to offer this account about my Triumph based Bugatti after avidly following Trevor Collett's articles on specials in the Courier hoping that one day he might feature something about my particular car. The Specials Register piece in the January 1995 issue raised my hopes but all to no avail so I must resort to

So I remained without interesting wheels, searching for something which would light up the soul and give me some pleasure as well. During this period I visited the workshops of the gentleman featured in the February

following day.

There it was, covered up in his garage and in real terms it had not seen the light of day for three years. The owner, a psychiatrist, had bought it from an ailing friend who needed the money and had never really used it since. Eventually the psychiatrist's wife after three years! had put her foot down wanting the space. The car looked a little tired, as one might expect after a three year hibernation but was coaxed into

life courtesy of jump leads. The old Vitesse 1.6 fired after a little effort to churn fuel into the Solexes and then ran sweetly. The odd leap of flame from the free breathing carburettors before the engine was warm added to the fun. I departed swiftly after pressing a deposit into his hand and rushed home to confront the Home Secretary who doubles as the Chancellor of the home exchequer as well!

Within two days I had brought the bank on side, put all the noughts on the good side of the decimal point and I went to collect the car with a trailer. Back in Hampshire I took it straight round to a friendly classic car garage and got them to MoT it. New tyres, battery and some TLC had it running and legal. Insurance via a Classic Car Insurance Company gave me fully comprehensive cover with a limit of 3000 miles a year, for a mere £143, having had a quote from Norwich Union for nearer £1000! There was clearly lots to do but it could all wait as I enjoyed the rest of the summer and planned for its restoration to full glory.

The car still had no real history and no amount of chatting to the previous owner got me much beyond the man who he had bought it from, now sadly very ill and not in the mood to be given the third degree. Some four weeks later a chance article

1994 Courier and his very nice Riley MPH replicas with the Triumph front suspension. As Trevor said he uses Ford mechanicals and produces a very smart, practical and fun car.

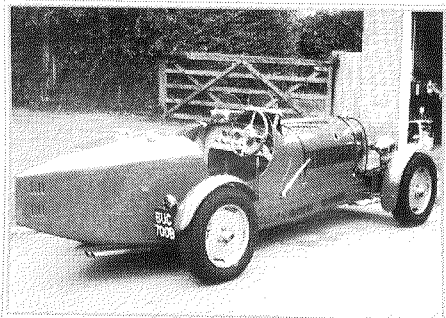
One Saturday in the summer of 1993, while browsing through magazines in a well known newsagent without shelling out any money, as lots of us do, an advertisement for a Bugatti replica, clearly not a Teal, leapt out of the pages at me. I rushed home and called: the owner was out so the inevitable one way chat with an answering machine, I left my details. Within hours the owner called back from Watford and supplied enough detail to merit a drive down from Hampshire the

in the motoring section of the Saturday Telegraph caught my eye. A gentleman who built replica sports cars but specialised in Bugattis. I rang him straight away and explained that I had just bought a car which he might possibly have built. From my registration number he confirmed that he had built the car in 1977 from the parts of a 1966 Vitesse, his name is Mike King. My particular car he built for a man who owned a real Type 35 and wanted the fun of driving one without exposing his original to risk. Over the years he has built 24 of these, all to order, and mine was the third one he built. The early cars, mine included, utilised the Vitesse chassis but his later models were built round a space frame chassis he developed which made the cars stiffer and somewhat lighter. Within a few weekends I managed to visit him and on arrival, low and behold, the sister car to mine, number 4, also with a 1.6 engine, was in his workshop being fitted with a 2 litre engine. Over the autumn we planned a refurbishment which would include a 2 litre engine, aluminium cycle mudguards to replace the fibre glass ones, an outside gear change, just like the real Bugatti, modified wheels, a stretched cockpit to cater for a taller owner and a host of little cosmetic bits and pieces to make the whole more aesthetically appealing.

All in all the work took longer than expected, but did include a very

reasonable respray in French Racing Blue from the 'man next door'. I had hoped to be at the Special Meet at Brooklands last year but the car was not finished. The final touches, yet to be completed, will include new upholstery and an engine turned aluminium dashboard with 'period' instruments all of which should be in place before the summer.

The car now has a completely rebuilt Triumph 2 litre engine mated to the original Vitesse four speed gearbox, the difference in performance from the 1.6 litre engine is remarkable. The engine is completely standard, with a car this light any more power would be embarrassing. In fact at the moment she is really over-engined and long term I suspect a higher final drive ratio will quieten things down a bit. A standard exhaust manifold is mated with a designer inlet manifold to hold the 2 SUs in semi downdraught trim to get them under the bonnet. This exercise required three separate attempts in moving the engine down and to the rear, with new engine mounts being welded in each time and the propshaft shortened, in order to avoid 'power bulges' and 'blisters' to preserve the clean Bugatti bonnet line. Keeping the engine cool



has taxed the initiative a bit. There is not a lot of room for radiators, but an Austin Maxi one fits with relocated inlet and outlet pipes and manages well enough until the weather is really hot when the driver (judged from the water temperature gauge) selects the

electric cooling fan. The front suspension and steering is pure original Vitesse. The modified wheels are interesting, they are 15 inch pressed steel wheels with the dished centre cut out and a flat centre welded in. With a Bugatti 8 spoke look-alike aluminium trim and locking nut (only fitted to the spare wheel at the time the photographs were taken) it looks not too dissimilar from the cast alloy original with integral brake drum. The rear axle is not Triumph at all. It has a solid rear axle with a transverse leaf spring, the whole is lively but handles well and corners like it's on rails. This could be a function of the radials the car is currently shod with and may change when I fit more 'in keeping' crossplys. Trial and error now have me operating on tyre pressures of something like 17 or 18 psi which softens the ride. Extending the cockpit was a choice between cutting back the rear bodywork or unbolting the lot, exactly like the original, and inserting a plug. I elected to go for the latter to retain the tail proportions. This exercise allowed me not only to extend the leg-room, but also to lower the seating position and get my head out of the wind. It involved more work but certainly now, after the event, was worth it. The overall effort is pleasing and left more space for the two new fuel filters (both real and functional). For the purists however she is now 4 inches longer than an original Type 35. The outside gear change now operates to a mirror image of the normal gate which catches out the unsuspecting!

So my Bugatti is definitely not a kit car. Each one Mike King built was slightly different depending on the size of the owner and his per-

sonal preferences. All the panels were hand beaten, just look at the work put into the bonnet louvres, and as far as he can recall mine is the only all aluminium one he built, apart from the mudguards which are now replaced. It fools most at a distance but the Triumph front suspension and disc brakes give the game away closer too. It sounds good on the two pipe system with hardly any box and accelerates like the wind. Drawbacks: It's a long job cleaning it if you've been out in the wet!

Thanks Mike for taking the time to tell us the story of your 'Mike King Triumph Bugatti Type 35 Vitesse 2 Litre' Anyone know of any others of these cars? I featured a mystery Bugatti replica with Triumph running gear in April 1992, registration TPC 27 F, perhaps this is a Mike King car. Mike Wawn tells me that he will soon have to realise the investment he has made in this car. If you want to make a serious offer for this serious (and fun) automobile, contact me and I will put you in touch with him.

TRIUMPH KIT CAR AND SPECIALS DAY 1995

This year I have decided on a change of venue we will not be returning to Brooklands. With the hope of meeting some interesting Midlands cars, and people!, I have decided to piggy back this event with the established Anglia Triumph Show organised by our Cambridge Area. This will take place on Sunday 20th August near Cambridge so keep your diaries clear, more details soon. All those Special and kit car owners down here in the South, I want to see at the SEM at Leatherhead on Sunday 14th May, it will be my birthday so you can buy me a drink. ★

A tale of two convertibles (well one car, another half car and a load of other bits).

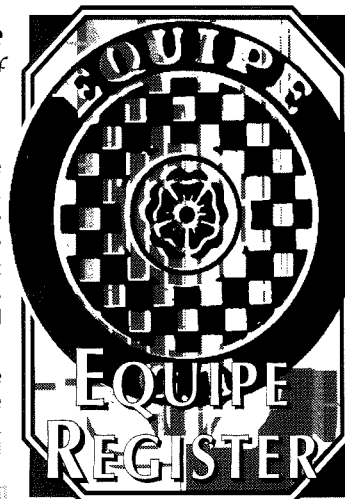
Some time late last year, I had a telephone call from an insurance loss adjuster regarding a Bond Equipe 2 Litre convertible that had been damaged in a fire. We discussed the value of the car, the extent of the damage, and the availability and costs of parts required to repair the car. During the conversation I asked if he could find out more about the car, so that I could make sure that it was on the register. The loss adjuster said that he would call back with the information I had requested from him.

I heard no more about the car until about three weeks before Christmas, when someone left a message saying that they had a fire damaged Equipe convertible for disposal. It sounded too much like a coincidence, and when I contacted the owner, sure enough it turned



out to be the same car. We talked about the damage to the car, and I was told that the front left hand corner and the front edge of the bonnet had been destroyed. One tyre had been burnt, but otherwise the car was complete and had a hood frame, but no hood. There was no information about the cars identity, ie registration number, commission number or serial number.

Time was very short. I had been given a fortnight, if it was not moved, it would be scrapped. I attempted to find a home for it, but being so close to Christmas, it was a problem. After a week, I decided there was only one thing for it. I could not allow a fundamentally sound convertible to be scrapped if it could be avoided. I was about to suffer another serious bout of EQUIPITUS. I hurriedly made room for the car and arranged a day off work to collect it. The day came, the car was loaded up with a spare wheel (to replace the one with a burnt tyre), rope and lashing equipment, then I went to collect the trailer, and the day started to go downhill. The trailer hire company had closed two weeks before Christmas until mid January. Another trailer was found and collected, and off I went to collect the fire damaged car.



I arrived at the garage in Warrington where I was told the car was stored, and things started to go from bad to worse. 'I've come to collect the Bond Equipe', I announced as I walked in. This statement generated blank looks from the garage staff. I was obviously speaking Martian language and they couldn't understand me. 'It's a convertible that's been damaged in a fire', still more blank looks. Then one of them said 'Just a minute', I'll phone my brother, he knows about it'. When he had finished talking to his brother he told me 'It's round the back'. So off we trooped through the workshop and 'off round the back'.

Well, the first thing I saw was a completely burnt out red rusty Triumph Spitfire MkIV or 1500, then another one just the same, then the Bond. The car looked very sad, with its bonnet burnt, but appeared to have been in fair condition before being involved in the fire. It seems it was vandals that had started the fire which had completely destroyed an Alfa Romeo, the two Spitfires and had damaged the Bond.

The car was examined and

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REMEMBER: The above is just a small selection of our second hand parts. All parts are cleaned and checked before despatch.

CURRENTLY DISMANTLING: 1 x Spitfire MkIII, 3 x Spitfire MkIV, 2 x Spitfire 1500, 1 x GT6 MkII, 2 x GT6 MkIII, 1 x Herald 1200 saloon, 2 x Herald 13/60 convertible. All parts available.



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CO10 6WH

found to be largely complete and in reasonable condition, the rear footwells had been 'repaired' by welding flat sheet over the top of the rust holed original floor. The car had three flat tyres, and Vitesse front seats which were split, and had no steering wheel. A price was agreed, then the real

fun began. The spare wheel I had brought with me was fitted, and the other two flat tyres inflated, or rather one was since the other had a three inch cut in it. Another spare wheel and tyre was found and fitted. In front of the Equipe was a Volvo 340 which had to be moved first, this car had a seized on handbrake, but four of the lads from the workshop made short work of moving it. Next the Equipe had to be manoeuvred around the Volvo in readiness for its extraction. This was a tricky operation since the car had no steering wheel, you will remember. The space where these cars were parked was down two large steps. Yes, that's right, two steps! Not only

that, but the Equipe would have to be extracted backwards and straight onto the car trailer.

A pair of large ramps were found, and the trailer reversed into position. The workshop next door provided more helping hands to push the Equipe up the ramps until it was at a suitable angle for the winch cable to be attached, without risking severe damage to the body.

Slowly the car progressed onto the trailer and was finally secured. By now the heavens had opened and I was thoroughly wet. The hood frame, rear seat and some trim were produced, and loaded into the boot of the Equipe and the rear of the tow car. When completing the paperwork (a bill of sale, but no log book) the registration number was mentioned and noted, together with the previous owner's name and telephone number.

The journey home then began, but since the car had taken so long to move and load onto the trailer, it was now dark as well as wet. Through Warrington at tea time on a wet winters day towing a car on a

trailer is not my idea of recreation, but fortunately most other drivers will give way and allow room enough to start, stop, and move through the traffic. There are however, always a few idiots who expect a vehicle to 'stop on a sixpence' and be as agile as a Mini regardless of the load which is being towed.

All of them seemed to have gone out to Warrington for tea that day. Just before I joined the motorway, I found a large layby and pulled in to check the car was still properly secured on the trailer. All was well, so onto the M6.

It is amazing how slow 45 to 50mph seems when heavy goods vehicles keep thundering past, but it was sensible to keep to such a restrained speed. After about 10 miles, one HGV sounded its horn as it passed. One of the doors of the Equipe had opened (remember the car was on the trailer backwards). Once on the hard shoulder, a very inhospitable place in the wet and dark, the door was secured and the rest of the car checked over again.

Rejoining the motorway from the hard shoulder in busy traffic when towing a large loaded trailer is not the easiest of tasks. It seemed as if many of those people who had gone into Warrington for tea were now going home on the M6 Northbound! About 15 miles further on the boot lid decided to open, and once it started the wind caught it. Onto the hard shoulder again. Both bootlid hinges had snapped, only the stay that normally holds the bootlid open had stopped the thing from being lost into the middle of the M6 where it would no doubt had soon been turned into scrap. The bootlid was secured, and the remainder of the journey completed without further drama.

Unloading the car presented no difficulties, but manoeuvring it through 90 degrees and slightly uphill into its lock up garage proved a challenge (no steering wheel remember). After a couple of unsuccessful attempts, the brain was engaged and 'O' level physics came into play, leverage was required here. The bonnet was clearly of no use whatsoever



due the fire damage, so the remains of it were removed from the car. A length of scaffold pole was found in the garage and used as a lever to move the front wheels to the required steering angles, then used with one end against the ground to push against the front 'crashbar' of the chassis to move the car into the garage. Success, the car was in the garage, but the time is now after 9.00pm and the trailer should have been returned by 6.30pm. A quick telephone call established that there was someone who could accept the return of the trailer. That done, there was a short trip home to collapse, totally exhausted.

A job well done in the end, a car saved from being scrapped, and as it turned out another convertible not previously on the register. A phone call the next evening to the previous owner, established that he had the vehicle's commission plate (and some more information about the car and its past) which would be put in the post. The vehicle it not registered with Swansea, so I now have to establish the link between the commission number and the original registration number, then I can apply for the original registration number.

The other car (or rather half a car) also has a tale to tell. Some time ago I was approached by someone who had two garages and an attic 'full of Equipe bits'. The garages were at risk from vandals and he wanted to sell everything before the garages were burnt down. In the time between agreeing to take everything as a job lot and arranging the move, one of the garages and its contents had been destroyed by fire (vandals again). The destroyed garage contained an Equipe 2 Litre GT MkII in poor condition with bootlid (but no cylinder head) and front and rear suspension. A GT4S boot lid and a Vitesse bootlid were amongst the other parts. All that was salvaged was a front bumper. The heat of the fire had been so intense that the screen frame of the car was nearly horizontal. The pistons had even melted in the engine block. The loss to the owner was greater, however. He is a truck enthusiast, and also stored in that garage were a couple of original fac-

tory moulds for old Atkinson truck cab parts.

In the other garage, which had escaped the fire, there was the rear end of a convertible on a chassis complete with rear suspension, some doors, some seats (front and rear), a hood and frame, a new full tonneau, a couple of 2 Litre bootlids and two 2 Litre windscreens. The attic yielded a further windscreen, 3 more seats, 5 new quarterlights for 2 Litre GTs and 2 for the GT4S, and two rear windows for the 2 Litre GT. There were also tachometer cable inners for LHD 2 Litre cars (will also fit Vitesse) and a quantity of 5 inch Lucas sealed beam units. A brand new white hood and full tonneau (never fitted to a car) made from the original patterns by the same Mr Clegg who produced hoods, tonneaus and seats for the factory.

Why was it only half a car? Well someone had stripped it of its engine, gearbox and front suspension for a kit car and the bonnet and bulkhead had been used to rebuild a damaged Equipe GT MkII.

Just what I am going to do with it all, I'm not sure yet, I don't want to start a spares business, but if there is anything you need especially if you are not too far away from me, let me know, but don't leave it too long. I need the space, I only bought these parts to save them before they were lost forever, and I will probably sell them to someone who is better equipped to store them, and is already established as a supplier of Bond Equipe spares. I've just been contacted by someone who has bought a very poor GT4S for restoration and has been encouraged a great deal by last months article, good luck Sam.

If anyone else feels similarly spurred to feats of bravery and skinned knuckles, and wants to find a car worthy of the effect, I know where there is just the car waiting for the full treatment. It is the earliest known surviving GT4S, in fact the fourth made. There are lots of documented history about this car and it is definitely one that should be saved. If you want to know any more about this car, contact me, I'll put you in touch with the owner.

BOND EQUIPE WEEKEND

The premiere Equipe event of the year where you get more Equipe per pound than anywhere else (probably), **The 10th Bond Equipe Weekend**, will be held at **The Plough at Eaves, Woodplumpton, nr Preston on June 10th/11th 1995**. The same venue as last year has been chosen after consideration of the replies to last years questionnaire. The licensee has changed, and I have been assured that the service problems that some of you experienced, waiting for food should not happen this year. Unfortunately, the brewery that owns this establishment has put a stop to people cooking their own food on the barbecue. This is apparently because of the risk of a claim against them if food is not cooked properly and causes illness. The landlady will provide barbecued food at reasonable prices. If you have any suggestions for activities that you would like to see (preferably that you would be able to organise), please contact me soon so that it can be incorporated into the timetable. The same general format/timetable will be followed as in previous years, but more details will be published nearer the event. Those of you that wish to stay 'on site' in your own tent or caravan please let me know as soon as possible. ★

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This month's photo is sent in by Richard Stanton of Kidderminster, Worcs, who loves the distinctive 'rear end' of the Spitfire MkIV! Although a 'T' registered car, the car is in fact a 1973 MkIV that was originally exported to Ireland in Complete Knock Down (CKD) form and later re-imported in 1978. Rather interesting.

THE 1500 CC ENGINE

The early 1960s were a period when every manufacturer was looking to make their cars faster and more powerful to stay ahead of the competition. Triumph were no exception and looked again at ways of obtaining more power from their existing 4 and 6 cylinder engines.

However even at this stage they realised that their long term potential for large increases in power was limited and that a new range of engines would soon be required – this realisation prompted development of the 'slant' engine. However this would take time and money, something that Triumph had little of in the early 1960s and so it was their trusted 4 cylinder 'SC' engine and its 6 cylinder derivative that would have to fill the gap.

Both engines had already undergone considerable increases in capacity, the 6 cylinder from 1422cc to 1998cc and as we have seen, the 4 cylinder from 803cc to 1297cc. All of these increases had been achieved by progressive increases in bore size but now there was simply no space left between the bores for further increases. The only solution therefore was to increase the stroke of the engine, something until now that had been avoided. In order to reduce tooling costs to a minimum, any increase in stroke would have to be achieved without any increase in the height of the cylinder block and ideally as many of the existing components such as con rods etc. retained.

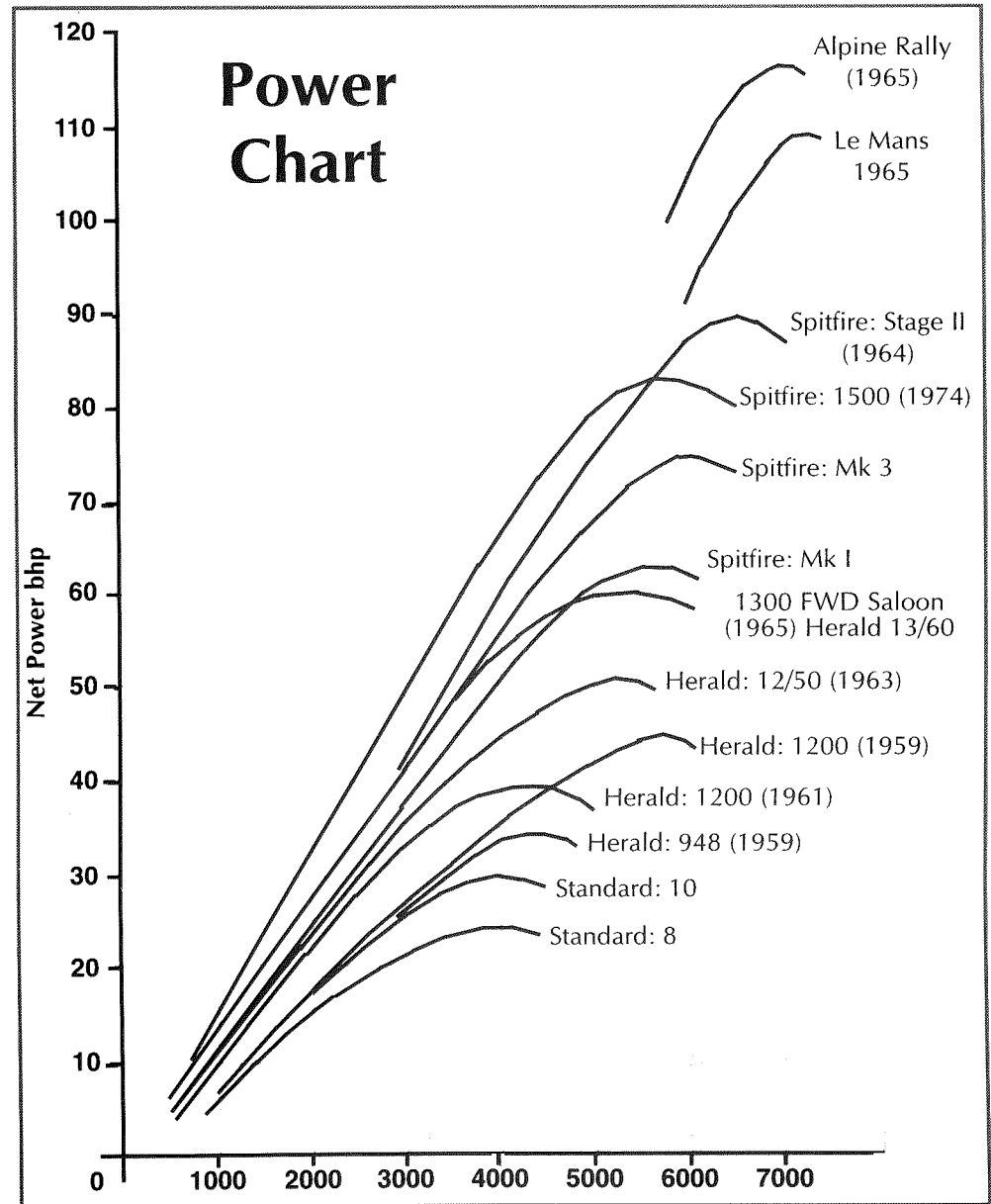
In the case of the 6 cylinder range, the throw of the crank was therefore increased by 9.5mm to increase the stroke by 19mm and give a capacity of 2,498cc. A similar increase in crank throw was considered for the four cylinder engine, which would have resulted in a capacity of 1621cc (How does Spitfire 1600 sound?).

However, such an increase was considered unnecessary and a more modest increase in throw of 5.75mm was

chosen. The 11.5mm increase in stroke gave a total stroke of 87.5mm and a capacity of 1493cc. Shorter pistons enabled the existing conrods to be used without increasing the height of the block. The only change necessary to the block was therefore a slight 'barrelling' at its base to accommodate the increased throw of the crank. Apart from deeper combustion chambers, the cylinder head and remainder of the engine were unchanged. A

prototype of the 1500cc engine ran as early as 1965, just as the 1300cc engine was going into production.

However the 1500cc engine did not go into production until 1970 when it was first used in



the Triumph 1500 FWD saloon launched in August 1970. By that time its specification had changed and it was now essentially a stroked version of the 'revised' 1300cc Toledo engine introduced at the same time and made use of the same bearings and con rods of the 6 cylinder engines. Compression ratio, camshaft, and carburation etc was the same as the 1300cc engine, the only exception was

again a deeper combustion chamber cylinder head to maintain compression ratio, and slightly larger inlet and exhaust valves. Consequently power output was not significantly larger greater at 61bhp (DIN), than that of the 1300cc engine at 58bhp (DIN), although as would be expected torque was considerably increased.

A year later in October 1971, for

commonality and in line with the changes introduced on the 1300cc engine at the same time to meet emission legislation, the engine was fitted with the higher 0.36 inch lift cam which, with an increase in compression ratio to 9.0:1, boosted power output to 65bhp (DIN). Again for commonality, the block now incorporated the recesses around the bores (requiring the special head gasket), and the graduated

timing plate on the timing cover.

The 1500cc engine had been fitted to a Spitfire for performance testing as early as February 1966, nearly a year before the 1300cc Spitfire went into production! Consequently Triumph were in no rush to fit the 1500cc engine to the Spitfire, especially when it proved to sell so well in 1300cc form. It was not until 1973 that

emission regulations had reduced the power output of the 1300cc Spitfire MkIV in the US to 48hp (DIN) that Triumph were forced to fit the 1500cc engine to restore any semblance of performance to the car. With a compression ratio of 7.5:1 and a single 1.5CD Stromberg carburettor, the engine produced 57bhp (DIN) at 5000rpm. However, it was not until November 1974 that Triumph eventually fitted the 1500cc engine to UK and European cars to create the Spitfire 1500. Incidentally, as an aside, an example of BLs rationalisation at the time, was the fitment of the Triumph 1500cc engine to the MG Midget, a move bitterly resented by MG enthusiasts!

The Spitfire 1500 engine was essentially the 1500 saloon engine, with the exception of slightly smaller inlet valves, reduced from 1.44 inch to 1.38 inch to increase gas flow through the one and a half inch HS4 SU carbs that were now fitted. A new exhaust manifold casting was fitted which gave the impression of a four into two into one system, although ports 2 and 3 were actually sramised. Power output was 71 bhp (DIN) at 5500rpm and represented the greatest power output from the 'SC' four cylinder engine in production form.

Really, however, by this stage the development of the engine was over. There were rumours of a 1700cc version of the engine but this has not been substantiated. There were a number of minor changes to ancillaries for reasons of commonality with other models or for tightening up on emission regulations, especially on cars intended for the US market. Some work was also done to enable the engines to run on unleaded petrol in the US, in which case hardened valve seats and exhaust valves were required, but essentially the basic engine was not to change again.

Even so the engine continued to give reliable service for another five years in the Spitfire 1500 and Dolomite 1500/ 1500HL (by which time exactly the same specification engine was fitted to both), until August 1980 when production ceased.

And so our story comes to an end. The engine had come a long way in 27 years, increasing in capacity five times and boosting its power output four fold. Over the years it had earned a reputation as a simple and easy to maintain engine that gave reliable and trustworthy operation in service. I wonder if when the plans for the original 803cc engine had been laid down 27 years earlier it had been envisaged how successful the engine would be!

If any members have any information that has not been mentioned in this series of articles on the development or specification of Triumph's 4 cylinder, in particular the competition engines, then please contact me. Thanks. ★

Triumph's "SC" 4 Cylinder Engine 1953-1980

MODEL	DATE	CC	POWER bhp (net)	TORQUE lb. ft (net)	C. R	CAM TIMING	CAM LIFT	INLET VALVE	EXHAUST VALVE	CARBURETTION
Standard 8	June 1953	803cc	24* (26 gross) @ 4,500 rpm	39 lb. ft (gross) @ 2,500 rpm	7.0:1	10-50-10-50	0.254"	0.94"	0.88"	26mm ZIACO Solex
Standard 10	May 1954	948cc	30* (32 gross) @ 4,500 rpm	46.2 lb. ft (gross) @ 2,500 rpm	7.0:1	10-50-10-50	0.254"	1.06"	0.9375"	26mm ZIS Solex
Standard 8 Gold Star	Aug 1957	803cc	28 @ 4,500 rpm	42.5 lb. ft @ 2,500 rpm	8.25:1	10-50-10-50	0.254"	1.06"	0.9375"	26mm ZIACO Solex
Pennant Gold Star	Aug 1957	948cc	34.5 @ 4,500 rpm	50.8 lb. ft @ 2,750 rpm	8.0:1	12-52-12-52	0.281"	1.06"	0.9375"	28mm Solex
Herald 948 Saloon	Apr 1959	948cc	34.5 @ 4,500 rpm	50.8 lb. ft @ 2,750 rpm	8.0:1	12-52-12-52	0.281"	1.06"	0.9375"	28mm B28ZIC-2 Solex
Herald 948 Coupe	Apr 1959	948cc	45 @ 5,800 rpm	50.8 lb. ft @ 4,200 rpm	8.5:1	18-58-18-58	0.312"	1.06"	0.9375"	H1 1 1/8" Twin SU
Herald 1200	Feb 1961	1147cc	39 @ 4,600 rpm	60.8 lb. ft @ 2,400 rpm	8.0:1	12-52-12-52	0.281"	1.1875"	1.031"	30mm B30ZIC-5 Solex
Spitfire MK1	Oct 1961	1147cc	63 @ 5,750 rpm	67 lb. ft @ 3,500 rpm	9.0:1	18-58-16-58	0.312"	1.245"	1.15"	HS2 1 1/4" Twin SU
Herald 12/50	Mar 1963	1147cc	51 @ 5,200 rpm	63 lb. ft @ 2,600 rpm	8.5:1	18-58-18-58	0.312"	1.1875"	1.031"	30mm B30PSE1 Solex
Herald 12/50 (Twin carb)	Mar 1963	1147cc	56 @ 5,700 rpm		8.5:1	18-58-18-58	0.312"	1.245"	1.150"	HS2 1 1/4" Twin SU
Herald 1200	Nov 1964	1147cc	48 @ 5,200 rpm	61.6 lb. ft @ 2,500 rpm	8.5:1	18-58-18-58	0.312"	1.1875"	1.031"	30mm B30PSE1 Solex
Spitfire Stage II	Feb 1964	1147cc	90 @ 6,500 rpm			45-65-45-65	0.368"			40 DCOE Twin Webber
Le Mans Spitfire	Jun 1964	1147cc	98 @ 6,750 rpm	84 lb. ft @ 5,000 rpm		52-76-52-76	0.4"			42 DCOE Twin Webber
Spitfire MK2	Dec 1964	1147cc	67 @ 6,000 rpm	67 lb. ft @ 3750 rpm		25-65-25-65	0.336"	1.245"	1.150"	HS2 1 1/4" Twin SU
Le Mans Spitfire	Jun 1965	1147cc	109 @ 7,300 rpm							45 DCOE Twin Webber
Alpine Rally Spitfire	1965	1296cc	117 @ 7,000 rpm	97 lb. ft @ 5,500 rpm						
1300 FWD Saloon	Oct 1965	1296cc	61 @ 5,000 rpm	73 lb. ft @ 3,000 rpm	8.5:1	18-58-18-58	0.336"	1.306"	1.170"	1.5 CD Stromberg
Spitfire MK3	Jan 1967	1296cc	75 @ 6,000 rpm	75 lb. ft @ 4,000 rpm	9.0:1	25-65-25-65	0.336"	1.306"	1.170"	HS2 1 1/4" twin SU
Herald 13/60	Aug 1967	1296cc	61 @ 5,000 rpm	73 lb. ft @ 3,000 rpm	8.5:1	18-58-18-58	0.336"	1.306"	1.170"	1.5 CD Stromberg
1300TC FWD Saloon	Sept 1967	1296cc	75 @ 6,000 rpm	75 lb. ft @ 4,000 rpm	9.0:1	25-65-25-65	0.336"	1.306"	1.170"	HS2 1 1/4" Twin SU
Toledo	Aug 1970	1296cc	65* (58 DIN) @ 5,300 rpm	70 lb. ft (DIN) @ 3,000 rpm	8.5:1	18-58-18-58	0.336"	1.306"	1.170"	1.5 CD Stromberg
1500 FWD Saloon	Nov 1970	1497cc	69.5* (61 DIN) @ 5,000 rpm	81 lb. ft (DIN) @ 2,700 rpm	8.5:1	18-58-18-58	0.336"	1.44"	1.232"	1.5 CD Stromberg
Spitfire MKIV	Nov 1970	1296cc	72* (63 DIN) @ 6,000 rpm	69.8 lb. ft (DIN) @ 3,500 rpm	9.0:1	25-65-25-65	0.336"	1.306"	1.170"	HS2 1 1/4" Twin SU
1500 FWD Saloon	Oct 1971	1497cc	74* (65 DIN) @ 5,000 rpm	80 lb. ft (DIN) @ 3,000 rpm	9.0:1	18-58-18-58	0.360"	1.44"	1.170"	1.5 CD Stromberg
Spitfire MKIV	Jan 1972	1296cc	69.5* (61 DIN) @ 5,500 rpm	68 lb. ft (DIN) @ 2,900 rpm	9.0:1	18-58-18-58	0.360"	1.44"	1.170"	HS2 1 1/4" Twin SU
1500TC Saloon	Oct 1973	1497cc	73* (64 DIN) @ 5,000 rpm	78 lb. ft (DIN) @ 3,000 rpm	8.5:1	18-58-18-58	0.336"	1.38"	1.170"	HS2 1 1/4" Twin SU
Spitfire 1500	Nov 1974	1497cc	81* (71 DIN) @ 5,500 rpm	84 lb. ft (DIN) @ 3,000 rpm	9.0:1	18-58-18-58	0.360"	1.38"	1.170"	HS4 1 1/2" Twin SU
Dolomite 1300	Mar 1976	1296cc	() (DIN) @ 5,500 rpm	lb. ft (DIN) @ 3,000 rpm		18-58-18-58	0.360"	1.38"	1.170"	HS3 1 1/2" SU
Dolomite 1500/1500HL	Mar 1976	1497cc	81* (71 DIN) @ 5,500 rpm	84 lb. ft (DIN) @ 3,000 rpm	9.0:1	18-58-18-58	0.360"	1.38"	1.170"	HS4 1 1/2" Twin SU

*Estimated net power based on DIN power values.

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H I gang! Well here I am, still doing this job after six years! This month I've got a whole stack of interesting news for you from the wonderful world of Triumph, but firstly before I start, should anyone be interested in the mysterious non-starting-from-cold problem that I have had with my Herald of late, the cause was lost compression due to two damaged exhaust valves which occurred because of a set of eight extremely worn valve guides in my 6000 miles from new cylinder head! So even if you are using new old-stock items, get **everything** checked/measured before using it!

However, I got it all back together for the Thames Orbital Meet on 12th February, but after just 5 miles a new fault developed, consisting of a loud rattle from the engine, followed by a 50% loss of power accompanied by rough running! Initially I put this down to my apparently having forgotten to torque down the rocker pedestals (due to my complete exhaustion after working on the car for about 12 hours non-stop). The rocker arms were therefore adjusted with the help of Jasper Bacon (one time GT6 secretary), and whilst this helped a little, the fault persisted, so after the meeting I drove on over to Bob Rowland's workshop (West Middlesex AO) who discovered that although my compression was perfect at 150lb/cylinder, the sparking plug on number two cylinder had no gap! It had somehow closed up since fitting it! In fact it seems that it had been struck by some mysterious object since ejected via the exhaust manifold. After re-adjusting the spark plug and checking the timing and points gap, the engine returned to its normal smooth four cylinder self!

As to what that mysterious object might have been? the only thing that I can think of at present is that a piece might have broken away from one of the new valve guides and got past the valve head without damaging it or the piston? However, I'm not about to remove the cylinder head again just yet to find out!

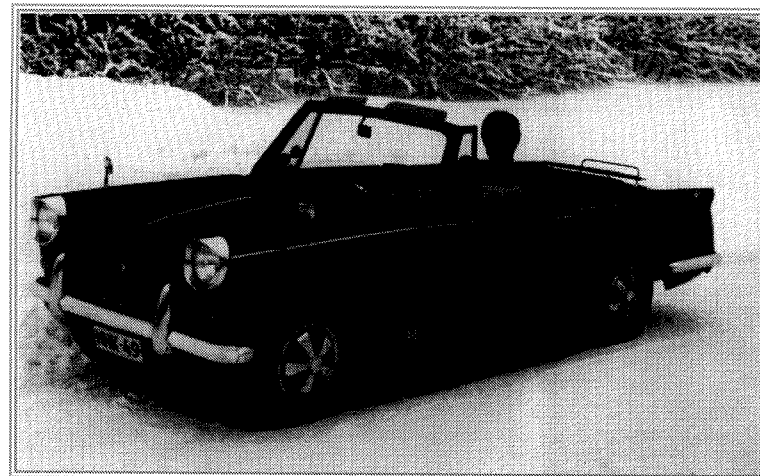
OK, first up is a seasonal photo from our friend Jouni (Jones) Haeju of Kouvola, Southern Finland.

The caption reads: 'PS, this is what I call winter motoring!'

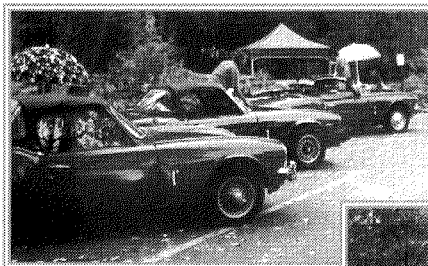
Rather him than me! – now to a letter from our TSSC-USA (NW) A/O Dave Eaton up in Olympia, Washington State – real 'Twin Peaks' country. He admits that he's been a while writing, but time flies by when you are having a



good time. Dave tells of the past summer's events including the Bellevue All British Field Meet in September 94, Bellevue being a suburb of Seattle. This event being open to all British cars. Out of a field of 450 cars, 58 were Triumphs, and of those 58, just 5 were Spitfires, but even better, from his point of view, were the eight GT6s with two of them taking 1st and 2nd places in the joint Spitfire/GT6 class, whilst over in the cars-for-sale area there were two more GT6s, but unfortunately there were no Heralds or Vitesse, they both being somewhat rare in the US.



LEON GUYOT



John M Lindly (member 93/45951) of Phoenix, Arizona.

I read with interest the August 94 readers survey in (British Car Mag). It is obvious that ownership of British Automobiles is a very personal and sensitive issue. Having written that, I would like to take issue with a comment made under the Ugliest British Car category, ie: 'Many of you thought the Herald Pretty Awful'. As a Herald owner, I

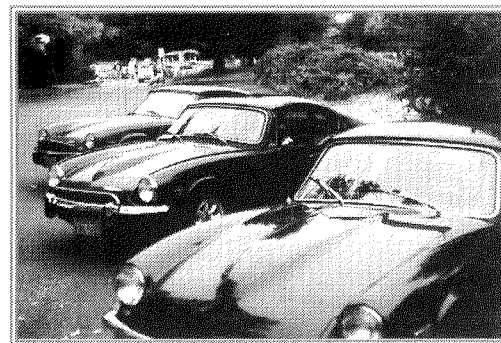


Dave's next event was the great 'vintage' races at Seattle International Raceway, and as you might expect, the competitors were a blend of British, American and German cars, only a few being Triumphs. Dave says he felt bad for his lonely GT6. Due to work commitments, Dave was personally unable to attend any more functions last summer, but from the local Tyee Triumph Club newsletter, he was able to gather more info' on how TSSC cars have done. It was reported that at the All Triumph Drive In in Portland, Oregon that again many GT6s were present,

find such a statement hard to understand. I think you can see from the photos I have enclosed, my 1964 Herald 1200 Convertible is anything but 'Pretty Awful', (How about Awfully Pretty? - Leon), on the contrary, it has been called 'Cute' more times than I care to think about and it draws more attention than my TR3 wherever I go. In fact, I have been washing it before trips to the gas station because I know it will invariably draw a crowd. People want to know all about it and they actually will walk around it several times admiring the lines. In fact, many diehard Triumph owners have never seen one before, or at least have never seen one in good shape. Some still recount stories of friends that ran 'beater' Heralds in High School or college as cheap transportation.

Let's face it, any car in these situations is going to be pretty awful.

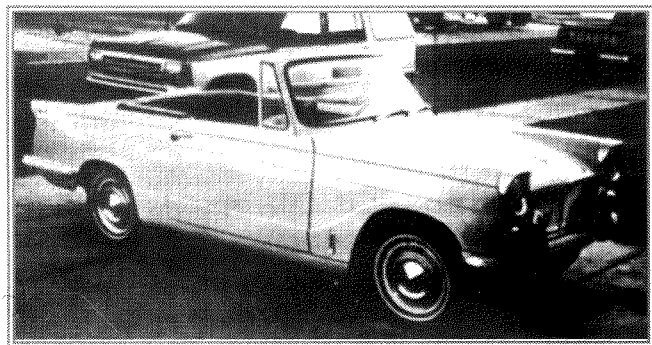
My car was built in May 64 and imported to Los Angeles in June of that year. It was not purchased and registered in Arizona until January of 65, and has stayed there ever since. I spoke with the original owner and he said this was his first new car purchase. Including myself the car has had three owners since then. Another member of the Desert Centre Triumph Club restored the paint and upholstery before selling the car to me last October. I have been searching for and replacing rubber, plas-



with TSSC members Tom Sewell and Dan Stewart taking first and second places in the GT6 class with their magnificent vehicles (very well done lads! - Leon).

Dave finishes off by enclosing an article from the 'British Car' magazine, December 94 issue, regarding Triumph Heralds and thinks we may find it of interest, you bet Dave and thanks very much for your welcome input.

HERALDING THE HERALD. by



tic and chrome pieces ever since. It has the original 1147cc engine and transmission and has no rust (Lucky Devil! - Leon), with only minor repairs to the body.

In March, the car won first prize at the All British Car show over a half dozen beautiful Spitfires. Since becoming involved with my Herald, I have spoken with seven people restoring these cars or maintaining low mileage examples. The attraction of the Herald is simple. It has seating for four people, a burbly if not overly powerful engine, and it looks like a 57 Chevy if designed by an Italian and built by the British.

(For comparison purposes, here's a photo of the Sports Six & 57 Chevy, belonging to Steve and Janet Hedke of LA).

The Herald is just now being discovered by people who love British Sports cars and have a family. All this makes me wonder now about a rumour I heard

recently that the second edition of the Illustrated Triumph Buyers Guide is going to have nothing in it about the Herald or the Vitesse. Maybe this view of Heralds as 'pretty awful' is more pervasive than I thought. At any rate, the author should add the word 'selected' to the title.

No car that begat the Spitfire, Vitesse, GT6, Bond Equipe, Amphicar and countless Specials should be left out of any Triumph book, much less a buyer's guide. One cannot ignore the growing popularity of these cars, and since there were over half a million Heralds built they will become more and more popular. It isn't a fluke that the largest car club in the world is based on these cars (18,000 members TSSC in England).

Maybe by the 100th issue of British Car mag we will see the Herald in the 'Most Underated' category, 'Best Daily Drivers', or 'Most Desirable'? OK, so I'm pushing it with that last category. Keep up the good work. (Editors Note: The Triumph held in Southern California in October 94, Lindly's Herald convertible won the 'Gold Award' as well as the 'Judges Special' Award, not too bad for a car that's 'pretty awful!') Once again, thanks to Dave, Lindly and British Car magazine.

Next along is a letter from member (93/46027), Graham Main down in South Auckland, New Zealand. He enclosed a photo of his Mk1 2 Litre Vitesse saloon in action on the hairpin, during a classic race meeting at Taupo Race Circuit, taken by 'Stew Wood the Race photographer of Palmerston North'. Graham takes up the story: Taupo is located at around the middle of North

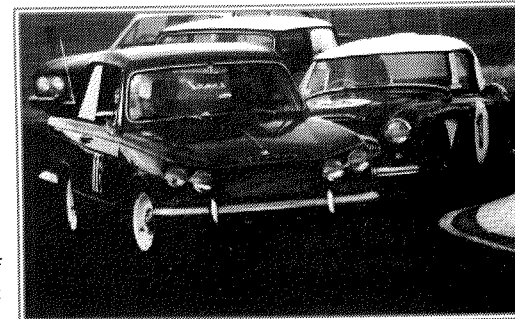


Island and has an interesting short race circuit, where the Vitesse with its still standard 95BHP engine is reasonably competitive.

On our local circuit (Pukekoe), this car is usually 'tail end charlie', as it doesn't have the top speed or acceleration of the other cars in its class, however, it's probably the only true Class 1 classic out there.

I find competing with Lotus Cortinas running 48mm Webers, 2 Litre injected BMWs, Austin Healeys with triple Webers etc. really hard to keep in sight but still enjoy every outing in my little car.

As I am still the only person competing in a Vitesse in the North Island, the car attracts a lot of interest and at every meeting we have a constant run of people coming to look at the car and along with that, everyone has a theory of why the car perhaps doesn't perform as other cars out there or why no one else bothers



because of their 'poor handling'. Actually I find at this state 'Tessi' as we call her handles and brakes quite well, and on Pukekohe this car indicating 105MPH takes the sweeper off the front straight absolutely flat out and not many cars of this era can do that! I find the tight corners a bit difficult though, as the car lifts the inside rear wheel and loses traction 'a bit'.

For 1995, I have a MkII 2 Litre engine to install with mild modifying and also a one inch anti roll bar for the front, and if I can find out actually how to make it fit, a rear anti roll bar.



The car is lowered 1 inch all round with a 13/60 Station Wagon (Estate), rear spring decambered to give two degrees negative camber at the rear, and has SPAX adjustable dampers all round. The wheels are five and a half inch wide GT6 with Michelin tyres which I find work quite well for road radials.

The brakes are boosted and although I am still running off the shelf standard brake linings, the car stops well, in fact I can get down to 80 yards from top speed into the hairpin on Pukekohe – a feat not many of my competitors can achieve.

The car has a roll cage, and a custom built racing seat with a full harness and is quite comfortable to drive and the sound of

that little 2 Litre 6 is 'pure magic' at around 5500rpm.

I really enjoy receiving the Courier and spend hours drooling over the classified, so many parts and accessories which are hard to find down here and when you can, very expensive, even English prices are quite



A letter from TSSC France – A/O Ivan Souverain, who has submitted his report of the 1994 racing season of his friend Frederic Clot with his Le Mans replica, see my report in April 94 Courier pages 53-56).

The 1993 season was completed with a good result: 4th in the national championship of France in the classic competition called the VHC (Vehicule Historique de Competition), the car was sponsored by GB Auto Parts and began the 1994 season at the Belgian

SPA/Francorchamps circuit on 3rd July 1994 with an endurance event. 64 cars started, although only 52 qualified SPA being a short distance circuit of 6950 metres length and very quick. 1147cc is not the best engine for this sort of race.



During the practice, the driver qualification wasn't too easy, but he managed to reach 45th, the race now being a semi-endurance of only six hours. There were only two drivers for the Spitfire, F Clot

and J B Emeric, and a spare driver from Spain (E Clua) came along completing the team. They decided to change every hour and refilled

the fuel tank only once during the 6 hours! The large capacity fuel tank holding 80 litres and the only problem they had was a leaking radiator which was changed in less than a minute. After three and a half hours of racing they managed to reach 23rd position having overtaken a few cars in the three-half/litre class, they maintained this position until the end of the race, covering some 576.85KM in 6 hours, 2 mins 22.77 seconds at an average overall speed of 95.840KM/H (59.9MPH).

The best lap time achieved was 3 mins, 28.4 secs and the best total speed was 120.472KM/H (75.30MPH), coming in first in the up to 1500cc GT category. The next step for Frederic was the 24 hours of Le Castelet on 11th November 1994, also known as the Deux Tours D'Horloge, not a Le Mans style Grand Prix, but still very difficult to complete.

To be quite sure of his car in order to achieve 99% reliability, Frederic began to prepare his car in August with a full engine rebuild, a new gearbox and a lower ratio differential (3.63:1), a new clutch, new brakes and bearings and a complete suspension overhaul.

The main problem being to find enough money through sponsorship, and to create a team of four drivers, ie Clot/Emeric and Normand/Pomchele, and six team crew members comprising four mechanics and two extras for tactical assistance and time keeping duty.

One other problem was the difference between the drivers, so a new seat was purchased. All the team arrived on Friday 10th November for the 'Essaies' (practice), and of all the qualifying cars, the Spitfire was once again the smallest in terms of engine capacity.

They decided to get themselves organised. Every 1 hour and 50

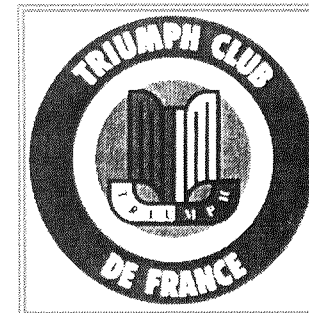
minutes they swapped the driver, each pit stop to be below two minutes. The start of the race was at 3pm Saturday 11th November 94, and everything was ready.

During the race, the Spitfire was making a good average time until 9pm when it was two minutes late! The team was worried until finally the car arrived, nothing serious, just too fast a corner with the car spinning around – a front tyre was a bit worn after that, but soon everything was back to the regularity through the long hours of the night drive.

The morning after was as expected, the position being 16th and just behind a Porsche 911, this position being maintained until the end of the race. The final result was 16th position with a first in Class, 5th in GTS Category with the only English built car ahead being a lone Austin Healey 3000, the rest of the crowd of MGA, MGB, AH 3000 and TR4 and also the big Jaguars including XK140 and E type, were all behind the diminutive Spitfire!

In the 24 hours, 6 minutes 5.86 seconds, the only maintenance was the oil level, just half a litre, and the average speed? 109.254KM/H (68.28MPH), not too bad for a Spitfire!

1995 Season programme of Frederic Clot/1147cc Spitfire Le Mans replica. Magny Cours (current French GP circuit) south of Nevers on N7. Montlhery (historic circuit) south west of Paris off D51. Le Castelet (AKA, Circuit Paul Ricard, located at Pau in the French Pyrenees, the Basque region of France). SPA/Francorchamps, south west of Spa, to the south east of Liege, off the N62 and A27 in Belgium, and Jaraura in Spain. I'm sure that you'll all join me in wishing Frederic and friends all the very best of luck and remember 'Glory Still Exists', is an old Triumph maxim.



An invitation has reached me from Didier Thoue (Liaisons Clubs Etrangers) of the Triumph Club of France (Le Club de Toutes les Triumph). He says: Dear friends, best wishes to you all, from T.C. de France, Committee members and I. We should like to advise you of the dates/details of our major Triumph event this year.

It starts on Thursday 25th May 1995 in the afternoon in the city of Sarlat (Perigieux area), south west of

France. Friday 26th May, a visit to the countryside (famous caves), to Rocamadour and Gouffre de Padirac, lunch at 'La Table au Fou', one of the most popular French humouristic restaurants. Rowing boats in the afternoon (racing), then dinner in the hotel, followed by typical country dancing. Saturday 27th May, and a visit to the most famous historic caves, lunch at Les Eyzie, and return by the 'Bastides' valley and a visit to Castelnaud Castle, with dinner at 'Relais des cinq Chateaux' Inn. Sunday May 28th, a free morning, then a visit to Sarlat Auto Museum, a car show in the town square, then a reception at the town hall followed by lunch and prize giving. There will be an organised dinner on the Saturday night for those who wish.

If any members are interested in participating in this very pleasant sounding event in a beautiful part of France, please contact Didier Thoue direct by writing to him at 35 Rue des Sources, Aubergenville, 78410, France (Tel: 00-33-30-95-79-77 but remember they are two hours ahead of UK time!) That's all for this month folks and please take care out on the roads. ★



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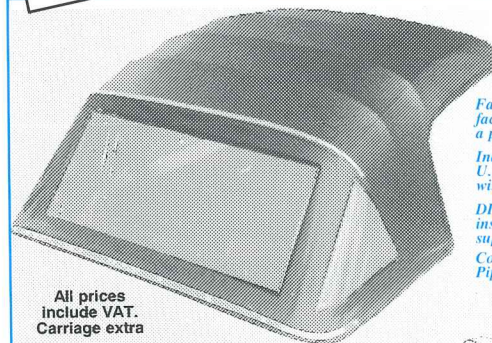
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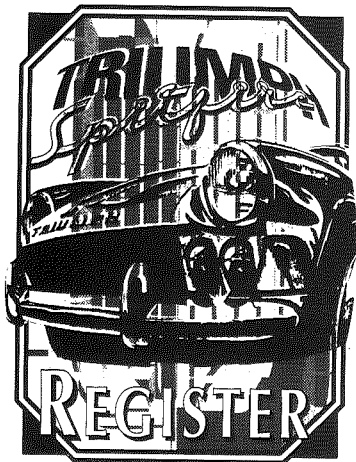
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Special Tuning Spitfire.

Very good news. 3139 KV the Triumph works Stage II Spitfire which I wrote about in last months Courier has been found.

This car was given to the motoring press to drive in 1965. The engine was 1147cc with an eight port head plus twin Webers producing 90bhp at 6500rpm. Autocar loved it. "Everyone on our staff who drove the test car came back looking years younger and full of enthusiasm for it. We would readily add it to our stable, if funds permitted, as a means of relieving depression. Someone even suggested it should be available on the National Health. More about this car next month when I should have some photos.

The next car that I want to find is RRW 589H. This is a late Damson Spitfire MkIII. This was also a press release car, having first being sent to British Leyland Special Tuning Department,

Abingdon, Thames, Berkshire. The conversion consisted of twin one and a half inch SUs, fabricated exhaust manifold, Mk4 rear suspension and front anti roll bar, adjustable front dampers and headlamp cowl.

The one and a half inch SUs fit the MkIIIs standard inlet manifold but the opening needs grinding out a little to match the carbs.

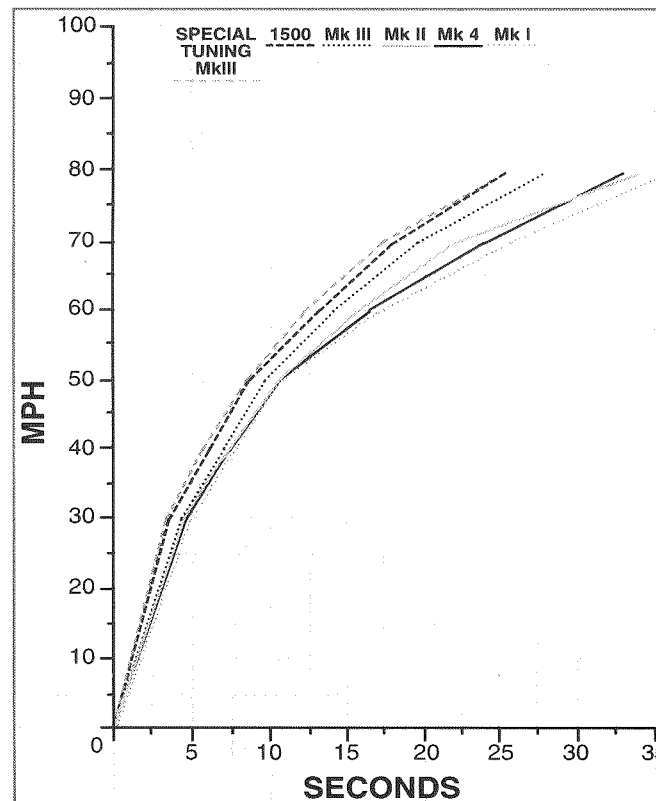
The rear spring and front anti roll bar is a straight replacement job. You can even get away with using the smaller MkIII rubber bushes, cups and U bolts for the roll bar if needs be. These two suspension modifications are a must for all early Spitfire owners who want excellent handling capabilities. The headlamp cowl are made of perspex and fit straight over the headlights. If anybody has a pair of these or even one that are for sale, give me a ring.

So just by changing the carbs and adding a four branch manifold you can loose two seconds off a standard MkIIIs 0-60 time from 14.5 to 12.4 seconds. Not bad. Go further. Skimmed head, larger valves

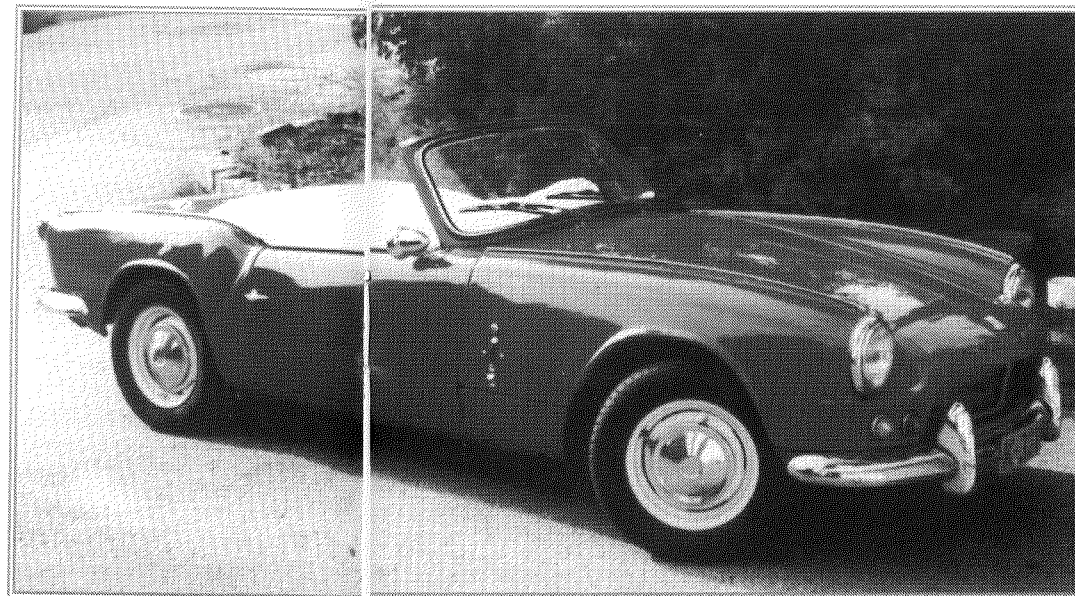
reworked head, different camshaft etc etc. You could be looking at a 0-60 time of 9-10 seconds and even less.

I drew the chart years ago just for comparison of speed times between all the different Mk of Spitfire. As you can see the Special Tuning MkIII Spitfire comes out tops even beating the 1500 from 0-60. So if you own or know what happened to RRW 589H, please contact me.

Patrick Murphy's
Signal Red Mk I. ▶



▲ Speed Time comparison chart.



I had a phone call from Mick Dolphin the Triumph Spares Specialist. He says he had a chat with a chap a few years ago who was going to restore FC3, is this true? Also he was the last owner of FC4.

He bought the car twenty years ago for £15 minus its engine. He only bought the car for its bonnet as the rest was past it. Being FC4 it was the last of the four pilot production cars built in August-September 1962. It was probably one of two Spitfires used to make its public debut at the London Motor Show in 1962. Mike only found out that the Spitfire was the fourth one built years later as he always keeps the commission plates of all the cars he scraps. After cleaning the plate he found it only had one digit on it. If he had known that before he would have tried to save it. What a shame.

The handsome MkI Spitfire belongs to Patrick Murphy, Norway. He goes on to say "I found the car advertised for sale in the Courier by Southern Triumph Services. A total body off rebuild was required. This, along with a LHD conversion was completed to my great satisfaction. The car is absolutely superb mechanically and aesthetically!

When parked next to a Jaguar E Type at a car show in Oslo it is unnecessary to tell you which car attracted the most attention. The car has so far been driven 4500 miles since the rebuild, and apart from an oil change, the only problem I have had with the car is that I have had to take a break in the joy of driving to fill up with petrol! Can one ask for better proof that an old, well prepared and well cared for Triumph belongs out there on the road!" ★



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Rear windscreen rubber, saloon	£22.27
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SEALS — SPITFIRE/GT6

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P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£19.92
Hood header rail/hard top seal, front	£6.46
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaitor, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaitor, SPITFIRE I, II, III, IV	£7.64
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£3.53
7" Headlamp seal SPITFIRE/GT6	£3.53

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Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE I/II/III, GT6 I/II	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
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Tailgate handle, and lock assembly GT6 I/II	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 III	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£22.33
Lock barrel and keys for GT6 petrol cap	£8.17
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Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models	£20.50
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Ignition barrel and keys SPITFIRE I/II/III, HERALD, VITESSE, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY	£8.52
Matched lock set GT6 I/II, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPITFIRE I, door, boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE I/II/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HER/VIT, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
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Rear overrider HERALD, VITESSE, fully pressed [each]	£29.95
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Rear inner wheelarch, outer section, IV/1500, GT6 III	£32.90
Rear valance, SPITFIRE I, II, III, GT6 I, original	£45.83
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Rear leaf spring VITESSE 1600/II NEW	£68.15
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HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£56.40
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Pair of door trim panels, VITESSE	£51.70
Pair of rear quarter trim panels, convertible HERALD	£54.05
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As above, left hand for VITESSE, with pocket	£17.63
Under dash mill board panel HERALD/VITESSE	£15.86
Seat base diaphragm HERALD/VITESSE	£15.28
Carpet set, SPITFIRE, tufted and bound	£17.50
Moulded carpet set, SPITFIRE	£152.75
Moulded carpet set, GT6 (state model)	£176.25
Moulded carpet set, HERALD/VITESSE	£112.80
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£21.15
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 — state model	£23.50
Glove box SPITFIRE, GT6 each	£15.28
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Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

LIGHTS AND MISCELLANEOUS

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Halogen headlight conversion set HERALD, SPITFIRE & GT6	£34.08
Halogen headlight kit, Vitesse	£47.00
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SPECIAL REPORT

PART ONE

If at First you don't Succeed

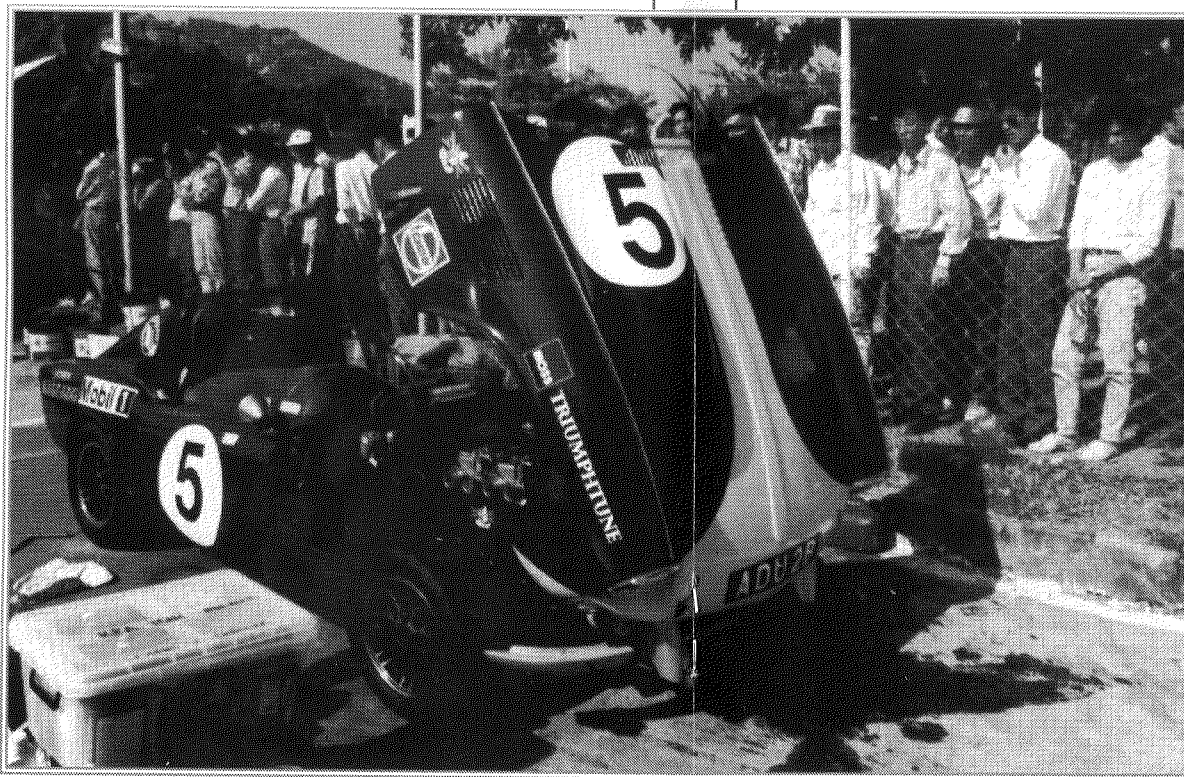
At the top, both No. 5 and No. 6 rockers had snapped but amazingly the head was undamaged with the valves moving freely and the push rods still straight.

Five weeks later saw me and Bill Sunderland in the early hours of a cold Christmas night finally tracking down a suitable Herald 13/60 block, crank and set of con rods, having first dismantled 3 other engines. The block was rebored and the crank reground and balanced along with the clutch and flywheel brought back to Hong Kong in a rather heavy suitcase! With the kind assistance of Dave Bayliss, the block and crank, as well as another sump, new pistons and gaskets etc, were all flown back to Hong Kong for the rebuild.

cranks alignment. Spot on was the reply. Down again with the block to check the line bore – spot on. Mmh

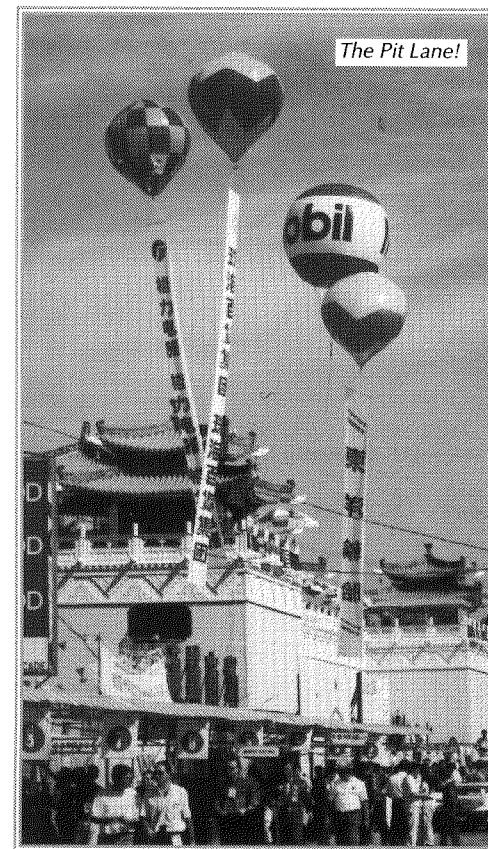
Eventually the problem was diagnosed as the line bore being fractionally undersize and a line bore was the only option, a job I wasn't keen on entrusting to the machine shop. My fears were justified when the block was returned. With the main bearings torqued down on the crank, the crank span and span and span One way of increasing BHP I suppose by reducing engine friction, but would I have any oil pressure! The pistons and con rods

It seems a long time ago now since the autopsy was done on Quasi's engine after the 1993 Macau Grand Prix. Removing the sump immediately revealed the reason for Quasi's untimely departure from the race – a mangled No. 3 con rod surrounded by hundreds of pieces of smashed piston and bearing. Looking up under the engine revealed more damage in the form of a hole in the side of the block not immediately seen, the bottom of No. 3 bore cracked away, a great gouge in the side of the oil pump preventing it rotating and the top of No. 3 piston jammed at the top of the bore – not a pretty sight!



The rebuild did not prove to as trouble-free as it should have been. Upon tightening down the main bearings the crank locked solid. Had the crank been bent in transit? Down to the local machine shop, of which there are many in Hong Kong of varying standards, to check the

were balanced and carefully assembled as described in Courier 171. The rest of the rebuild proceeded without further hiccups, but with the engine reinstalled in Quasi, would it start? NO. Back to front



distributor? NO. Temperamental Webbers? NO. The new Sports Coil? NO. The problem was eventually traced to "invisible" corrosion on the points which once removed with emery paper, the engine started first time – thankfully with good oil pressure. The humidity in Hong Kong has to be seen to be believed. Rusted spark plugs had already been replaced and corroded contacts was also the reason for the Voltage Regulator not charging the battery.

There was plenty of time to run the engine in before the first race, which was just as well really because clocking up 800 odd miles running backwards and forwards along Hong Kong's 15 mile long motorway can be quite monotonous

JOHN THOMASON



Ready for the Off!

— even with a Spitfire!

However the time was put to good use, trouble shooting problems and attempting to get the timing spot on, for it has to be said, Quasi was a real ***** to drive, with no power below 5000 rpm or torque that could pull the skin of the proverbial rice pudding. Webers, tappet clearances, cam timing, ignition timing and advance were all checked and adjusted to find the optimum. The fruits of my labours would not be known until Quasi could be used in anger on the track.



Were Off!

As predicted, fellow competitors were taking the Spitfire a little more seriously this year, to the extent that the Lotus 7 was rebuilt with a new chassis and full race engine (which in the end moved it up a class) whilst one competitor went to the UK specifically to buy a car to win Class B and returned with a full race prepared TVR Vixen! Not wanting to be left out and as a result of new regulations, ways of

improving Quasi's performance, albeit with a budget of zero, were investigated. The new regulations dictated that the car must clear a three inch block and with Quasi's front anti-roll bar only three and three quarters of an inch above the ground, the suspension couldn't be lowered any more. However additional shims were added to the front suspension to increase the camber angle.

Not a lot more power could be got out of the engine without spending vast amounts of money and resources not available in Hong Kong and

with the noise limit of 110db at 75% red line, the exhaust system was dictated. It was really a case of looking at other ways of making the most of the power that was available, and one area where this could be done was the gearbox.

Quasi's very narrow power band was a distinct disadvantage, with valuable seconds being lost the previous year as the engine struggled to pick up fol-

lowing a gear change that dropped the revs below the power band. A close ratio gear set that would allow gear changes to remain in the power band would therefore pay dividends, especially one with a higher 2nd gear for extended use around the tighter sections of the Macau circuit. Triumph Tune were once again kind enough to provide sponsorship for Quasi and supplied a close ratio gear set from a GT6 suitably modified to fit the Spitfire gearbox. With John Kippings overdrive unit fitted to the rear, Quasi's power became more usable.

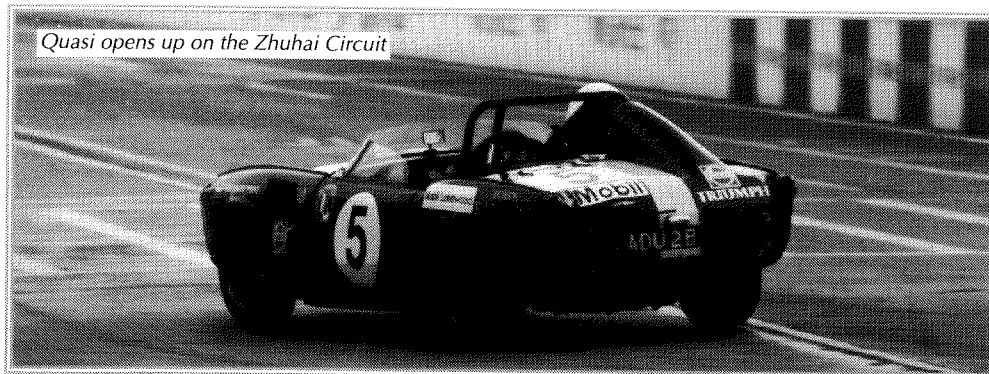
In an attempt to exclude lightweight specials, the new regulations dictated a minimum car weight of 95% of the manufacturers original weight. However here was another area in which improvements could be made. Quasi retained all steel panels and despite all the interior trim and glass being removed was still heavier than the factory weight! Quasi's hump and the roll bar were too blame whilst the overdrive unit wasn't helping. Consequently anything and everything that wasn't essential was stripped off Quasi. The bonnet and boot bracing bars, door trims, door handles and fairly meaty bumper irons were all ditched as was the window winder gear still on Quasi of all cars! Other items were removed

to reduce weight by about 20kg compared to last year. Finally I went on a diet!

Some recent work on aerodynamics suggested that this may be another area where a little extra performance could be squeezed. Certainly Quasi had been very unstable at speed down Macau's long main straight, with the front lifting quite alarmingly. Unfortunately Quasi's roll bar didn't do the car any favours but I felt that a front chin spoiler could provide dividends and also prevent the nose from lifting at speed. A thin aluminium spoiler, giving a ground clearance of three and a half inches in race trim was fitted to the front valance in such a way as to avoid too much attention or spoil the appearance of the car. Its effectiveness remained to be proven. Quasi's first race was to be in China in the southern city of Zhuhai. Motor sport is very popular in China, as I'd witnessed earlier on the Hong Kong to Peking rally. With a population of 1,000 million you are always guaranteed a good crowd and the event at Zhuhai was to be no exception! Zhuhai is vying for recognition in the world of motor sport, building a brand new Grand Prix circuit hoping to host a Formula 1 Grand Prix in 1996/7, whilst its street circuit competes with that of Macau.

This year the street circuit event was hosting the hotly contested South Asia Pacific Touring Car Championships and so the event enjoyed considerable media coverage whilst the city pulled out all the stops in hospitality to take advantage of promoting the Zhuhai circuit. With flags, massive banners sporting Chinese slogans hung from every building, colourful hot air balloons lining the circuit and numerous dragon dances, the event had a real carnival atmosphere that I shall never forget.

The 2 day race programme was good too. Apart from the Touring Cars, there was an International GT Endurance race that attracted some well known names from Formula 1, as well as Formula 3 and Supercar races. The Classic Car race enjoyed two, 10 lap practices and a 10 lap race that would be covered live on TV. The only problem was that hosting the Touring Car Championship meant that the event was only one week before the Macau Grand Prix and that the cars would be driven directly to Macau after the race. That was fine for the professional and local teams with an entourage of mechanics and spares etc., but for the likes of me and others in the Classic Car race, an accident or serious mechanical failure would mean missing the more prestigious Macau Grand Prix. ★



Quasi opens up on the Zhuhai Circuit

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SPITFIRE, HERALD, GT6 and VARIANTS

Super Flex Number	O.E. Number	Description	Qty. Per Car	Price Each Inc. VAT
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SPF 755/22.22	155310	7/8" Front anti roll bar chassis bush, late.	2	£2.93
BAC 11	119450	Front lower shock absorber bush and stainless steel sleeve.	2	£4.21
BAC 12	119272/119451	Front wishbone bush and stainless steel sleeve.	8	£4.52
	119451	2-BAC12 Special bulk retail price, 8 or more bushes.	—	£4.07
T108496	108496	Fan mount bush, early.	6	£1.76
SPTM	139386	Steering rack mount.	2	£3.81
SPF201	—	Front upper shock absorber bush with location spigot.	4	£2.66
DUE	102987	Rear lower shock absorber, conical bush.	4	DUE
BAC 11	119450	Rear radius arm bush and stainless steel sleeve, MkII GT6 and Vitesse Rotoflex.	4	£4.21
BAC 12	119272/119451	Rear radius arm bush, and stainless steel sleeve, non Rotoflex.	4	£4.52
DUE	148874	Rear inner wishbone to chassis bush and stainless steel sleeve, MkII GT6 & Vitesse Rotoflex.	2	DUE
DUE	149191	Rear leaf spring pad Sp11W1500, GT6 Mk II, swing spring type.	1	DUE
131796	BAC 645	Front lower diff mount.	2	£2.84
133658	BAC 646	Front upper diff mount.	2	£4.72

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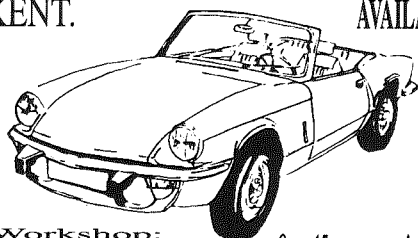
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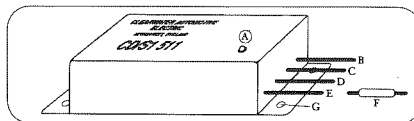


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SPECIAL REPORT

road test - CD / SI 501

What an earth, you might ask, is a CD/SI 501 and how do you road test it? The answer is quite simple, it is an anti-theft device for your car.

It is made by Clearwater Automotive Electric of Newmarket and is made in England. It is not an immobiliser or an alarm, but it does try to prevent theft.

The principle of its operation is to disrupt the low tension connection between the ignition coil and distributor of your car after a pre-set time. Once the system is armed it allows the engine to run normally for about 10 seconds before it breaks the connection and stops the engine. If the ignition is switched off and back on again the device rearms itself for another 10 seconds and so on ad infinitum. The result is to make it look like there is a fault in the engine electrics.

So how does it do it? Basically by clever electronics in a small (about the size of a coffee mug) black box. Fitting is simplicity itself and should take even the most technically inept only about an hour. Firstly you have to find

somewhere discreet to fit the black box, the manufacturers recommend somewhere in the engine bay, but you may decide that due to the easy access of the engine bay on 'our cars' that behind the dash may be better. The box then has three wires leading from it. After removing the coil to distributor wire, you connect one wire from the box to the coil and one to the distributor. The third goes to the output side of a key switch that is provided. The input side of the key switch is connected to the ignition circuit so that the device is armed by switching on the ignition. The key switch itself should also be hidden so as to prevent anyone realising that the device is fitted and maintaining the myth that they are trying to steal a car that has an electrical fault.

Does it work? Yes it does, but being a cynical Policeman I do have some reservations. You may decide that these reservations are unfounded and that I am looking too deeply at it, perhaps I am. Picture the scene - it is the middle of the night, you are fast asleep, your pride and joy is on the drive, the CD/SI 501 is switched on, along comes a car thief who likes the look of your car. He gains access, starts the engine and drives off, perhaps you haven't heard him; no alarm has been sounded. About 10 seconds later the car stops, the thief restarts the engine and drives on for another 10 seconds. How many times he decides to restart the car depends on how deep his love for your car is. Eventually he may abandon it (C.A.E. think the carburettor will flood, but in my experience this hasn't always happened), but he

may investigate the electrical fault! What he finds is no apparent direct connection between the coil and distributor (assuming he knows there should be), so he makes one! Bingo! Bye bye car! The other problem is, that in each 10 seconds it is surprising how many corners he can turn and be out of sight, giving him plenty of time to do his work. (Although to answer this Clearwater make another model, the 511, which is dual powered and the second circuit holds the shutdown mode which is connected to a constant live with no power drain until the unit is activated).

OK, so maybe this is unrealistic; Clearwater Automotive Electric think it is. They think the thief will give up and he probably will, but as a cynical old.... You make your own mind up. Personally I'll be leaving the alarm on as well, with hand brake lock, wheel clamp and any other device I can find!

The CD/SI 501 is not suitable for some cars fitted with electronic ignition or fuel injection, which some may see as a drawback, but it seems to be aimed directly at Classic Cars generally. At £39.95 (plus £2.75 pp) it is available direct from **Clearwater Automotive Electric, 2 The Close, Kennet, Nr, Newmarket, Suffolk CB8 7RA.**

In short, it is a nice, easily fitted anti-theft device that works very well. If you don't look too far into the psychology of a car thief you might think it suits your car - and it undoubtedly will.

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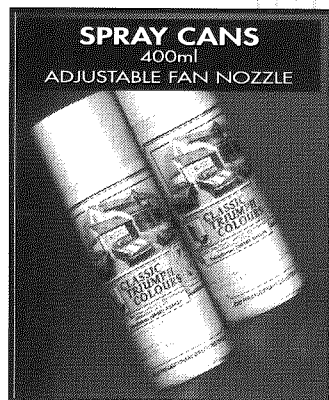
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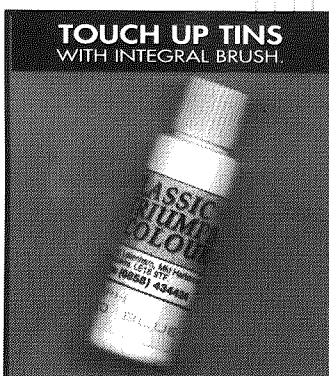


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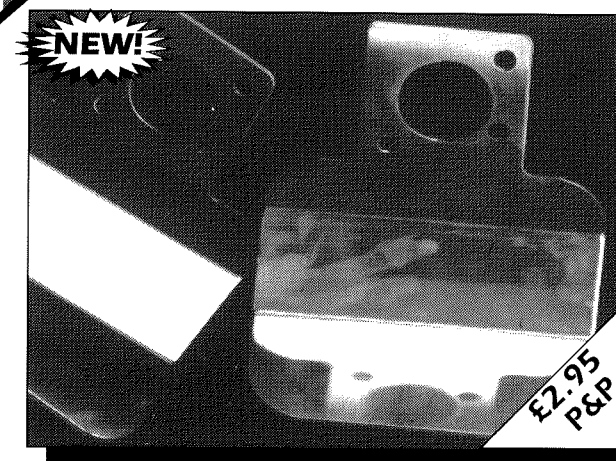


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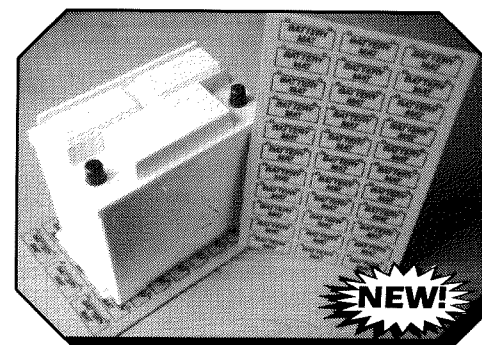
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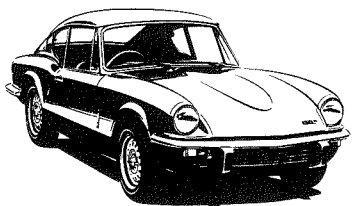


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PROFILE - THE GT6 Mk III.

PART TWO

The competition

The Mk3 bodyshell was on the drawing board in 1968 in various forms including a version with pop-up headlights. It was a time when other big manufacturers were looking for a way into the GT market and not least of these was Datsun with their vision of a six-cylinder sports coupe.

Ford were already there with the Capri range, not as direct competition, but ready to snap up the GT6 driver once the family grew, by offering an extended coupe with proper rear seats, sporting looks and a realistic choice of engines.

The Fiat 124 and curvaceous Opel Manta coupes were available but at a time when foreign cars were still viewed with suspicion

By 1973 Gilbern were out of business.

Lotus had a magic of it's own



Many devotees said goodbye to their GT6 as their families grew, or sometimes as their bank accounts grew. Many wish they had never sold.

and so posed no serious threat to the GT6. At home the specialist cars such as Ginetta, Trident and TVR provided alternatives. Gilbern were building their MGB engined 1800 GT Coupe in a tiny Welsh factory over a butcher's shop. It may well have been that BL foresaw a potential competitor in Gilbern but any fears were short lived. BL eventually curtailed their direct sales of MGB engines, leaving Gilbern to pay full price over the spares counter.

that no GT6 ever attempted to match. Nevertheless the Triumph did weigh in at half the price of a Lotus Elan Plus 2, and it was roomier, better trimmed and with superior seating. The 1968 Elan was powered by a 1558cc, four cylinder, twin cam motor, tuned to produce 118 bhp. By comparison the GT engine was a big, relaxed, high torque, low stress mill which left the Lotus having to work and rev hard to display it's power advantage. But despite

sharing the same steering rack and front suspension, the Lotus easily had the edge on roadholding and handling, and no doubt when Lotus introduced the 126 bhp "big valve" version, Triumph were well glad that it was so expensive.

From a commercial point of view the GT6's nearest competitor was, ironically, the "in-house"



The Mini Cooper was another close fitting "sports car" of the time, though in a very different mould to the GT6.

This one, seen having its roof straightened with a sledgehammer during the RAC Jubilee rally suggests that Mini roadholding is not quite as legendary as we are led to believe

about being "green", Japan had recycling to a fine art. They exported Datsuns, they rusted, were crushed, returned to Japan and melted down for exhaust systems - or was it the other way around?

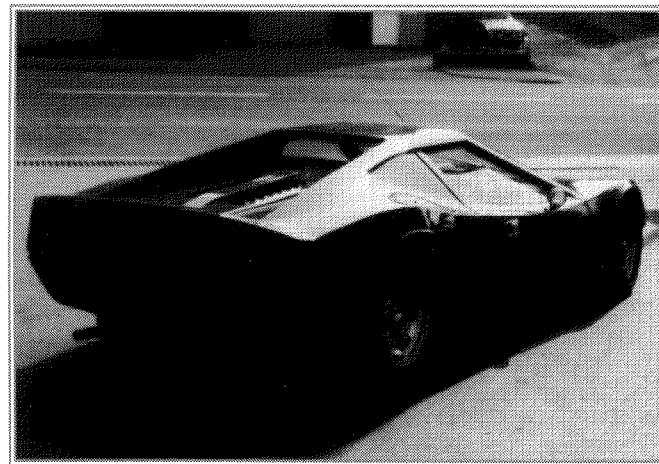
Whatever, the 240Z was the logical step forward with it's six cylinder engine, rakish body and admirable handling. Put a Triumph badge on and it could well have

been passed off as Triumph's new and larger GT6 replacement, albeit suffering the usual oriental "tinsel" effect.

And despite wheel trims reminiscent of Darth Vader's helmet, it won the American Car of the Year Award in the midst of the GT6's best sales territory. And it was butch enough to win the East African Safari at a time when

MGB GT but, rather like the "swing spring" or "rotoflex" suspension, we all know which we prefer and why. However, I have no wish to fuel the old Triumph/MG rivalry, and so I won't make any reference to "chopped down Morris Oxfords".

It was the Japanese who I think reproduced the GT6 formula so well in the Datsun 240Z. In those days when we were still green



The VW based Avanti was one of a host of kit cars which attempted to emulate the atmosphere of a purpose-built and compact closed sports car in the eighties.



Fiat's rear engined X19 soldiered on for another decade to prove the market still existed, though it mainly competed against the Spitfire.

Triumph's works competition record was a distant memory. It's a pity Nissan let the distinctive shape go flabby, once again in the name of fashion.

End of an era

But the reason behind the demise of the GT6 was not so much the competition, hotting up as it was, but the North American safety and emission regulations. The Triumph engine had been worked and re-worked and was approaching the stage where further controls would have sapped too much power for the car to remain competitive. So it was that after a total production run of 40,926 cars, of which 13,042 were Mk3s, the GT6 production quietly ground to a halt in November 1973. Another possible competitor, the new MGB V8 was launched by British Leyland at about the time of the Triumph's demise, further masking the loss of this great sports-car. But then came the "fuel crisis" and the "B" V8 began its journey to join the GT6 in British Leyland's huge stable of lost marques.

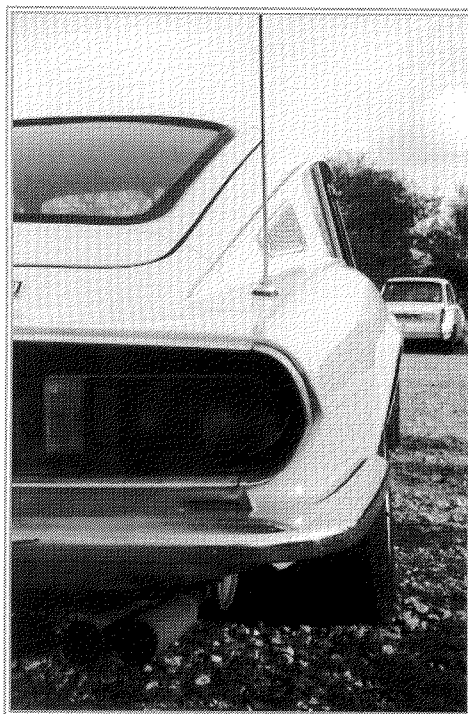
The future

Since 1974 when the last GT6s left the showrooms there have been many attempts to fill the gap with small, powerful, yet practical "driver's" cars, but in reality none has succeeded. And as motoring interest diverges ever further between the extremes of expensive muscle cars and "tweaked" shopping trolleys it is likely that there will only ever be a vacuum where the GT6 once stood.

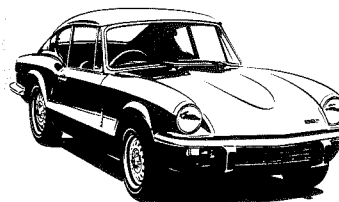
Many of the old time competitors of the GT6 are now gone and forgotten, while just a few, such as Lotus and TVR, have stayed

and risen to the heady status of supercars. Our Triumph, as ever, fits somewhere between these two extremes. It is thanks in no small measure to the Triumph Sports Six Club and its members, that the GT6 now remains as famous and significant as ever, not only holding its own in the classic car world, but still, twenty years on, offering a viable and exciting alternative to modern day transport. Long may it burn the roads! ★

My thanks to Lee Aires for making TKX available and for being soaked in a rainstorm while I took photos, and also the owners of CAB and STD who inadvertently had their GTs "snapped" at Club meetings.



Not even the stringent American emission regulations could detract from the unique exhaust note that only a straight six mill can produce. They did however seriously pull back the power output of an engine that had reached full development.



THE GT6 MK III, AT A GLANCE

Engine :

Capacity	1998cc
Bore x Stroke	74.7mm x 76mm
Compression ratio	9.25:1
Max. Power	98 bhp at 5300 rpm
Bhp / Ton	88.9

Performance :

0 - 60 mph	10.1 sec
Max. Speed	112 mph
20 - 40 mph	4.5 sec (2nd gear)
30 - 50 mph	4.5 sec (2nd gear)
Mph / 1000 rpm	20.15
Standing 1/4 mile	17.4 sec (78 mph)
Fuel consumption	33 mpg at 70 mph

Statics :

Weight	2023 lbs
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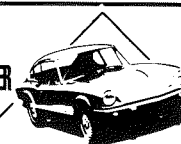
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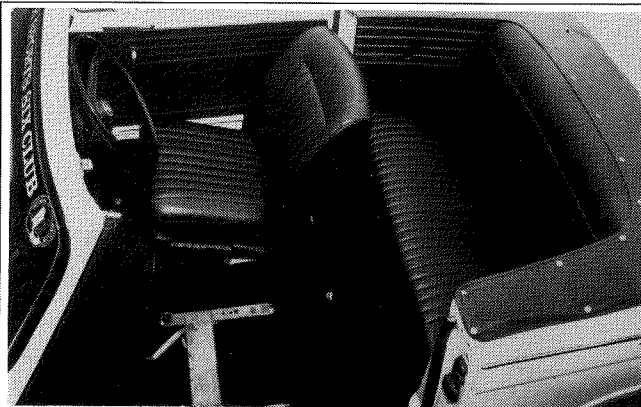
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year. We will again be racing with the 750
Motor Club as part of the Roadgoing Sports
Championship.

Davies, Mark Field, Colin Elstrop, Russell Munn, John Pinkney, Mike Keenoy, we hope that we will have a chance at one race during the season, where the majority of cars out will be Triumph.

Please feel free to come and spectate (on average the entrance fee to a 750 Motor Club is £6 per person, with practice in the morning and racing in the afternoon), and we will do our very best to put on a good show for you!

We look forward to seeing you during the coming season. Watch this space for reports and position updates. ★

Date		Venue
26th March	Saturday/Sunday	Mallory Park
29th/30th April	Saturday/Sunday	Pembrey
21st May	Sunday	Cadwell
3rd June	Saturday	Oulton
24th/25th June	Saturday/Sunday	Lydden Hill
23rd June	Sunday	Cadwell
12th August	Saturday	Snetterton
3rd September	Sunday	Snetterton
24th September	Sunday	Brands

NB. For those meetings over 2 days, the Roadsports Race takes place on the day as highlighted in **BOLD**.

During the year it is very much hoped that we will be able to welcome some new faces to the group, both with Spitfires, one being Steve Crane of Leicester (car ex Dave Barnes) and Dave Beardsley, also working towards the beginning of the season. Together with the regulars - Kevin Ginger, Paul Lucas, Martyn Adams, John



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FOSSE MANOR 1995



Thank you, David Bird, for a wonderful Winter Weekend at Fosse Manor. Having decided to take advantage of the extra day, Sheila and I drove down on Thursday in the Ford and pouring rain, having decided to leave the Spitfire in its dry, warm garage.

We stopped off at Bourton-on-the-Water, and saw Bob and Mary's GT6 parked outside a coffee shop and we were not the only ones taking advantage of the extra free day.

Arriving at the hotel we received a warm welcome from the receptionist, shown to the Garden Suite and settled in, we were told all rooms had been taken by the TSSC and it looked to be a great weekend.

The evening brought together friends from last year and new members, for them, their first time at Fosse.

Friday we spent visiting Warwick Castle and town, we had missed it last year, the sun shone, but it was quite cold.

By the time we got back to the hotel more members were arriving and again, renewed last years acquaintances. Saturday came and David briefed us on the morning trip (no Treasure Hunt this year), it was to be a musical instrument museum, which was totally fascinating and enjoyable, afterwards everybody went off to do their own thing.

The evening arrived and after dinner the entertainment began, put together by Mary and John, ably assisted by Sue and Mick, consisting of "Spitfire Drive", bingo and a raffle. It turned into a riotous evening with Dave (Anglia Triumph) and Lawrence winning most of the prizes. Sheila and I, Malcolm and Sue getting booby prizes for the lowest score in the Spitfire Drive, a lollipop per couple.

At short notice David had managed to arrange for all of us to go to a car and toy museum at Bourton-on-the-Water, which again was an excellent choice as there was something of interest for everyone.

Then back to the hotel for lunch and, unfortunately our goodbyes, and to make our way home.

Let's us hope we can make it again next year. Once again, thanks David and Sylvia Bird for a great winters weekend.

Sheila and Terry Cox. (Keith)

A CHRISTMAS TALE



It all begins in 1969. In that particular year my father became the proud owner of his first car, a Herald 13/60 saloon de luxe (chassis number GE39749LDL as seen on the garage bill). The car was blue with a lovely tan interior.

Dad drove the car for thirteen years without any problems. Due to firms cars, the Herald had only covered 63,545 kms when he decided to buy the new Honda Quintet, in 1982.

The car was bought for the sum of 10,000frs (+£200) by a Triumph inspector. It was the last time I saw her . . . at least that's what I thought. In 1987, I bought my first Herald 13/60, one of the last 1970 saloons fitted with optional D-type overdrive, the car has undergone complete restoration. With the years, the collection became larger with a white and grey Herald 1200, a blue 12/50, a Dolomite 1850HL, a Willy's Jeep, a Land Rover Minerva (assembled in Belgium under Rover license).

The last one to arrive was a superb Dolomite Sprint fitted with all extras and actually used as an everyday car (thanks to Rimmer Bros. in Lincoln and Stefan Van Den Dijk, another Belgian member of the TSSC).



PEN TO PAPER

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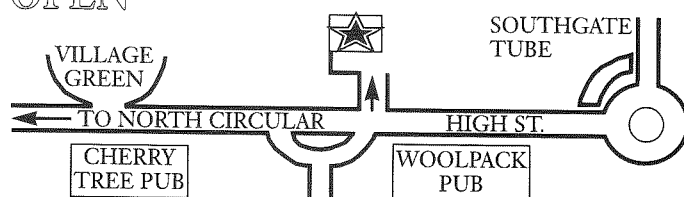
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Section G states that provided prior written notice is given plus any additional premium is paid cover is given providing the journey is less than 65 hours.

I know the above will only affect a few members, but please check and get confirmation of cover in writing, Footman James have kindly now told me tht I am fully covered within the UK.

Happy Sailing!!

Rob Jenner

PEN TO PAPER

P & O PROBE CAR DECK CARNAGE



Picture from The Shetland Times



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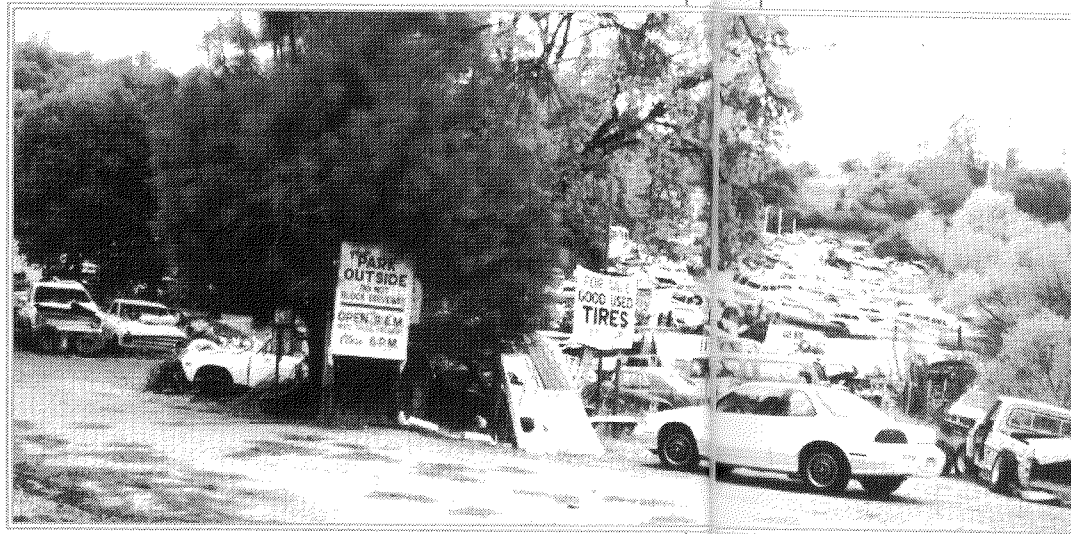
TRIUMPH USA

November was destined to be a good month, my wife (Julia) and I had decided to take a long fly-drive holiday in America.

This had particular significance for me as I am part way through the rebuild and conversion of a left hand drive MkIII GT6 purchased from P & H Sports Cars. It's the usual story I only went over to look at some spares, saw this left hand drive California car, and the rest is history.

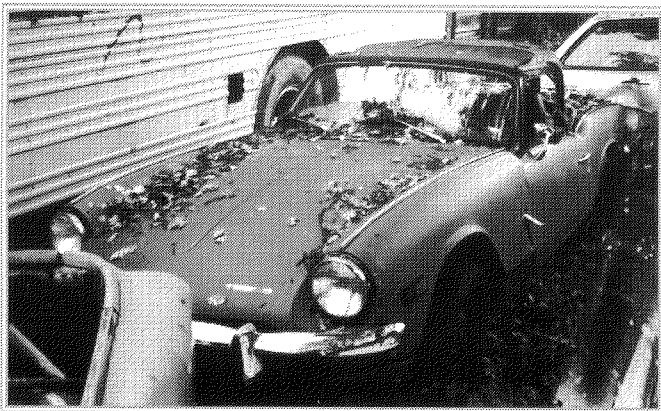
Every hour I spend on this car is a pleasure as it is totally rust free, which is one of the reasons my hand went into my wallet so quickly when I first laid eyes on it and why only token resistance came from the wife to yet another Triumph (we have three).

I had heard how well preserved old cars are in California, my own car being testimony, and thought it would be interesting to see how many Triumphs I could spot on our 3500 mile journey. Keeping



an eye open for scrap yards became part of our daily routine as we travelled along and it has to be said they were not as plentiful as one would imagine. One discovery I did make was a classic car book with literally thousands of cars being advertised in it for sale, one could best describe its appearance to that of a telephone directory. There was a sizeable section

for Triumphs, all sports cars, with everything from a TR2 to the loveable Spitfire. Needless to say this weighty publication is currently doing the rounds to 'cor look at that' 'blimey is that all it is' followed by that familiar background accompaniment, 'whatever it costs, you're not having one'.



Our first actual encounter with a real live Triumph was on the way into the airport at the Grand Canyon, coming towards us on the opposite dual carriageway was a white 1500 Spit. Despite much gesticulating I didn't man-

the front had the visual appearance of a praying mantis and handled like a flatulant ox knee deep in treacle.

It was to be hundreds of miles before our next Triumph encounter albeit a minor one. Our trip took us to Las Vegas for two nights and a day where we stayed at the Luxor Hotel, its theme being based on Egypt and the Pharaohs, the hotel being pyramid shaped, constructed in black glass and housing 2500 rooms. I won't attempt to describe Vegas, as those of you that have seen it know it's like nowhere else and those of you that haven't would have to see it to believe it.

During the early evening of our first full day there we ventured into Caesars Palace, by far the classiest hotel and into their shopping centre which is out of this world. By this time we have a couple of rolls of film needing developing, one of which has several pictures of my GT6 rebuild on it. These were left with the shop and their 30 minute developing service while we visit-

age to attract his attention. I only



know how much I envied him cruising along with the roof down, while I suffered this Pontiac Grand AM, which from

ed Planet Hollywood to purchase a teshirt for a friend. When we returned the young man behind the counter opened up the packets

of developed photographs explaining 'that's a GT6, I've got one of those'. The next half hour was spent discussing the why's and wherefores of Triumph ownership before we took our leave and headed into the sunset to risk another 25 cents on a one armed bandit.

....had the visual appearance of a Praying Mantis and handled like a flatulant Ox knee deep in treacle.

Our next encounter of the Triumph kind was to be in some of the most beautiful countryside on the way to Yosemite National Park. As we climbed steadily up a wide mountain road, heavily wooded on both sides, we noticed a sign advertising 'used tyres \$8 each' immediately we thought, scrap yard! A quick handbrake turn placed us at what I thought was the pearly gates, at least I thought I'd died and gone to heaven, in fact if they can guarantee that this is what it's like I'm going to get religion immediately.

Set in 85 acres of superb mountainous woodland was this old

TRIUMPH USA

car paradise, specialising in 40's, 50's and 60's vehicles. The other delight was the friendly 74 year old owner and his wife who were happy to chat and allow us to wander around. Mr Pearson (the owner) told me they didn't often get Triumphs in but he did have a couple, one was a Mk II Spitfire that had been in a serious accident and the other a Mk III that had engine trouble. He was absolutely right, the Mk II was wrecked, but the Mk III with the exception of a small crease in the drivers door was intact, displaying this phenomena of no rust and the most wonderful luggage rack. Now I'm not that much of a chauvinist but why is it the female of the species is unable to understand the advantages of dumping clothes from the suitcase to make room for a magnificent bootrack, still following a vigorous discussion I took on board her point of view, but I will be pleased when the bruising finally goes down.

We eventually arrived at Yosemite National Park and made our way to the visitor cen-



tre, by this time it was snowing this part of the park being at about a height of 8000ft. With the weather closing in quite rapidly Julia checked with the Park Rangers about the condition of the passes for the following day, while I had a look around the craft shop. Eventually we met up again in the car park by the side of a damson coloured MkIII GT6. I asked some of the staff if they knew who it belonged to, they said yes but thought he was probably elsewhere working.

Just as I started to photograph it a voice said 'can I help you', it was the owner. I explained who I was and asked him if he wanted to be in the picture but he declined, a shy American, what next I thought. He told me he had had the car

from new and it was up for sale, 'no you're not, came that voice in the background, it's like being married to Jiminy Crickett. For anyone that's interested he was asking \$2500 and just like mine it was completely rust free, there was a small dent in the bonnet and a slight tear in the headlining but otherwise it was in very good overall condition.

After this we only saw the occasional TR6 as they flashed past my panting Pontiac. It was a fun trip and great to see Triumphs still around, although MGs were very much more plentiful. Now for the really good news, the scrapyard is up for sale but I haven't quite worked out how to break it to the wife, YET! ★

On the Road Again a small resurrection

It was the two five pence sized holes that started it. I found them just behind the rear wheels during one of my all too usual irregular inspections.

The holes, together with a sagging rear spring, a gearbox perpetually shedding oil, a slipping clutch and a rattle from the engine caused by a total loss of engine oil when a seal on the oil cooler failed, causing a major heart-searching talk:

"I can't drive it if it's going to be unreliable"

"No"

"After the problems we had with the last one we know what they are like once trouble starts"

"Yes"

"But if we sell it or part exchange it we will get nothing for it - I'm not prepared to do that"

"No"

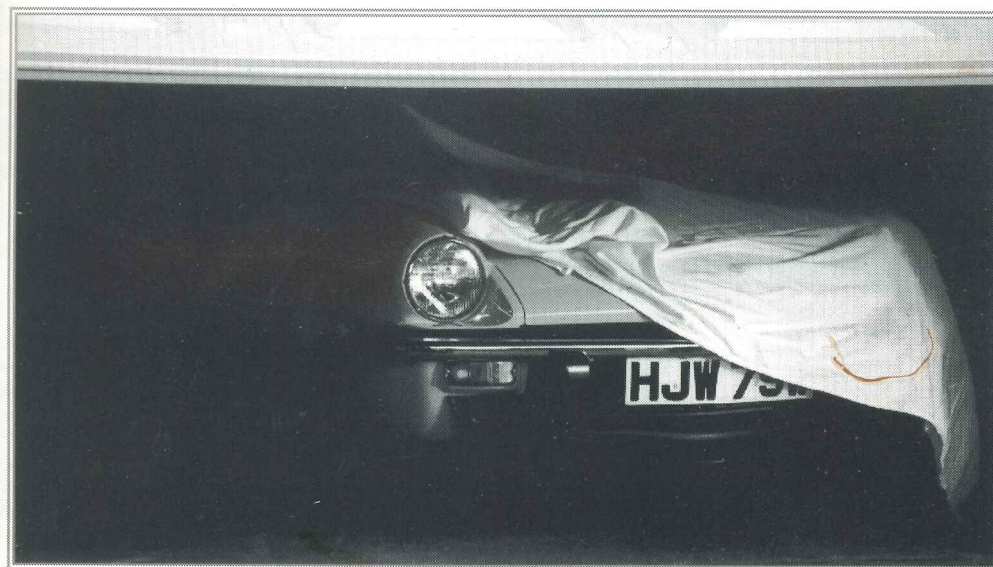
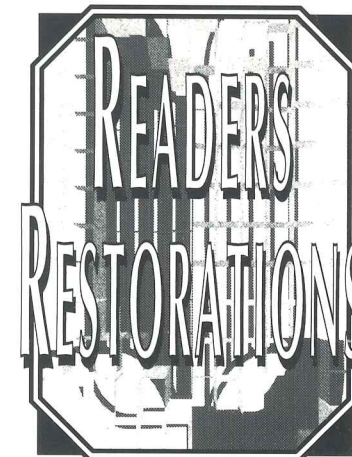
"Well, we keep it then"

"Right"

Up on blocks, plugs out, oil in bores, battery off, WD40 everywhere and dust covers on, date January 1989. It is best to draw a veil over the number of times in the intervening five and a half years that the restoration fund got spent. Once three noughts had assembled themselves behind the initial one pound deposit, the temptation to go travelling was too great. Finally, in July 1994, after another one-sided conversation:

"We must either do up the Spitfire or sell it"

"Let's do it" - I got three words in that time!



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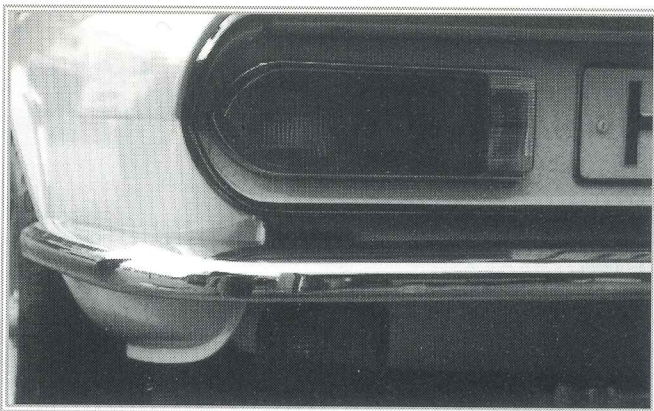
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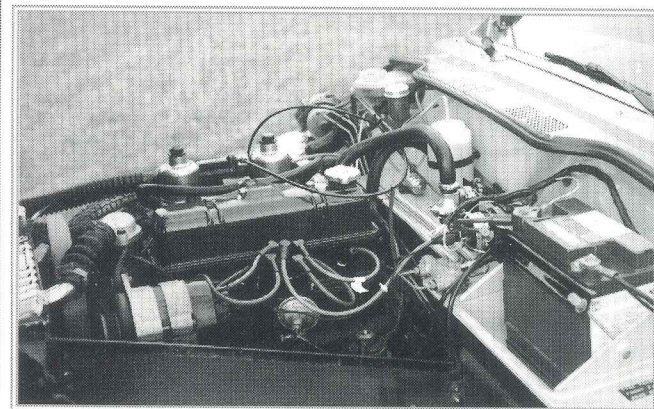
HJW 79W was purchased new by ourselves in September 1980, having owned another Inca Yellow 1500 for the previous two and a half years we decided to buy a new one when we heard production had ceased.

Used daily, in all weathers for eight and a half years and for touring in Scotland and Wales it has given good service over 41,600 miles. In our opinion an overdrive is essential and whilst the original decision to have the car 'Ziebarted' means we will never win a concours, its condi-



JK, the late boxes manifest clutch slip due to a failed overdrive bearing usually at around 40,000 miles. New, heavier pattern, rear spring fitted, JK type. Stainless steel centre pipe and double outlet GT6 type silencer fitted. About two inches of the lower rear wing repair quarter panels used to repair the only rot on the car. Brakes stripped and seals checked.

Clutch master cylinder overhauled – silicone fluids used on replacement. Wax Stat jets replaced with club kit fixed type. Plain butterflies replacing 'Pop-Off valve' type. Big end seals replaced, end float checked. Gearbox breather replaced by longer plastic tube venting at dash level in engine compartment, JK says he has had experience of a few late boxes appearing to force oil out of the



tion now is probably due to liberal applications of black gunge. Incidentally, the car was returned from the Ziebart agent with the front indicator/sidelights reversed and they have stayed that way ever since.

A six digit number plate and some judicious trimming means that the original plate mounting has been maintained without affecting the cooling and I use an 83 degree thermostat permanently with no problems.

In July and August 1994 the following work was undertaken:- Overdrive stripped and rebuilt by

breather – if the modification works I will let you know. Rims were bead blasted and powder coated in silver to match the wheel centres. 165/60 x 13 tyres were fitted and it was found that



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Tailgate Liner (Black)-GT6 III	£11.25
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STOP PRESS

*John Hill's all new 95 Triumph Catalogue
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contd on page 71

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Turkish Lassas tyres matched the tread pattern of the original Uniroyal 280s and seemed more appropriate to the car than one of the modern treads.

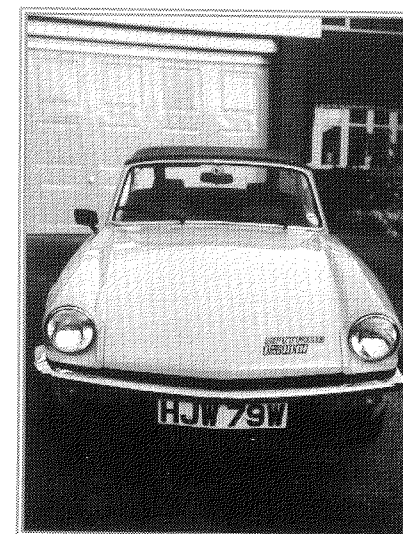


After valuation by the Club, insurance was a reasonable £157 for a 3000 miles limited policy and, clutching a newly issued MoT, we collected a thoroughly dirty and dusty car on Friday 9th September from Burton on Trent. After removing as much dirt and dust as possible, we potted to Avoncroft WAC on Sunday the 11th and were thoroughly embarrassed when a very nice lady insisted on giving us third prize, in spite of a filthy engine.

The carb mods are a revelation, combined with the twin pipe outlet silencer, throttle response, tickover and shut off are immeasurably improved.

After nearly seventeen years of Spitfire ownership, we now look forward to many more. Our thanks to John and Fiona Kipping, every helpful, to Andrew Stone, ever patient, and to Adrian Stourton, whose peerless metalwork means those five pence sized holes are now invisibly mended. . . .

Which is where I started . . .



About HJW 79W:- Purchased 20th September 1980, Registered 1st October 1980, Vin No. TF AD W5AT 009393, Commission No. 128084 FH, Trim 94 C11, Engine No. FM 137168H, Current mileage 41,800, Basic price £3631, Overdrive £255.63. Total Price £4,124.31 (includes car tax, VAT and Road Fund, less discount). All original panels and components except for:- Stainless steel exhaust, rear foglights, boot lights, door seals, engine side panels, window seals, heater control valve, front outrigger seals, carburettor modifications as detailed, rear spring, solid steering rack mounts, oil cooler, only connected in the summer for long runs, front indicators mounted to outside edge. ★



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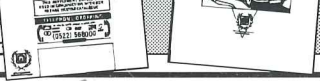
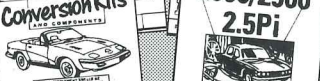
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SPECIAL REPORT

FANCY A SPIN LUV?

PART 2

ROUND BRITAIN IN A WEEKEND

Saturday 8th October

At 00.50 hours having travelled 662 miles we arrived at Corbridge. We had already been advised to exercise extreme quiet as this control and fuel stop was situated in a built up area. Even if we were keen and enthusiastic I don't think the locals would have appreciated 39 cars plus occupants creating merry hell refuelling. Having filled up we had to negotiate a TR that appeared to be reluctant to start in front of us at the pumps. We had obtained our second signature and changed drivers, Vivien getting behind the wheel once more.

Before long we had entered Scotland, so far so good, the car was running well and we both felt reasonably awake, still perhaps feeling the affects of the adrenaline. We had passed a

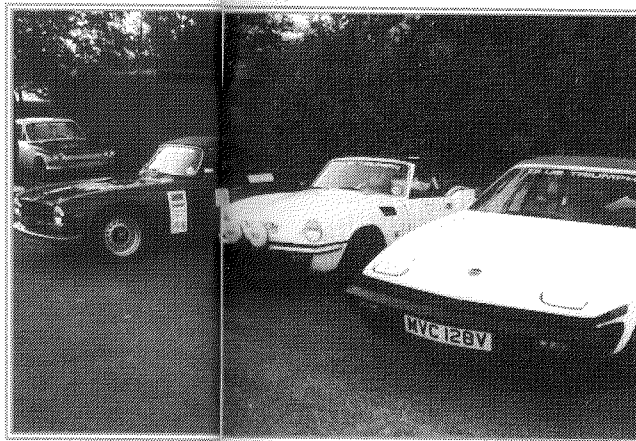
The CB revealed other lost souls, plaintive voices calling out "has anyone found this garage?" Victor, "Oh this is stupid!" Vivien "there's never a policeman about when you want one!", and then our salvation appeared in the form of a milkman.

overtake the cars tended to stay together in convoy up until the next control point some 104 miles further on at Edinburgh airport. The terminal building was almost deserted however, we easily found our way to where everyone was gathered. Staff were on hand to offer drinks and sandwiches. Vivien brought out her purse to pay for drinks but was politely refused as they were free. Is this the reputation we have come to expect from our canny neighbours, whatever it was we found typical of the friendly generous reception we met throughout the run.

Leaving the airport and having changed drivers again we headed up the M9 toward the Forth Road Bridge. The bridge seemed to stretch out for miles in front as we approached the toll booth. The supports for the suspension bridge seemed to tower high above us. The whole thing was illuminated and really made an impressive sight as we drove over it. From here the route was fairly straightforward, involving the M90 up to Perth. Until this point the route had been easy to follow, this was, however, all about to change as we looked for our next petrol stop! We believed all we had to do was leave the motorway for the A912 in order to find the Fair City Filling Station. Before we knew where

we were, we almost ended up disappearing back down the M90 in the wrong direction! Having executed an interesting manoeuvre back down the sliproad, which left Annis who happened to be driving behind us at the time rather bemused, the conversation between driver and navigator to a little interesting like, "which way then? . . . I don't know!!!" We decided to head into Perth, "It's got to be in there somewhere". Driving through the deserted

streets of Perth at 5.10am we were certainly not the only ones who had managed to get lost. The CB revealed other lost souls, plaintive voices calling out "has anyone found this garage?" Victor, "Oh this is stupid!" Vivien "there's never a policeman about when you want one!", and then our salvation appeared in the form of a milkman. Annis asked him directions and much to our relief he provided the answer, actually it wasn't that far away. He seemed to anticipate our question, but this wasn't surprising as he told us we were the umpteenth car to have stopped him.



Cars at start including TR6 sponsored by Practical Classics.

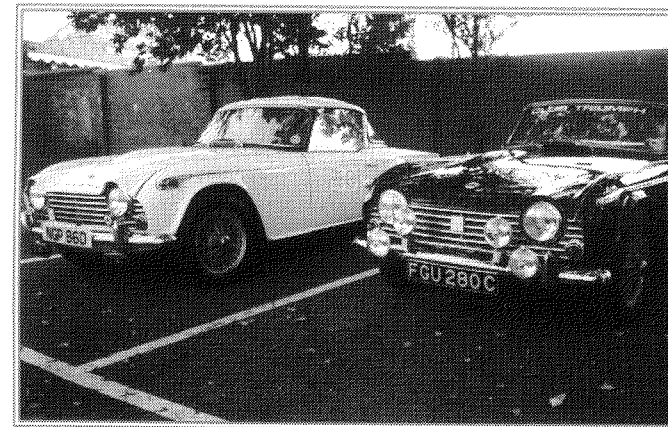
We arrived at the filling station just as the needle hovered above red, whilst producing our flexible friend once more, the look on the face of the girl behind the counter was a picture "Where are all these cars coming from?" she exclaimed, I tried to explain as quickly as possible at which she commented, "You should be in bed!" Yes, I thought, that idea had occurred to me.

Victor's turn behind the wheel again, we got on the road again, this road would take us all the way up to John O'Groats, so the pressure was off so far as navigating was concerned. Tiredness was really starting to set in and as the saying goes it really is darkest before dawn. The first rays of dawn started to break through as we neared Inverness. The colours were really quite beautiful and as the sky started to lighten so did our weariness. At 7.30am it was time to change drivers yet again, the Daviot Wood Picnic site seemed to be the ideal spot to park as it also advertised toilets. Unfortunately the gates to the picnic site were locked as were the toilets, never mind there were plenty of trees and bushes!

As we crossed the Moray Firth we clocked 918 miles. From here onward the drive became more interesting as the A9 twisted and turned along the coast. The scenery was very impressive and we really enjoyed this, that was until we got behind a VW Camper Van. It travelled just fast enough so it was difficult to overtake, but not fast enough to get into overdrive, very frustrating. We were just emerging from Wick as finally our opportunity came to get around that van, in our haste to overtake we failed to realise the garage into which he had turned was indeed the garage we wanted

for our next petrol stop! Never mind, it wasn't a control stop and before long we came across another garage and filled up on what turned out to be some very expensive petrol. At 10.15am and having covered 1040 miles finally we arrived at John O'Groats. For us it was with some relief and excitement that we pulled over for our longest stop so far as we looked forward to the luxury of breakfast and a quick photo call.

By then the time between the cars had opened up and although we arrived before the latest time we were among the last to get there. Parking around the Sea View Hotel was rather limited and by then we had to park on the road. We obtained our signature and enquired how everyone was doing and discovered although we were among the last, there were still other cars to arrive. As we sat down for breakfast you got the strongest sensation you were still on the move, you could feel the vibration of the car's movement and your ears continued to buzz from the sound of the engine. Nevertheless it was blessed respite as we sat enjoying the break and anticipating breakfast.



TRs at the start, Derek Pollock, Club Secretary's on the right.

Looking around as we surveyed the clutter and mayhem of the dining room I think we should have suspected that perhaps all was not as it should have been in terms of organisation. Having already served the crews who had arrived earlier the poor women seemed to be in a state of shock. The lady who desperately tried to serve our breakfast constantly apologised for the delay, for the dirty pots on our table, for the lack of fruit juice, milk etc, etc. We smiled politely but frankly we were so tired I don't think we could have mustered a complaint even if we had wanted to. It was at this point that David Lillywhite and Matthew Howell (crew of a TR6 entered on behalf of Practical Classics magazine) arrived. Annis called over and enquired if everything was alright. David replied that they had just managed to get lost, one of the ladies serving in the dining room was stopped dead in her tracks "What on the A9?" she asked in amazement. As already mentioned the A9 had been the route prior to John O'Groats for quite some distance, even we didn't get lost. This brought a smile to the face of everyone who heard it, as Annis commented I wonder if their little detour would get a mention in their report?

Having finished breakfast it was back to the cars, oil and water levels were checked, Peter topped Eric up once more and mentioned that what had been an intermittent fault had now become a permanent one and Eric was suffering from a distinct lack of overdrive. Back in our cars we drove down to the last house and took the obligatory photographs to record our visit, having allowed ourselves the luxury of too long a stay, at 11.30am it was back to business as we headed West along the A836.



John Kipping's Herald.

We drove along the coast as far as Bettyhill when the route turned left down Strathnairn. So far the weather had been kind, we had just driven through a few very light showers but now we were blessed with blue skies and were about to enjoy one of the most beautiful stretches of the run. Clearly a number of cars had taken the short cut to Dingwall, but not all and by now we had caught some of the other cars up. Driving by Loch Naver the scenery seemed to get better and better, the frustrating part was that you just didn't have time to stop and take as many photographs as you would like.

The road was narrow and you really had to keep your wits about you but this was sheer motoring joy, we all must have had smiles from ear to ear. Continuing south we passed the foot of Lock Shin, and driving alongside the Cromarty Firth we arrived at Dingwall. There it was time to refuel, get our signature and have a hot drink. Peter commented without overdrive Eric's thirst for oil had increased even more, therefore, he suggested taking the shorter route to Stirling and using the time saved to try to rectify the fault. Vivien suggested that we try to sort the problems out now, using the light and try to make up the time on later stages. So Peter handicapped by Victor removed the gearbox cover and removed the solenoid, it was contaminated with oil and the electrical contacts looked as if they had seen better days. However, cleaned and refitted it at least appeared to make some attempt to operate, therefore, it was back on with the gearbox cover and back on our way again. Since we weren't delayed too much we decided to stick to the original route and once again headed south, this time in the direction of Loch Ness. The beauty of the scenery made both of us promise ourselves we would return for a holiday when we can go over the area at a more leisurely pace. Once beyond Loch Ness we headed towards Fort William and then into the Grampian Mountains, by now the light was beginning to fade and with slopes either side of us it made for a very imposing and somewhat threatening backdrop.

From here it seemed to take an age before we came to anything that resembled civilisation, after a short stretch of motorway we arrived at Junction 9 of the M9 and it was here we suffered our only misfortune. Pulling off the road into Morrison's garage our fifth control stop the car suddenly began to pull to the nearside. Having stopped alongside the petrol pumps our suspicions were confirmed and the near side front tyre was flat! Nevertheless with the help of Peter and someone in one of the larger Triumph saloons the wheel was changed in a matter of minutes, it was like the pits at a Grand Prix. Peter informed us despite his earlier attempts Eric was still minus overdrive and would have to get round the best they could without the benefits of overdrive.

We were made very welcome with hot pies and drinks and perhaps such was the welcome that we stayed longer than we should and at 9.20am we set off about ten minutes later than the latest time of departure. We weren't too concerned though ahead of us was the fastest part of the route consisting mainly of motorway, so we could make up the time as we headed south bypassing Glasgow to Gretna Green and England. Ahead of us there was a little matter of the M6 and M5, the night was clear and the road wasn't too busy. As Sunday morning drew ever closer we settled in for what looked as if it was going to be the most tedious part of the journey. Obviously at a time when driver fatigue is going to be a real problem it is precisely the time when you have to keep most alert even if you do feel like an extra on the set of 'Night of the Living Dead'.

Sunday 9th October

We got onto the M6 where it ends at Carlisle (junction 44) and we were to stay on it to junction 8, some 200 miles further south. There was little to mention about most of the M6 except the difficulty of staying awake. As the next control point was way down the M5 we stopped at Knutsford Services on the M6 just south of Manchester for petrol, to change drivers and to answer calls of nature. In the ladies toilets this was to the accompaniment of some drunken women singing, and apparently there were some odd looking characters in the gents also. You certainly do see life in the raw at a motorway service station at 2.00 am on a Sunday.



Arrival at John O'Groats.

Vivien at the helm we rejoined the M6 and continued the laborious drive our progress being hindered somewhat by numerous roadworks with 50mph speed limits. When your eyes are tired, driving in a single lane with an army of cones on either side is very hypnotic. After the services progress was also hindered by fog which also doesn't help when you're tired and driving on a motorway.

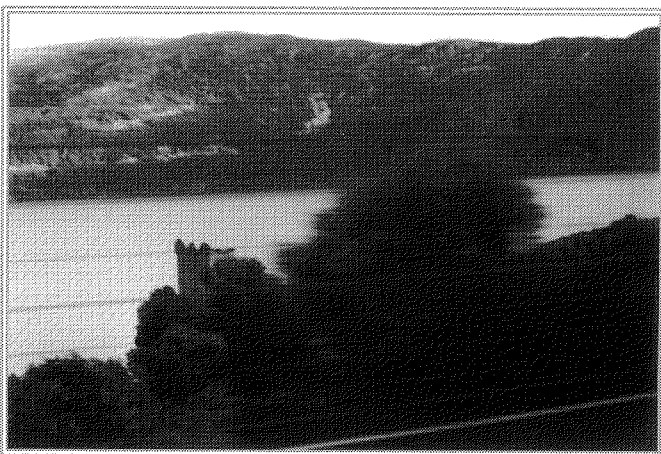
At last after counting down the junction numbers, junction 8 arrived and we joined the M5 just north west of Birmingham. As motorways go the M5 differs very little from the M6 and the driving was just as boring and the fog had not lifted, in fact if anything it seemed worse, or was it my eyes? There was a sign saying Services 1 Mile and 26 Miles, ah yes, we can manage to the 26 mile one and did, only just! I have never heard of Michael Wood Services but I am glad they were there. Although it was less than 20 miles from the next control stop, my eyelids were refusing to obey my commands to stay open, so a change of drivers was required, then at last at 4.40am we pulled into Gordano Services to obtain yet another signature. This was a welcome sight as that was the longest stretch between signature stops and we were now down as far as Bristol.

After a 20 minute stop Victor continued to drive with instructions to stay on the M5 till it ends and becomes the A38 and to wake Vivien then as he may need help with directions, while she got some much needed sleep. Some time later Victor woke Vivien asking "which way do we go on the A38?" We were heading down a slip road to a roundabout but none of the places signposted seemed to be

what we wanted. Vivien tried to shake herself awake and make some sense of the road book, map and signposts. As we went round the roundabout for the second time the only suggestion was to head back to the M5 and see what happened if we went straight on. We went up the slip road and back on to the motorway and low and behold, we had gone off at Junction 23, not 31 which is where it ends. Another glance at the map confirmed that at Junction 23 the M5 does intersect with the A38 just to confuse people who have hardly slept for two nights. Vivien reclined the seat once more to be roused when we got to Junction 31, the real end of the motorway, where there was another change of driver and we continued our way along the A38. By now it was getting light and fog never seems as bad in daylight so the driving was somewhat easier and being 'A' roads at least there were roundabouts at junctions to keep your attention. Just after Plymouth we crossed the Tamar Bridge and then passed under the tunnel.

As the morning wore on the sun gradually cleared the fog and it was a lovely morning to herald our arrival at Land's End. As we hurried towards the second major point of the run it was obvious we were not going to get there for the latest suggested arrival time. Peter came on the CB and asked how long it would take us to get there. With some idea of what time we would arrive he used his borrowed portable phone to advise the officials at Land's End that we would be 30 minutes late, however, as we pulled into the car park we were only 10 minutes behind schedule.

The breakfast at the hotel seemed much more organised than at John O'Groats and



Driving past Loch Ness.

although they had to cook our bacon and eggs it was ready by the time we had finished our cereal and orange juice. We enjoyed a leisurely breakfast with a view of the sea and the end of England. As usual we spent a little longer there than we ought and after the obligatory photos we prepared to leave. We decided as it was so nice a day we would travel top down. We were just taking down Mabel's hood when a car pulled into the car park. It was one of the larger engined Triumphs and we heard them saying to Peter, that they had stopped for a short sleep while the fog cleared and awoke, I think he said some 4 hours later. Prior to this they must have been well ahead of time, now they were well and truly behind. As we drove away from Land's End it was half an hour after the latest departure so we weren't too far behind.

The journey back started with the A30 but then we left it for the A39 which took us around Bodmin Moor and then we rejoined the A30. There were some lovely views of the Cornish countryside and coastline but as with Scotland we just didn't have time to stop and take any more photos.

At Sourton we had a control and food stop at the Bearslake Restaurant where we had a Chipwich (sandwich and chips) and the official signatory was Brian

Culcheth the former rally driver. As we still had time to make up as soon as we had finished eating we continued along the A30 to the A303 and then some 90 miles further on we joined the M3. The weather was kind to us, the driving was enjoyable and the tiredness seemed to recede as we neared the final control point. We arrived there a few minutes before the latest time of arrival and got out to stretch our legs for 10 minutes before continuing along the M3 to the M25.

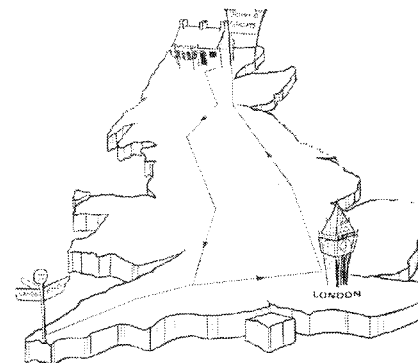
We had been warned that there may well be delays here which isn't surprising bearing in mind the reputation of the M25. In the event, though very busy we managed to negotiate the 38 miles without any problems. Finally with the end in sight the realisation began to

dawn on us that we were going to do it. All along the run I don't think we were able to comprehend finishing, the whole thing is a massive undertaking. The most we could do was take each stop at a time, each control stop, each petrol stop, thinking so far, so good. But now we had just about done it. It was beginning to become dusk once more, we still had the top down and it was starting to get decidedly chilly but at least this helped keep us awake.

Having left the M25 we had just over 4 miles to do before with tremendous satisfaction and not a small amount of relief we pulled into the car park once more at the Plough. Amid all the general chatter of people exchanging their stories, enquiring who had made it and who hadn't we proudly presented our road book for the final signature. Despite our fatigue it is amazing how



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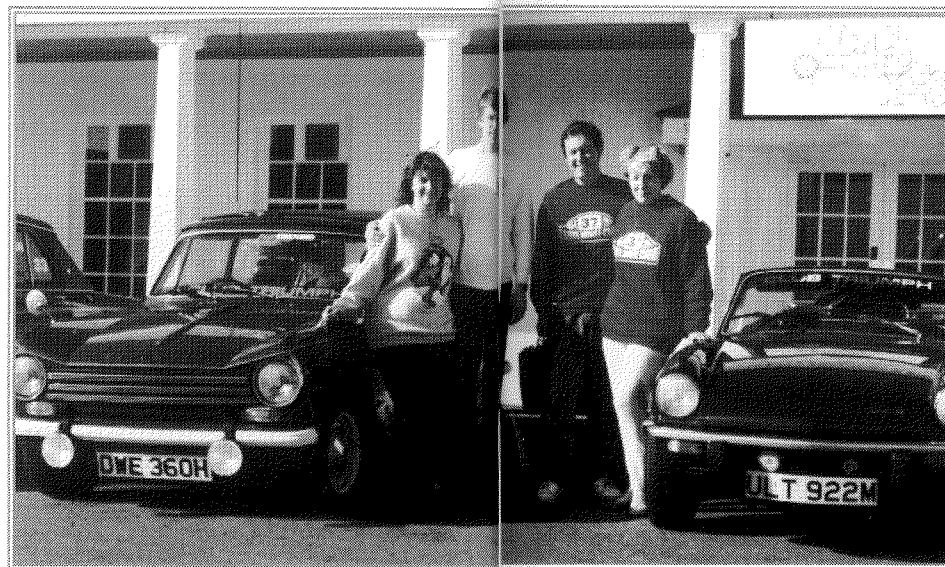
you pick up helped by the excitement of having finished. We decided to get something to eat before we set off back home, the last thing we wanted to do when we arrived home was to have to get anything ready. Compared to what we had done, the 170 miles home would seem to be just a short trip down the road. Even so driving once more at night after two days of little if any sleep, it seemed to take forever. To say you are tired has to be the understatement of the year. We parted company with Annis and Peter as they turned off on the A57 and we continued on the A1.

At very long last we arrived home at about 11.30pm and having tucked Mabel up in the garage, not surprisingly, it was simply a matter of undressing and bed, wonderful bed and sleep. With the noise and vibration of the journey ringing in our ears, we drifted off into one of the best nights sleep we have had in a long time.

Although the run was tiring, no shattering, we thoroughly enjoyed it and feel a great pride at having completed it and in the knowledge that our car at 21 years of age is capable of such a run. We have to congratulate the organisers and marshals who did a splendid job and all the other participants. As well as us gaining experience from having taken part a very worthy charity has also benefited.

In all we covered 2230 miles from home to home, used 49.4 gallons of petrol and Mabel managed a very creditable 45 mpg. We also raised about £300 for Leukemia Research.

Would we do it again? Yes, but not for another two years!! ★



Arrival at Land's End.

T.D.FITCHETT

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Full white rubber bumper set	£70.00
Brake pads (early)	£7.50 set
Brake caliper repair kit (511034)	£5.50
Front wing D plate 70327/8	£6.50 each
Boot hinges	£18.00 per pair
1200 front wing L/H, R/H 805826/7	£69.00
13/60 front wing inc. rear strip 713267/8	£53.00 each
Vitesse front wings inc. rear strip	£65.00 each
Herald/Vitesse door skins 901338/9	£29.50 each
Complete door ass. 902256/7	£150.00
948 Herald/Vitesse rear centre valance	£29.50 each
1200/13/60 rear centre valance	£32.50 each
* Sills 803070/803071	£12.50
Comp. grille ass. comp. with badge 807508	£64.50 each
Herald 13/60 front panel 812140	£35.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carb. (Solex) front	£29.50
Bonnet catch (chrome) 607663	£20.50 each
Bonnet Corner Moulding 70616/2	£16.00 pair
* Tread plates	£5.00 each
Rear overriders 703708/9	£29.50 each
Set of 8 front suspension bushes 119451	£9.00 set
Inlet manifold bonjo bolt 145155	£3.00 each
Rad. grille 948/1200 703801	£17.50 each
Fuel gauge Vitesse 2L Mkl 135700	£17.50
Petrol tank sender 13/60 est. 127814	£14.50
R/H engine bay valance 1200, 13/60 903155	£15.50
Upper rear wing (saloon) 902318/9	£45.00
Upper rear wing (chrome) 804432	£63.00
Inner sealed beam light unit GLU105	£55.00 pair
Handbrake front cable 121766	£2.50
Brake master cylinder (Vitesse) GMC209	£40.00
Rear quarter valance Herald/Vitesse (original)	£17.50 each
* Hoods orig. ICI flame retardant	£130.00 each
* Hoods vinyl inc. zip out rear window	£85.00 each
Vitesse 2L Mkl head/dip/flash switch 147278	£17.50 each
Door hinges 607824	£15.00 each
Door to glass weather strip	£5.00 each
Inner front wheel arch, left hand/right 903 075/6	£25.00 each
Set 4 spark plugs, 1200 and 12/50	£2.50 set

SPIRE MKI & II & III

Overdrive propshaft 210985/218952	£64.50 each
Front shock absorbers GSA265	£17.50 each
N/side, O/side front wings 90716/5, 903088/9	£35.00 each
Rear valance lamp panel 569900	£35.00 each
Battery box 806707	£9.00
* Rear lamp assy. 208532/217025	£27.50
Brake caliper 210988/210987	£53.00 each
Windscreen wiper motor 513961	£64.50
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
* Vinyl hood MkIII inc. zip window	£85.00
* Hood MkIII orig. ICI flame retardant inc. zip window	£130.00
Spirit MKIII boot lid steel 575787	£125.00
Front competition road springs 209033	£25.00 each

SPIRE MKIV & 1500

Stainless steel tread plate finisher, Triumph logo	£12.50 pair
Transverse rear suspension spring 159540	£55.00
Wheel arch to bulk head (613666)	£17.50 each
Front susp. vertical link & trunnion ass.	£56.00
* Bonnet hinge (chrome) RKC362/3	£23.50 each
Spirit rear lamp panel 716182	£60.00
Stainless steel oversill kit	£39.00 kit
Handbrake cable end fork 104749	£1.25 each
Early/late rear drive shaft	£47.00 each
Caliper repair kit inc. piston	£14.68
Wscreen rubber chrome insert 917248/9	£32.50 per set
Seat covering set, black cloth houndstooth, material	£95.00
complete car set	£59.00
Wishbone bushes 119451	£9.00 set
Brake master cylinder	£35.00 each
Brake caliper offside/nearside 159130/1	£53.00 each
Dash top cover 815281	£25.00
Rear valance 908970	£19.50 each
Nearside/Offside sill 903097/8	£25.00 each
* Sill reinforcement panel L/R hand 806634/5	£4.50 each
Inner sill L/R hand 806638/9	£8.00 each
H/lamp support panel L/R hand	£17.50 each
Bonnet hinge tube L/R hand 91107/8	£17.50 each
Rear inner/inner w/arch L/R hand 725563/4	£35.00
Front quart val o/side & n/side 815391/2	£45.00 each
Seat recovering set, Brown cloth houndstooth material,	

complete car set	£65.00 set
Knee pad L/R hand 719391/719401	£6.00 each
Steering joint 142140/FAM1748	£14.50 each
Lucas distributor	£76.50 each
Heater valve 724021	£26.50 each
Rear lamps 216932/216933 TKC941/TKC940	£29.50 each
Front and rear side marker lamps	£11.75 pair
Front shock absorbers GSA364	£23.50 each
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Late type water pump (viscous) UKC774	£23.50 each
U/hand & R/hand doors 917569/917570	£205.50 each
Speedometer 218815	£41.00
* Brake disc 208715	£13.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£29.50
Front wheel arch inner L/hand & r/hand 909797/8	£29.50 each
Front wheel arch outer L/hand & r/hand 909351/2	£25.00 each
* Steel boot lid 911327	£130.00 each
Front wings 909663/4	£23.00 each
* Door skins	£19.50 each
* Sill end plate (front) 706422/3	£3.50
* Rear wing rear repair panel	£9.50 each
* Rear wing front repair panel	£7.50 each
* 'A' post lower panel L/hand & r/hand 706288/9	£9.00 each
Half floor L/hand & r/hand	£40.00
* Front footwell L/hand & r/hand YKC2837/8	£41.00 each
Window regulator L/H 911272/2	£29.50 each
Hard top rear screen seal 911040	£25.00 each
* Carpet set	£55.00
* Hoods original ICI flame retardant inc. zip window	£130.00
* Hoods vinyl inc. zip window	£85.00
Suspension top ball joint GSJ155	£10.50
* Front suspension bearing kit	£11.75
* Rear wheel bearing kit	£12.50
Clutch release bearing carrier assy. 213032	£20.00 each
Window reg. glaz. channel L/h & r/h 7067789/90	£19.50 each
* Rear outer wheel arch 909661/2	£23.50
Camshaft RKC 3305	£35.00 each
Door hinges 607824	£15 each
Distributor cap GD136	£3.50

G16

Petrol tank cover board Mkl & II 710703	£14.50
Dash veneer assy Mkl & II LHD 714421	£76.50
Boot floor carpet Mkl & II 810841	£17.50
Driver's sun visor MkIII 815384	£8.50
Main carpet early MkIII new tan 819813	£29.50
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Main carpet MkIII black 822631	£29.50
Rear quarter light seal L/H black MkIII 820611	£6.00
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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* Front side/flasher lamp assy. 155416	£20.50
Occasional rear seat conversion kit, black 577443	£150.00
R/hand front overrider G16 Mkl 710717	£25.00 each
* Rotoflex coil spring 152273	£22.75
Steering lock 216449/UKC2719	£29.50 each
Front shock absorbers	£20.50 each
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Camshaft 308778, MkII and early MkIII	£117.50
Quarter light seal front L/H 574098	£5.00
Clutch pedal and box assy. 217431	£14.50
Speedometer MkIII 218819	£53.00
Courtesy light switch 627745	£17.50
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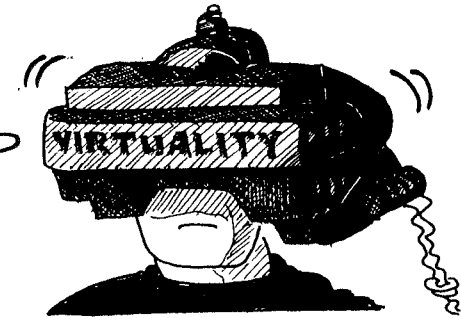
FITCH0195 D22

Tommy the Triumph

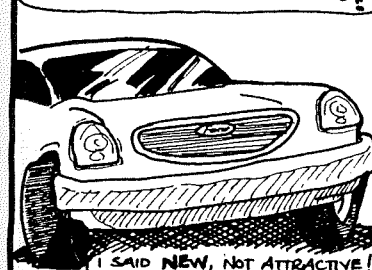
NOW - THE VIRTUAL
REALITY GARAGE IS
ALMOST HERE - LOOK!



SOON, YOU'LL BE ABLE TO PUT ON
THE VIRTUAL REALITY HEADSET IN
YOUR LOCAL DEALERSHIP....



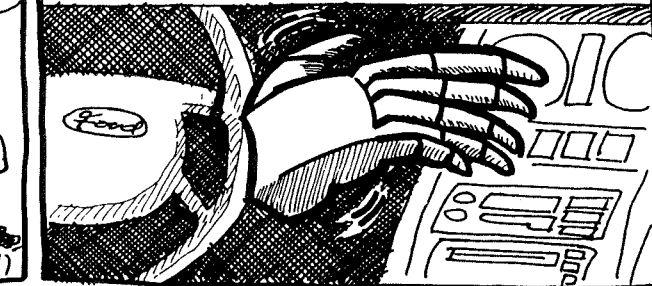
... AND SEE BRAND NEW
"VIRTUAL" DESIGNS !!



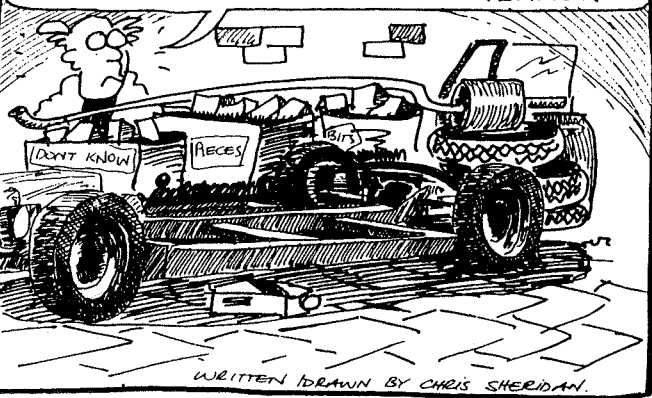
PAH! OF COURSE, THIS
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IS NOTHING NEW TO
CLUB MEMBERS.....



LOOK AROUND, AND "VIRTUALLY"
USE THE GADGETS AND WIDGETS !!



... I'VE HAD A "VIRTUAL" TRIUMPH
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WRITTEN/DRAWN BY CHRIS SHERIDAN.

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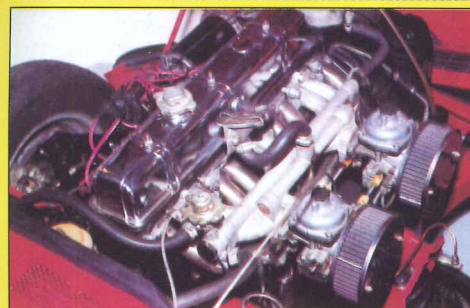
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