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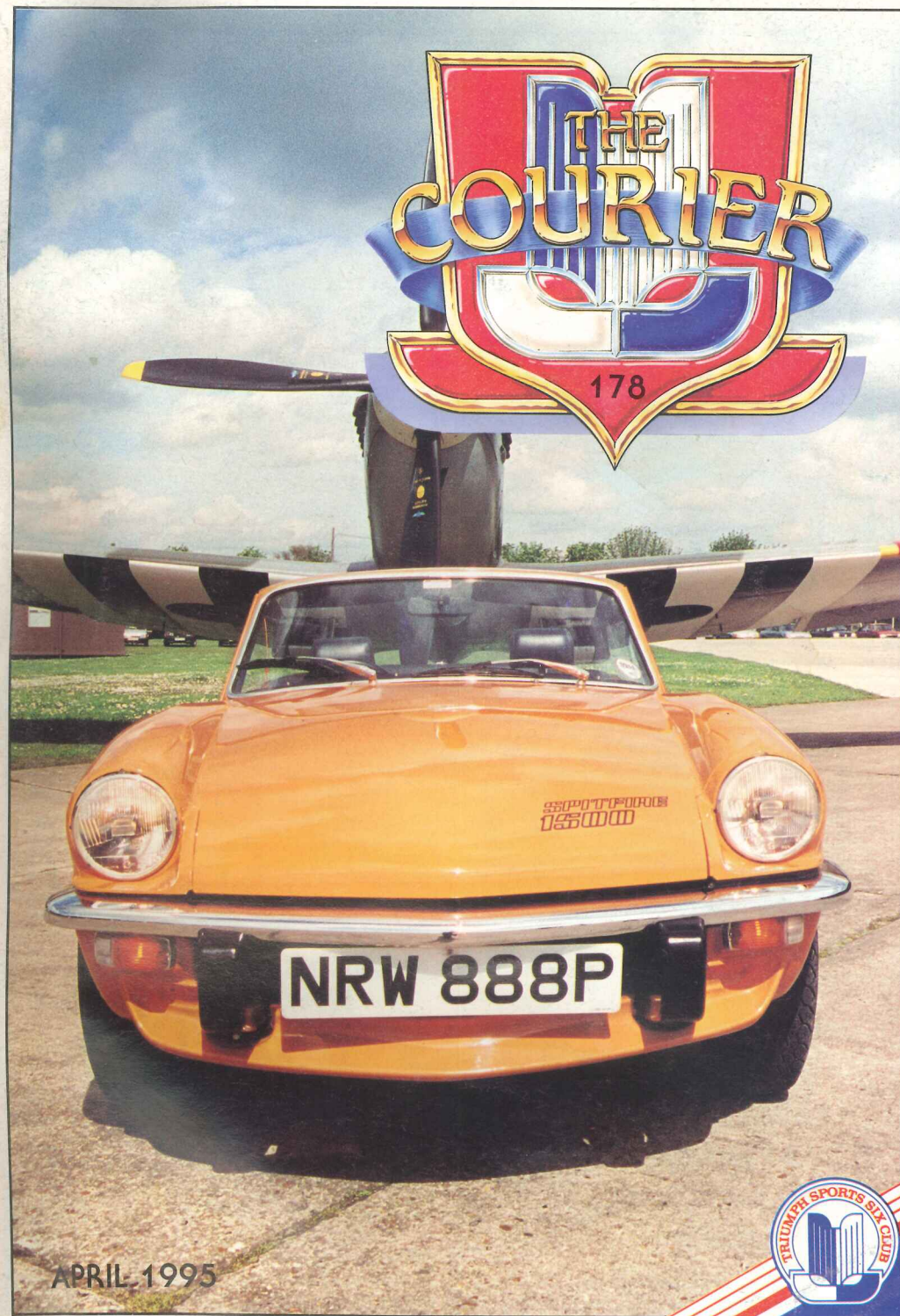
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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 15. No.178. April 1995.
Price £1.50 Free to Club Members.

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9am - 5pm Monday to Friday
9.00am - 1.00pm Saturday

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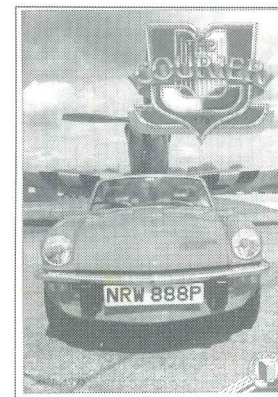
Peter Williams
10 Chesham Rise, Cherry Lodge,
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TEL: 01604 405416.

COUNCIL MEMBERS 1995

Chris Mills, 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,
Brace of Spitfires
Photo Chris Mills
See Centre Spread.

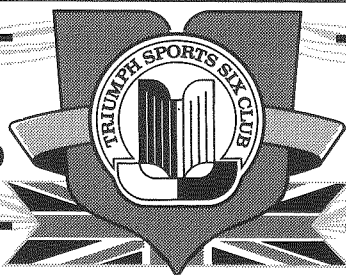
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Plus Area News Review/ Classified Newspaper.

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, Wroxol, 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, Pooley Bridge, Ullswater, Cumbria. Contact Shirley McKeown 01946 832 080.

SUN 25 th DERWENT VALLEY PEAK RUN & CONCOURS, Contact Anthony Richardson 01332 367215

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, Sheffield 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.

SUN 10th WAC (WORCESTER AREA CONCOURS) Avoncroft Museum, Contact Ian Manderson 01452 619622

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

APRIL

SAT/SUN 22/23rd HAYNES PUBLISHING FACMSA 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.

SUN 14th LANARKSHIRE CLASSIC RALLY Lanarkshire, Contact Graham Couser 01620 892 712

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

SAT/THURS 20-25th MERLIN CLASSIC TOUR OF BRITANNY

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.

SAT/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 29 th 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 17/18 th LE MANS 24 HOUR RACE Camping Weekend Available.

SUN 18th MERLIN CLASSIC RUN, Birmingham to Weston Super Mare.

SUNDAY 25 th 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.

SAT/SUN 29-30th COYS HISTORIC FESTIVAL, Silverstone Circuit. Members Offer 2 for 1 ticket price. Contact 01327 857273

AUGUST

SAT/SUN 5/6th NORTH NORFOLK CLASSIC & VINTAGE CAR & TRANSPORT RALLY, Felbrigg 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 KNEBORTH '95, Knebworth Park, Stevenage, Herts.

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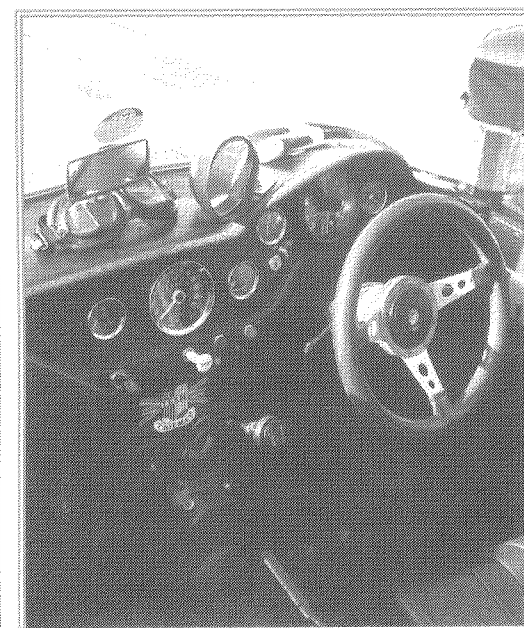
SAT/SUN 27/28th KNEBORTH '95, Knebworth Park, Stevenage, Herts.

"COMMENT"

Bill Sunderland

BALANCE & FEEL

Having always been a six cylinder man, the Quasi Spitfire experience has completely changed my perception of driving. I now regard the four cylinder engine in a totally different light, one where balance and feel make driving a Spitfire extremely good fun.



Granted many many modifications have taken place on Quasi, nevertheless it's great to drive, having driven to the tremendously successful Triumph Spares Day in February and around the Leicestershire countryside. Many new modifications are now being added to Quasi, some of these will, when proven, be added to the TSSC Offers portfolio of after market products. Yes I am still a six cylinder man (as well) at heart and after the programme 'The Car's the Star', seeing Quentin blast along in a Mk1 Vitesse convertible (my first club car) made me unpack from its winter hibernation, my 1971 Vitesse MkII convertible. The Sunday following that impressive programme (leaving to one side the totally unnecessary treatment of the Herald's rear suspension) I blasted my way round the back roads in the Vitesse with that unmistakable six cylinder sound.

The best part about owning club cars is their passion for being driven. As they say, Triumphs were built to be driven, perhaps that's why the TSSC is so popular..

I cannot not comment on the International Triumph Show in February. Our stand was packed from start to finish, it was an enthusiast's show and we enjoyed it and so by all accounts did all who travelled to Stoneleigh. The hall and outside area were crammed with Triumph parts and the various club's which were also present.

It only goes to show that when Triumph has the room to excel it does, and let's hope this is the omen for 1995. The club has it's most comprehensive calendar of events ever published, get out there and have some fun.





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GROVEL!...

Due to a typesetting error in last months Courier the 3 piece sill kit price for **BOTH** sides from Six Spares should have been **£63.45** and not as shown. This was purely our fault and not Six Spares. Apologies to anyone misled by this **** up! and especially to Bill and Jo at Six Spares who must be fed up explaining this error to disbelieving customers. Apologies to all as obviously it is never our or Six Spares intention to mis-represent their excellent service. *Bernard. Ed.*

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SPITFIRE MKI, II, III

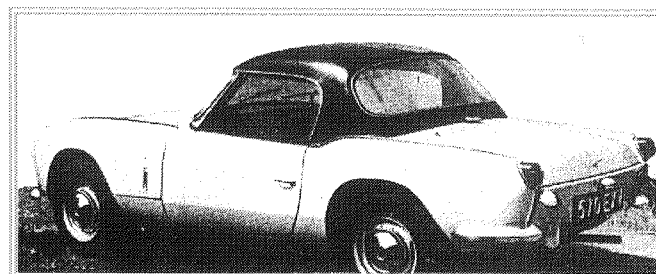
The hard top is manufactured in glass fibre to the works pattern as the enclosed photograph shows. They offer a choice of gloss exterior finish in either black or white. The gloss model can be sprayed providing it is thoroughly rubbed down first. The interior is finished in brush nylon. All hard tops are supplied fully assembled with weather sealing and a full fitting kit.

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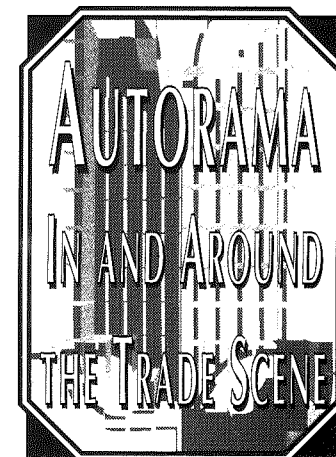


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BERNARD ROBINSON



RAIN - X

I have read various correspondence in the Courier about Rain-X with interest.

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With regards to Colin Blackburn's comments in the February 1995 Courier, the 'milky/opaque film' he refers to is down to one of two things:-

1. A contaminated screen when Rain-X was applied.
2. Over-application of the product.

It is essential that the glass is clean before application of the product and it should be used sparingly.

In conclusion, the product is widely used by police forces and other authorities and applied correctly is a valuable aid to road safety.

Ron Goodwin
Managing Director

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TOW THE LINE

This month a subject which I have been asked to repeat. It is quite relevant to a car club and concerns the towing of broken down cars.

Many of us think we know the law on this, but how many of us really do? It is not difficult fortunately and is quite common sense. Most of us who have towed will by common sense, have complied with the law without knowing it.

Firstly, the number of trailers, if any, which may be drawn by a motor vehicle on a highway shall not exceed - in the case of a motor car or heavy motor car one. (Section 30 Road Vehicles (Construction and Use) Regulations 1986).

Under Section 83 a motor vehicle or a heavy motor vehicle may draw two trailers on a road where one of the trailers being drawn is a towing implement and the other is a suspended vehicle, part of which is secured to and either rests on, or is suspended from, the towing implement.

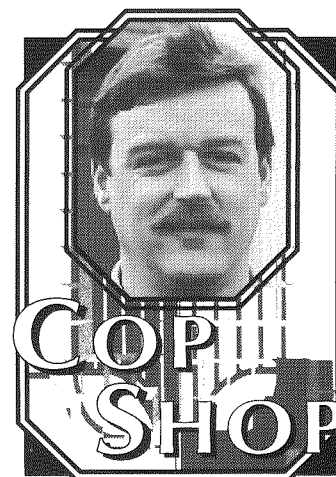
Towing implement means any device on wheels designed for the purpose of enabling a motor vehicle to draw another motor vehicle by the attachment of that

device to the other vehicle in such a manner that part of that vehicle is secured to and either rests on or is suspended from the device and some but not all of the wheels on which that other vehicle normally runs are raised off the ground. In short, a car ambulance of spectacle trailer. It seems a long winded way of saying you can use a car ambulance.

Where a motor vehicle is drawing a trailer solely by means of a rope of chain, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle to which it is so attached cannot exceed 4.5 metres. Where a motor vehicle is drawing a trailer, and the distance between the nearest points of any trailer so drawn and the vehicle to which it is attached exceeds 1.5 metres, steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of the vehicle.

For the purposes of this regulation, determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and any fitting designed for use in connection with any such part shall be disregarded.

Under Case Law as stated in the case of Regina v MacDonagh (1974), the person steering the towed vehicle requires a driving licence. The vehicle will also require insurance and an MOT Test Certificate. The towed vehicle



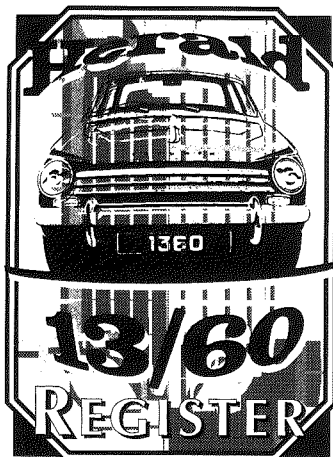
should use its own lights and indicators in the normal fashion and neither vehicle should use their hazard lights when moving. The towed vehicle should also display the registration number of the towing vehicle on its rear and a sign depicting 'on tow'.

A broken down motor vehicle remains a motor vehicle unless the cost of economic repair is greater than the value of the vehicle, in which case it will either become a trailer of just a vehicle (a trailer when towed).

So there you have it! Simple isn't it? Well, you did ask.

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



I trust you ALL saw the Herald edition of 'The Car's the Star' on 24th February. Corporal punishment for those who missed it and don't have a good alibi.



I will admit to being very pleased with the way it turned out and my scepticism was totally unfounded.

In fact, I got a very strong impression that young Quentin may even like Heralds, aside from the well known shortcomings of the rear suspension which he seemed to demonstrate with some relish. But then I don't suppose many of us are exactly over the moon about that particular feature - why didn't they fit a swing-spring to the 13/60? Anyway, I would like to compliment the 'Top Gear' team on what, in my view, was a very good programme.

This month's exhibit is a conifer and white saloon belonging to Ian Hartley of Stockport. Ian wrote to me to ask a variety of questions on tyres, carpets and so on which I hope I have answered to his satisfaction, but he also gave me a bit of the car's history. Until a couple of years ago it belonged to a certain Beatrice Wharton of Barrow in Furness who covered a magnificent 36,000 miles over 24 years. When she died it came south to her niece who ultimately sold it to Ian after a couple of years of very occasional use. The eagle eyed among you will spot why it has

always been affectionately known as George (no, there are no prizes for that) and overall the car is in very good shape. Ian hopes to give George some new carpets and tidy up some of the paintwork particularly around the sills. There is also a large amount of rust-proofing goo splattered all over the chassis and inside the bonnet which has undoubtedly contributed to its present condition, but Ian hopes that the bonnet, at least, can be tidied up to look respectable. Hopefully, George will be seen on the Derbyshire run, at the Oulton and Tatton Park events and, most importantly, at Stafford International this year. I shall be looking out for it (I would say 'him', but Trevor Collett would never approve).

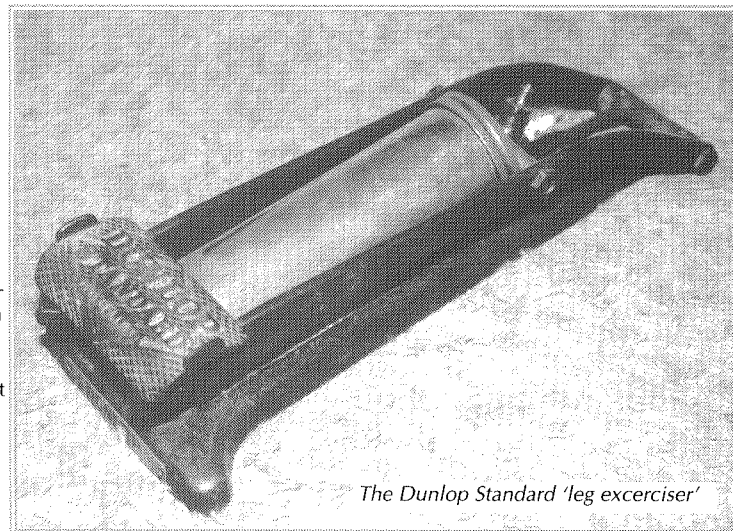
Now for a question which is not 13/60 related, but some of you may know the answer. I have recently acquired a couple of rather old tyre foot pumps. One is a Dunlop Standard which is very large and heavy, about 15 inches long with a 8.25 by 2.5 inch copper plated brass cylinder (see photo). The other, smaller, unit is called a 'Kismet', made by Turner and Brolton of Sheffield.

It has a 5 by 2.25 inch brass cylinder which appears to have originally been painted dark green and rather curiously, the hose connection comes out of the right hand side at the foot end of the pump. Both pumps have very sturdy steel frames which would stand up to many years of hard pumping - imagine the size of your leg mus-

cles!! The question is: how old are these items and do they have any value? I would be very grateful for any information, please.

Finally, on a personal note, I would like to hark back to the first programme in 'The Car's the Star' which was about the ubiquitous Land Rover. A very strange feeling came over me (don't jump to wrong conclusions yet!!) while I was watching the motoring writer, James Taylor. I was somehow convinced that I knew him from primary school in Catford all of 33 years previously, but he no longer wears short trousers and a school cap which made positive identification difficult. Anyway, I managed to contact him via the good offices of Practical Classics and my suspicion

was correct. I find it quite amazing that we still have similar interests, as we did all those years ago, and we are both moving in the same circles (although sometimes I think I'm spiralling inwards out of control). James wrote the Triumph Stag book in the Super Profiles series and, I understand, is now preparing another tome about Triumph cars. Perhaps more of that once we have had a proper reunion, not just a sentimental chat on the phone. ★



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CANCELLED DUE TO LACK OF INTEREST!

INTERNATIONAL WEEKEND

Right, that's got your attention, now calm down, stop hyper-ventilating and read on.

Following my article in the January Courier, I had an under-whelming response for comments on how the event should be run this year. As a result, the competition will be changed broadly in line with the suggestions that I made in the earlier magazine.

ENTRY TIMES

Cars to be in the Main Hall by 9.30. Judging will begin at 10.00. No entries accepted after judging starts. Guest class entries will be taken up to 13.00 when judging of this class will begin. The Unrestored,

Paintwork, Interior and Engine bay classes will not be judged until 12.00, cars should still be present in the Main Hall by 9.30.

MEMBERSHIP

International Concours will be open to current members of the Triumph Sports Six Club only. The only exceptions will be the Guest Class and overseas members who are current members of an overseas Triumph Club. Anyone wishing to enter who cannot prove their membership of the TSSC by production of a current membership card, will be required to pay an administration fee of £15 or may enter the guest class.

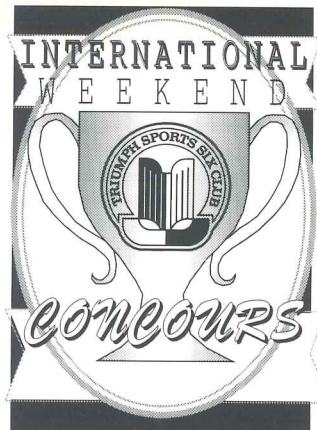


JUDGING ORDER

In order to produce a fair and acceptable method of deciding the order in which cars are judged, all entries will be invited to draw a numbered chip in the range 1 to 20. Before judging starts, the relevant numbers drawn for each class will be posted on a notice board, and cars will be judged in ascending numerical order.

MASTER CLASS WINNERS

The winner of the Master Class will be excluded from the



competition for a period of 2 years after their Masters win. During this period, they will be invited to attend and display their car for the benefit of other competitors and will receive free admission to the event.

JUDGES WANTED

Would anyone who would like to judge at the event this year, please contact me so that I can start to plan numbers. This applies equally to anyone who has never done any judging for me before and those regular members of the team. (Mac, I'll assume you're doing Vitesse unless you tell me otherwise!). In particular, any past

entrants, who may not be entering this year and would relish the opportunity to take your revenge.

ORGANISER REQUIRED

This will probably be my last year organising this competition (Hooray, you all cry!). If you fancy taking over, this year would be a good chance to do so, whilst I am still around.

You have until the end of the month (April) to comment on these suggestions, otherwise this is how it's going to happen. ★



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Outtrigger, centre, Herald/Vitesse, each	£12.00
Outtrigger, rear, Herald/Vitesse, each	£14.00
Outtrigger, rear, rotoflex, Vitesse, each	£15.00
Side rail, Herald/Vitesse	£13.00
Outtrigger, boot, Herald/Vitesse	£15.00
Rear wing, Herald/Vitesse, L/H	£65.00
Rear wing, Herald/Vitesse, R/H	£65.00
Rear quarter valances, each	£18.00
Rear valance, Herald	£39.00
Herald/Vitesse sills	£15.00
Bonnet D plate, Herald/Vitesse	£9.00

RUBBER SEALS, HERALD/VITESSE

Quarter light seal, pair	£32.00
Rear screen seal, Herald/Vitesse	£17.00
Windscreen seal	£17.00
Gear lever gaitor, Herald/Vitesse	£7.00
Handbrake rubber gaitor	£7.50
Petrol tank filler neck seal	£4.50
Header rail, convertible	£7.50

MOUNTS AND BUSHES

Engine mounts, 4 cylinder	£4.50
Engine mounts, 6 cylinder	£6.50
Overdrive gearbox mount	£15.00
Non overdrive gearbox mount	£2.00
Steering column bush (not 1500)	£4.95
Bump stops (roto suspension)	£4.95
Wishbone bushes	£1.00
Rear spring eye bushes	£4.00
Shock absorber bush rear	£0.65

CLUTCHES & MISCELLANEOUS

Spitfire III/Herald 13/60	£41.00
Spitfire IV	£41.00
Spitfire 1500	£43.00
Vitesse/GT6	£47.00
Spitfire I/948 Herald	£59.00
Alloy rocker cover 4 cylinder	£42.00
Alloy rocker cover 6 cylinder	£56.00
Halogen headlight conversion	£32.00
Bonnet locks pair	£12.00

INTERIOR TRIM, HERALD/VITESSE

Headlining, saloon	£45.00
Aluminium strip carpet retainer	£3.50
Tread plate aluminium	£7.50
Front scuttle with pocket	£17.00
Front scuttle plain	£9.50
Pair Herald door trims	£44.00
Pair Vitesse door trims	£48.00
Seat covering kit, Herald/Vitesse	£120.00
Moulded carpet set, Herald/Vitesse	£110.00

SUSPENSION/STEERING

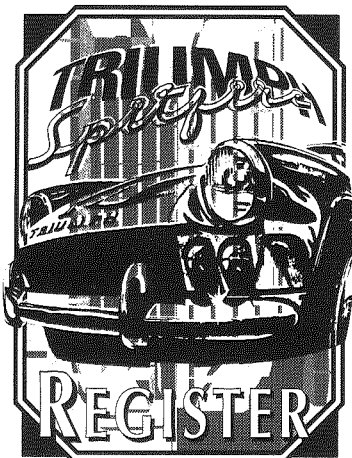
B.S.R.E. steering rack (exchange)	£32.00
STANPART trunnion	£13.00
STANPART trunnion	£13.00
Top oil seal	£1.50
Trunnion bush kit	£4.00
Rear trunnion bush kit	£4.50
Anti roll bar links each	£9.50
Top ball joint	£9.50
Track rod end	£9.50
Unipart rear wheel bearing	£16.00
Disc, Vitesse/GT6 each	£16.00
Disc, Spitfire/Herald	£14.00
Rear shocks (non Roto)	£17.00
Front shocks (all models)	£19.00
Rear leaf spring 1500	£59.00
Rear leaf spring MkIII	£59.00
Rear leaf spring Roto GT6	£59.00
Universal joint	£7.00

CHROME & LOCKS etc.

Boot handle assy. Spitfire IV/1500	£15.00
Tailgate handle GT6 I-II	£15.00
Tailgate handle GT6 III	£15.00
Boot handle Spitfire I, II, III	£15.00
T.R.I.U.M.P.H. letter set	£11.00
Pair boot hinges	£21.00
Hood catch handle	£7.50
Door pull handle Spitfire IV/1500/GT6	£6.50
Pair door locks Spitfire III/GT6 II	£14.00
Pair lock barrels Spitfire IV/1500/GT6	£14.00
Barrel and Key Spitfire III/Herald	£4.50
Bonnet catches	£19.00

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ELECTRICS - CLUTCH FITTING - IN FACT YOU NAME IT WE DO IT!**

ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



I have now 142 member's Spitfires now on record. But the real number of Spitfires still left is far greater. The earliest and latest commission numbers have now changed.

Commission No. sequence.

BUILT	KNOWN
MKI: FC 1 to FC44073	FC8 FC44656
MKII: FC 50001 to FC 88904	FC 50072L* FC 88824
MKIII: FD1 to FD 92803	FD 10L* FD 92715
MKIV: FH 28L*	

* Swedish cars

I am hoping to get some more information about FD 10L but the owner lives a few miles from the Arctic Circle. So the car is in a shed covered with three feet of snow at the moment. Also I think it has a Fiat engine in it!

Talking of engines, quite a few years ago at a Triumph meet at Syon (?) Park there were two Heralds. One was fitted with a Ford V4 and the other had a Ford V6 engine implanted. I think it was the V6 Herald that had big wheels and tyres with rear inner arches modified to suit. Are these cars still out there?

If you have not filled in your IVR form, don't worry, just put your commission no., engine no., etc, on a piece of paper and send them to me please.

The Spitfire MkIII in the photo belongs to Des Mcelroy of Laddingford, Kent. He goes on to say in his letter: 'I bought the car in June 94 from a work colleague who had bought it two months before-hand. The previous owner had completely restored and rebuilt it sometime around 1991, but it remained garaged and received only occasional use for sometime thereafter. Now it lives outside in my drive and is used daily.



Des Mcelroy's signal red MkIII.

As a concession to the winter I changed the wire wheels for a set of MkIV steel wheels, but otherwise (apart from loads of Waxoyl) it has not been pampered and is surviving the winter very well indeed. The hood is remarkably waterproof, though

incredibly noisy on some of the stormier days we have had recently. Now I know what it sounds like to be in a tent on Mount Everest!

After owning a 'cosmetically nice but mechanically dodgy' MkIV Spitfire and a 'mechanically sound but cosmetically sad' MkII Vitesse, it is a real joy to have a club car that only needs cleaning and driving.

nice but mechanically dodgy' MkIV Spitfire and a 'mechanically sound but cosmetically sad' MkII Vitesse, it is a real joy to have a club car that only needs cleaning and driving.

I have slowly been eliminating some of the rattles and squeaks,

there was quite a bit of nut-tightening to do, not surprising given its leisurely life since its rebuild. I know nothing of its pre-restoration history, so if anyone can help, I would be grateful.

Sadly, it may have to go after the summer due to the requirement of the 'School Run'. I think I can feel another Vitesse coming on! By the way, any tips for stopping cats from sleeping on the hood and bonnet?

tion Des, I used to have the same problem with Dusty, my girlfriend's cat.

This month's car I wish to find is a Powder Blue MkI Spitfire with a fibre glass bonnet, the registration no. of this car is ADU 4B. This is the registration number used by the works racing Spitfires. This car used to attend the Triumph Show at Lutterworth a few years back.

Then one day I saw it for sale in a classic car magazine. The advert said 'Triumph Spitfire for sale with works registration number ADU 4B'. Included in the sale was half of a racing Spitfire, ally floor plus eighteen gallon fuel tank. What happened to this car? If you know, please get in touch with me.

A very good ques-

Bye for now. ★

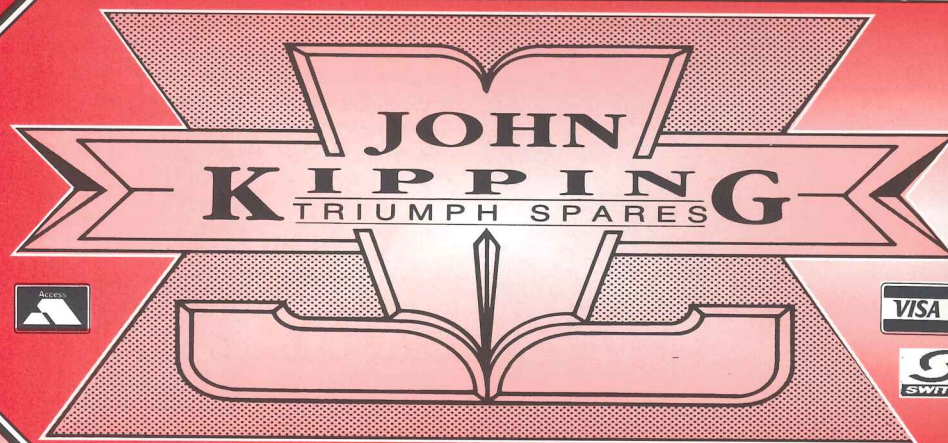


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Heaters, all models and Herald	£15.00	Springs, all models, from	£10.00
Distributors, all models and Herald	£25.00	BONNETS , we have just bought SIX MkIII Spitfire bonnets so cheap that we can sell to you at bargain prices from £75 to £150.	
Water pumps, 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, MkI, 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, MkI, 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.	
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Alternator, MkIV, 1500, GTG6 III	£12.00	01734 / 732648	
Dynamo, MkI, II, III, Herald & early GT6, TO CLEAR	£5.00	'SPITBITZ' THE ONLY NAME TO REMEMBER	
Calipers, all models and Herald	£15.00		
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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		



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When assembled the whole unit is tested on a pressure rig until it gets hot and the
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307862R	Vitesse 2L/GT6/Spitfire IV	£155.00

J TYPE

313305R	Spitfire IV	£155.00
RKC684R	Spitfire 1500	£155.00

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VITESSE/GT6 J TYPE OVERDRIVE.
 HEAVY DUTY GEARBOX AND COLUMN SWITCH

£475.00

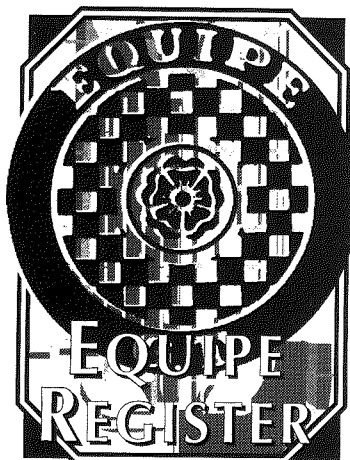
SPITFIRE 1500 J TYPE OVERDRIVE,
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CONVERSION KIT FOR VITESSE 2L & GT6 FROM D TYPE to J TYPE
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HERALD VITESSE SPITFIRE GT6



BOND *estate* Discovery

house in the Preston area discovered what they thought was a large garden shed or perhaps a disused hen house in the garden of their new home. The garden was overgrown, the previous occupier must not have been near this shed for over 20 years and many small trees had grown around the structure. When they eventually managed to hack their way through the dense vegetation, they found that the building was in fact a garage/workshop.

The real puzzle is... who was responsible for the building of these vehicles? Are they examples of factory development work that were somehow saved from being scrapped? Are they the work of one of the factory staff, or some other individual who laboured in their own workshop trying to find the design that Bond would use?

A further struggle followed when they attempted to open one of the double doors, it was securely fastened from the inside even after all these years and would not yield. Another door was found and although this too was securely locked, they remembered a key which they had not found a door to fit. Off one of them went for the house keys. They unlocked the door assisted with a generous dose of penetrating oil in the lock and a good 'shove' against the door... it opened.

They didn't quite know what they had found, but they knew it was out of the ordinary. The workshop/

garage roof was still intact and weather proof and had kept the contents in marvellous condition, in fact the building itself was in very good condition. To cut a long story short, a friend of theirs put them in touch with me and I went along to have a look.

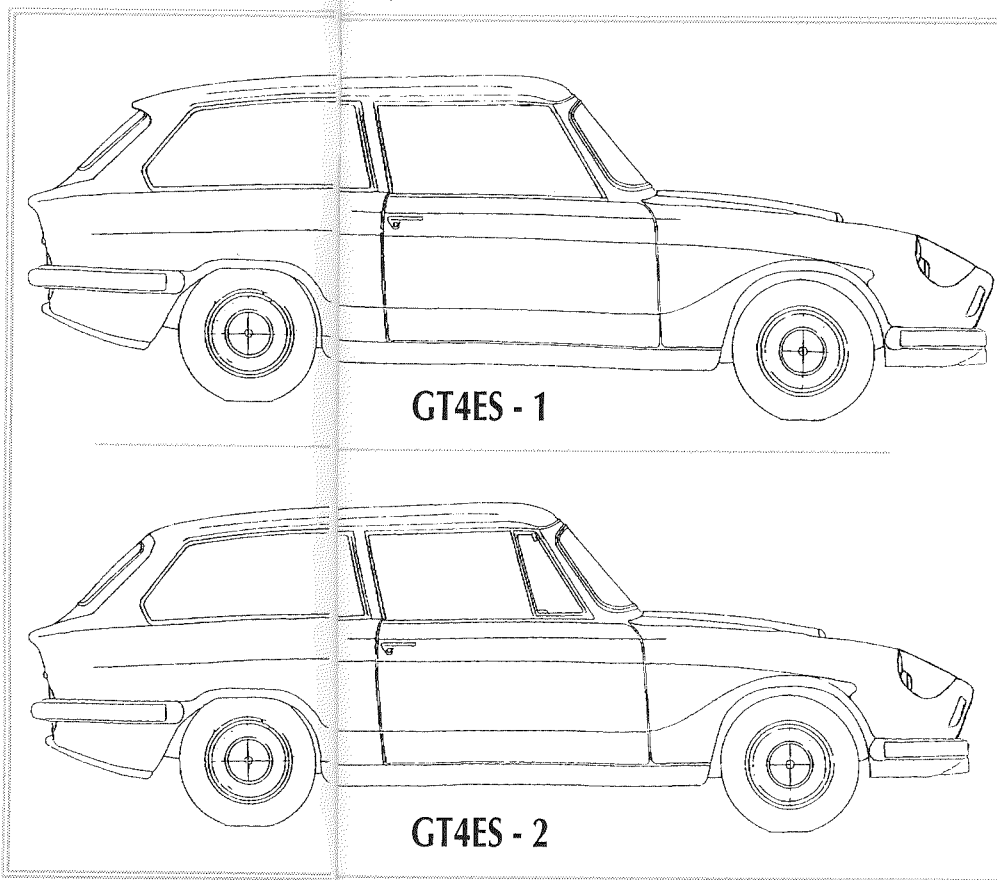
The first thing that I saw when I was shown the garage was the front of a Bond Equipe GT4S, or so I thought. The bonnet of these cars is rather distinctive, and can

hardly be confused with anything else, but as I looked further along the vehicle, it's roofline was very definitely not the same as a GT4S. 'It's probably a Herald estate with a GT4S bonnet fitted', I thought, but further inspection proved that to be incorrect. It

that one had ever been fitted. The car was in excellent condition with no rust visible anywhere and no stress cracks in the bodywork, hardly surprising if it had never been out in the rain and never been subjected to the attack by salt that our cars suffer each

you would expect. Now, I don't know about you, but apart from minor details cars normally DO look symmetrical to me when viewed from either the front or the back. The shape of the car was quite good, and well balanced, and as I looked at the 'car' in more detail, I noticed that the bonnet had been slightly re-styled. The external bonnet catches were not present, an internal arrangement was fitted, and the treatment of the headlamps was different from the GT4S we know and love. Then I noticed something else odd about the car. One side was fitted with a normal door which had a quarter light, the other door had been modified to replace the drop glass and framed quarterlight with a larger drop glass and no framework, or quarterlight at all. It seemed that there was only one explanation for the car, it must have been a styling exercise. The overall effect was very good, and would certainly have appealed to those people who wanted something like a Scimitar GTE, but more economical to run and buy.

The next thing I was shown was



was in fact a BOND EQUIPE GT4S ESTATE. Yes I know they never made any, but read on. Looking at the car, it was obviously a very professional conversion. Concealed hinges were used for the tailgate, the overall effect being very neat. This car had probably never seen the road even though it was fitted with an engine and gearbox, judging from the 2 miles on the odometer. It had no number plate fitted and there were no signs

winter in this country. Internally the car was immaculately standard (the plastic covers were still on the door trim pads. Someone had obviously gone to a lot of trouble, and probably a great deal of expense, to make this car look right, then never used it, why?

Standing back from the car and taking a second 'long view of it', I noticed something rather odd, the shape of the roof just above the tailgate was not symmetrical as

another car. It appeared to be a well used Bond Equipe 2 Litre convertible, the registration number indicated that the car was first used on the road in 1965! The car was fitted with a 1600cc six cylinder Vitesse engine and running gear including swing axle rear suspension.

Was this a 1965 Vitesse that had been rebodied as an Equipe convertible, or was someone really working on the design for a convertible years before production started! Looking at this car in detail showed a few differences from production convertibles. The doors were all fibreglass, as was the bulkhead. The rear seat was a little smaller, and the boot lid a little larger.

Opening the boot revealed what appeared to be a large hood frame and virtually no luggage space. This framework was actually fitted to the car, and when folded (a two stage operation in which telescopic tubes were extended followed by a hinging action similar to putting a normal convertible hood up) the framework had completely enveloped the car.

Effectively, this car had been fitted with its own travelling car cover. The fabric was missing, but the function of the frame was obvious. It sounds a bit far fetched I know, but bear in mind that Bond had made trailer tents which featured a folding framework. Bond often experimented with new designs and, perhaps it was natural to consider combining elements of diverse products.

The final item in the workshop was unfinished, but it was obvious to anyone with a knowledge of the Bond manufactured products that this was an attempt to combine an adaptation of the Bond powered ski and a car (based on a GT4S). This seems to have been the initial development work for an amphibious Bond? This car had no chassis or steel floor, it was a fibreglass monocoque with much wider and higher sills than the normal car. These were obviously buoyancy chambers. This could have been quite an interesting vehicle, but I doubt that we will ever know if it floated, or how stable it was. I know at least one person who would love to own such a car, but unfortunately none of them are for sale at the moment.

I didn't have my camera with me unfortunately but even if I had, there was very little light so I doubt that photography would have been a success. There were some drawings in very poor condition, which I eventually purchased for a sum greater than I would like to admit. I have managed to copy and 'restore' the drawings of the GT4S 'estate', which are reproduced here. Note the difference between the rear of the roof in the two drawings. Could this have been the real reason for the Reliant 'buy out' and subsequent closure of the Bond Cars. If put into production would it have been considered a

serious threat to Scimitar sales?

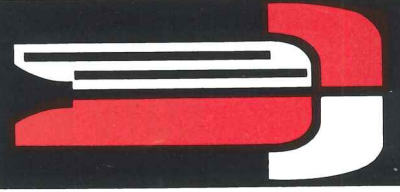
The real puzzle is . . . who was responsible for the building of these vehicles? Are they examples of factory development work that were somehow saved from being scrapped? Are they the work of one of the factory staff, or some other individual who laboured in their own workshop trying to find the design that Bond would use? Disillusioned after three brave attempts and goodness knows what cost, was the workshop and its contents abandoned by its owner? Was the winning design found (and used, by Bond or some other company) and having achieved that did the person behind this work then move on to other things? Perhaps these vehicles were simply the playthings of a rich eccentric.

Well, maybe the eccentric bit is right, it depends on who you talk to, the truth is, they are the product of my imagination, it is APRIL after all! GOTCHA!

Does anyone out there own, or has anyone seen a Bond Equipe GT4S registration no MTF 360G in the St Austell area? There are quite a few cars on the register, for which I have very little information, this is one of them. I am always interested in recording full details of cars, I would like to know if this car still survives, if you own, or know of this car, please contact me on 01772 791378 between 7pm and 9pm.

Finally, I'm sure you have all made a note in your diaries, calendars, personal organisers, computers, etc, but just a reminder that the 10th Bond Equipe Weekend will take place on June 10th/11th at The Plough, at Eaves Lane, Woodplumpton, nr Preston. More details next month. ★

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IF THE PART YOU REQUIRE IS NOT LISTED PLEASE RING

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Some examples:- BRAKING KIT SPIT/HER/VIT/1600 £39.95, GT6/VIT 2 LITRE £52.50, SERVICE KITS SPIT, £22.25, HER £16.50, GT6/VIT £28.35, FRONT SUSPENSION KIT £48.95, FRONT SPRING/SOCKER KIT £81.50, REAR SUSPENSION KIT £36.25, SILL KIT SPIT/GT6 £37.25, HOSE KIT SPIT £19.98, HER £18.80, GT6 £22.91, VIT £17.04, ANTI-ROLL BAR KIT £29.00, SWING SPRING CONVERSION KIT £120.00

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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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2.5 PI CONVERSION

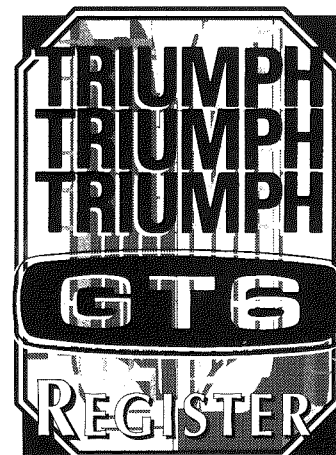
After many requests for information on engine swaps, I have received two batches of information from retired GT6 register secretaries **Mike Long (the first secretary 80-83) and Barry Thurgood.**

The following article is an amended version of an article by C. M. Chadwick (yet another ex-GT6 secretary) first published in the Courier in November 1983. The details are based on the conversion of a MkIII GT6 but there should be no difference converting other Mk's or even Vitesse. The diagram is from an article by Barry Brown (Turning Circle May 1986).

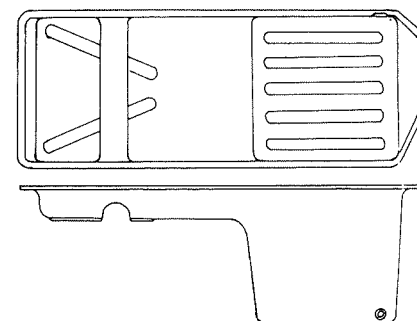
ENGINE: Triumph 2.5 PI saloon MkII or TR5. The saloon has Simplex timing chain, the TR has Duplex. The fan can be retained if required or an electric fan can be used. The front engine mountings are not used on the GT6 and can either be cut from the block or left (they do not foul the chassis). The 2.5 PI sump can be used without modification otherwise the diagram shows the work needed to convert the GT6 sump to take the longer throw of the 2.5 crankshaft.

EXHAUST: Original GT6 exhaust can be used without modification.

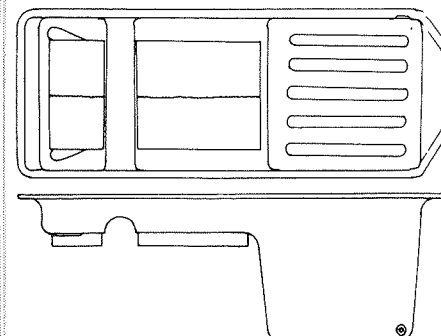
INLET MANIFOLDS: Use the manifolds, injectors and piping from the 2.5. The manifolds are connected and fed with air from a three and a quarter inch steel tube. From this tube, a small pipe runs to an air-bleed screw on the front manifold - this pipe fouls the bonnet so needs to be shortened by one inch. An air filter is mounted on the right-hand side of the radiator (as in the TR6).



SUMP MODIFICATIONS



PLAN OF STANDARD GT6 SUMP.



PLAN OF MODIFIED GT6 SUMP TO TAKE LONGER THROW 2.5 CRANKSHAFT.

GORDON HULMES

DISTRIBUTOR: The GT6 distributor cannot be used with the 2.5 engine and the 2.5 distributor does not have a tach drive. TR6 distributor works fine and provides a tach drive, but remember that the distributor weights and springs must be compatible with the camshaft and metering unit – springs and weights can be changed very quickly with the distributor off the car. A metering unit can be easily obtained second hand.

COOLING: The water heated GT6 manifold had now gone so needs to be bypassed as follows: Water passes from the heater valve to the heater then, via a brass pipe, mounted along the right hand side of the engine to the intake behind the water pump. The GT6 radiator and water valve can be retained, but the heater water valve needs to be mounted on a 1 inch metal pipe (threaded at each end) since it fouls the rear manifold and cannot be screwed home (2.5 PI should run slightly cooler than standard GT6).

FUEL PUMP: Use a Bosch electric fuel pump mounted below the boot floor (this improves cooling and lessens noise within the car). The 2.5 PI or TR fuel filter is too big, an ideal substitute is an in-line filter from a Saab 99 (fuel injection). These are a disposable filter, about the size of a bar of soap. Fuel runs by gravity from the tank outlet to the filter and then to the pump. On the high pressure side of the system, high pressure flexible hose is used to connect the pressure relief valve (PRV) which is mounted on the wheel arch behind the trim.

Two low pressure fuel lines return excess fuel from the PRV and metering unit to the fuel tank. It is not necessary to drill the tank to accommodate these lines, simply make two small holes in the rubber fuel filler pipe between the locking cap and the tank, the rubber forms an excellent vapour seal. Make sure the return pipes are pushed down inside the tank.

GEARBOX: A TR box should be used since the engine will be putting out 50% more torque. It will fit beneath the fibreglass GT6 gearbox cover if the sound-deadening foam is removed – this is not a problem since it is a quieter box with no low-gear whine. The gearstick protrudes at the right spot but is too long. The solution is to take a GT6 overdrive stick, cut off the bottom 2 inches and weld on the bottom 2 inches of the TR stick (NB, this must be chrome welded). TR boxes often incorporate the A-type overdrive (the strongest of them all) but this must be replaced by a J type because the A type fouls the chassis. The J type TR box fits but it is necessary to make incisions in the transmission tunnel in order to raise it by half an inch in order to clear the propshaft which will have to be shortened.

CLUTCH: The standard GT6 clutch is the same diameter as that fitted to the TRs and saloons but the PI models have a larger input shaft. You can use a standard GT6 clutch with a gearbox from a 2000 saloon, however, a different clutch centre plate must be used with a gearbox from a TR6 or 2.5PI, otherwise the clutches are identical.

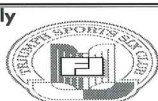
The slave cylinder can be mounted on brackets bolted to the bell housing so that it lies on the left hand side of the gearbox beneath the gearbox tunnel. The clutch piping is a problem since the TR6 employs larger bore tubing. A solution is to solder a length of GT6 piping to a shorter length of TR6 pipe, it is then just a matter of bending and screwing up the unions. The feel is identical to the GT6 clutch.

FEATURES: The main feature of a 2.5PI converted GT6 is the tremendous torque acceleration. The high gearing and extra power make it a very fast and long legged car. There is no detectable difference in smoothness between the 2000 and the 2.5 PI engines, but the exhaust now is much harsher.

Finally, it seems as though my wording on bonnet locks last month was a little ambiguous to clarify. Bonnet locks are available for ALL club vehicles but the matched lock sets are only available for those without a steering lock. Bye for now. ★

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Mild steel Herald down pipe from.....	£17.62
Herald rear box, all models.....	£23.44
Spitfire rear box, mild steel, MkIV/1500	£42.24

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Spitfire 1500 complete system.....	£115.00
Extractor manifold, 1500.....	£120.00
Twin pipe system for above.....	£120.00

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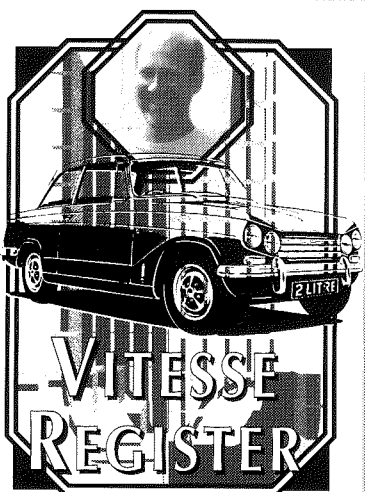
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H!! You will notice that through this Register I have not used my usual lorry load of full stops, am I cured of this disease? you may well ask, or was it due to the fact that in order to reach the new 'copy dead-line' that I had to 'pull all the stops out!' (almost!)

An international start with this months first featured Vitesse hailing from the Netherlands, a rather nice story, in Flip Martens own words—

After owning a LHD Herald 13/60 for a few years in the eighties I had to sell the car in 1986 because of MoT problems and a very limited budget at that time, I felt sorry ever since!

On New Years Eve 1993 I



Flip Marten's wedgewood blue, MkII saloon & family.

decided that somewhere in 1994 this old love affair should be renewed. So the first step I took was to become a member of TSSC in order to be informed on the world of Triumphs.

The Dutch market proved so small that only occasionally a Herald was offered, and then it was never in the right price bracket or up to the desired standard. At one time I visited a garage owner offering a 1200 convertible, definitely not better than A2 condition. He asked the equivalent of GBP 6,000 and the car is still for sale in case you are interested.

I set my eyes on the UK market, the 'classified' section of the Courier being of great help. Having read some articles in the classic magazines my ambitions had grown and I started looking for a MkII Vitesse saloon dropping the original plan of purchasing a Herald.

Through the May issue of 'The Courier', I got into contact with TSSC member Gary Goodchild in Yeovil, Somerset, who offered his 1969 Wedgewood MkII.

Gary was willing to bring his Vitesse from Yeovil to Bristol Airport so we made an appointment to meet there and I flew in on May 21, in a small Saab 340 prop-jet which was a candidate for a sound-proofing modification.

On meeting I entered the car and immediately recognised that smell of nostalgia reminding me of my old 13/60.

We took AYD828H for a ride in the pouring rain to the picturesque village of Cheddar. We sheltered in a local

pub and we exchanged information along with a good pint of lager.

Gary offered me to drive the car, but stupidly enough I forgot my driving license, so I would not take the risk.

Although I am not a technical expert I was familiar with some of the Herald weak spots and I gave top priority to inspection of the chassis.

I was impressed with the cars condition, a far cry from anything I had come across in Holland, and I supposed the 'A1+' was justified.

That same day I returned to Schiphol and I took two weeks time to think it over and make some initial arrangements for the journey-to-be from the UK to the Netherlands.

Gary and I agreed on the price and on June 13 I flew in again, this time with earcaps in the airplane and accompanied by my wife Annet to act as co-driver for the journey through England to Harwich.

On June 14 we departed Bristol Airport in bright weather and waved goodbye to Gary and his wife. Driving a RHD car in England for the first time took only a few hundred yards of familiarisation.

After a camera stop in Bath, we drove via the motorway to Harwich, arriving there in the early evening. The Vitesse performed excellent all the way, except for its speedometer, indicating 55mph where it should have read 70. It did however prove very effective in meeting

In Harwich, a Dutchman asked us in his best English where to find the ferry. Of course we very politely answered in Dutch. We could see him wonder. This combination, vintage British cars and a Dutch couple, odd



Brian Howell from Poole's wedgewood MkII convertible .

the schedule for departure of the ferry.

In Harwich, a Dutchman asked us in his best English where to find the ferry. Of course we very politely answered in Dutch. We could see him wonder. This combination, vintage British cars and a Dutch couple, odd

The next morning we arrived in Hoek van Holland and we drove the Vitesse, still bearing its English number plates through busy The Hague morning traffic to our home town Noordwijk, near the coast 15 miles north of The Hague.

I fitted (continental) halogen headlights as sealed beams are not permitted over here. A further (temporary) modification had to be made, to comply with Dutch regulations you have to be able to reach your wing mirrors from inside the car.

As I wanted to retain the wing mirrors I fitted clip-on mirrors on the window posts. This prevented drilling any holes in the doors of the car.

On July 15 I drove the car to Schiedam (near Rotterdam), the nearest MoT station. The car failed the test on its front wheel bearings, rear trunnion bushes and insufficient alignment and closing of its doors. After the initial disappointment I soon realised that things could have been worse given my limited technical knowledge.

I had the Vitesse repaired by Nico Baas, a Dutch Triumph specialist who did a great job repairing the car, so confidently I entered the car for a second test which was passed with flying colours.

Some formalities with the Customs were quickly handled and finally, on September 12, I received the Dutch registration documents.

My Vitesse is now on the Dutch register as 'DL-03-79' and it is wearing old fashioned dark blue license plates, matching perfectly with its Wedgwood body and dark blue interior. I have insured the car on a 3000+ miles classic car scheme and current government plans call for 'nil' possession tax on cars older than 25 years from April 1, 1995. The Vitesse was first registered on August 1, 1969 so will comply.

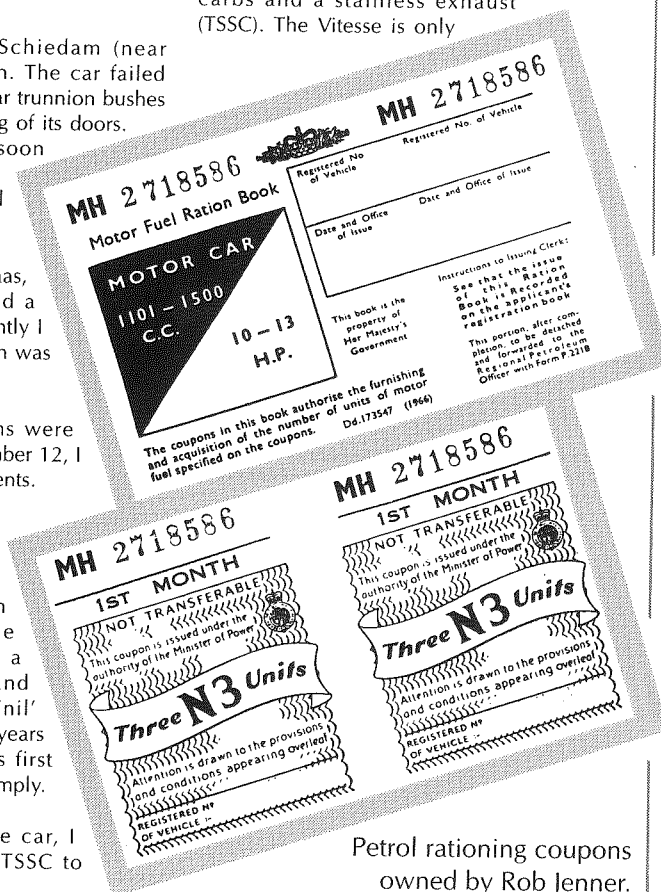
As I have no garage to protect the car, I purchased an outdoor cover from TSSC to

protect the car from the elements. It will spend the winter months indoors in the barn adjacent to my brother's farmhouse.

I can hardly wait until spring gets in the air!!

Thanks for that Flip, I have to say that Wedgwood is one of my favourite colours (and a saloon), very nice!

Continuing in a fit of self indulgence our second featured Vitesse is also finished in Wedgwood! Being a MkII convertible, registration SNV 666G (previous page) owned by Brian Howell (Poole) having owned her(?) since 1985 Brian has fitted the following, electronic ignition, Spax rear shocks, overdrive, new carbs and a stainless exhaust (TSSC). The Vitesse is only



Petrol rationing coupons owned by Rob Jenner.

used during the summer months, Brian comments 'there is nothing quite like driving the Vitesse topless!' (should our lady drivers take note here?) (no comment!) On to the next subject quickly, a question I am often asked is with reference to engine numbers, especially when someone has just purchased a Vitesse, checked the V5 engine number only to find you have a strange prefix. These are the prefixes you should have:

Vitesse 6, HB
2 Litre MkI HC
2 Litre MkII HC 50001 onwards.

These are the prefix's you may have (and from what Triumph it originally came).

MB Triumph 2000 MkI,
ME " 2000 MkII,
ML " 2000 MkIII 1974 onwards,
MD " 2.5 MKI,
MG " 2.5 MkII,
MN " 2.5PI 75 onwards,
MM " 2500 Carbs.

That should have you all rushing outside to check your oily bits, it is nice to know where your Vitesse's heart came from!

Next, February's Register I enquired if anyone still had their petrol rationing coupons (the ones we never got around to using) see illustration . . . Rob Jenner (Shetland) sent his in, thanks Rob! He also remembers a 'blanket' 50 mph speed limit which was imposed for a short while, he says with conviction, 'I should know, I got caught speeding on a motorway at 60mph, fined £6 plus endorsement, the car a 1965 Cactus Green 1600 Vitesse, registration DTV 666C, I wonder if it's still about?' . . . anyone recognise the number? Also information is required by Leslie Edge (Glasgow) on his white MkII convertible, whose original number was TOD 1J. This

number was subsequently transferred (possibly cherished) so I would imagine that it's still in use today . . . anyone using it? or seen it around?

Next . . . Paul Forman (Whitstable) who collects all manner of Triumph info (pictures, articles, etc) recently purchased a black and white postcard of, The High Street, Tenterden, Kent. In the picture is a Vitesse saloon, registration 7778 KR, Paul wonders if it's still in existence today? Finally in this plea section, anything known of a red Vitesse bearing the number 4445C? Info is required by Johathan Del Mar our number plate expert/ collector extraordinaire . . .

CAPTION COMPETITION.



Competition time . . .

This photo was sent in by Robin from Just Triumphs . . . as he says 'it's crying out for a caption, so come on . . . send them in . . . the best (whichever makes me laugh the most!) will receive some sort of mystery prize (yet to be decided). Entries to me by 1st May please please, winners name in the July Courier.

I have had a couple more transmissions regarding the good and the bad of Rain X, but I will leave the final words to Ron Godwin . . . see Pen to Paper page.

Final words from me this month . . . what an excellent programme 'The Stars the Car' 'The Herald' It was thoroughly enjoyable, extremely well put together (and a Vitesse . . . seen for 15 seconds!) . . . Hot town . . . summer in the city . . . wonderful Thanks . . . take care . . . cheers . . . ★



This month's photo is sent in by Chris Mills of High Wycombe, Bucks, and features his Topaz Orange 1500 first registered on 1st April 1976 – 19 years old this month!

Have you ever wondered why your hair blows forward and not backwards when driving along with the hood down or why it is with the hood up, the hood billows out at speed? And what limits the top speed of your car?

Well, it all comes down to air resistance and aerodynamics. Aerodynamics is a subject that is a major consideration in the design of the modern car, significantly affecting the characteristics of the car, far more than would at first be believed. Not only does it affect the top speed and dynamics of the car, but also affects the forces on windscreen wipers and wing mirrors etc, the flow of rain water, wind noise, passenger heating and ventilation and engine and brake cooling. The subject is vast and I shall only touch on some of the very basic aspects.

As a car travels along it must push the air in front of it out of the way. At relatively slow speeds this isn't a problem and the engine must only generate enough power to overcome the vehicle's rolling resistance, ie what you encounter on those rare (?) occasions when you have to push the car along the road. However as the car travels faster, the air can't get out of the way quick enough and the car starts to meet some **air resistance**. The engine

must now produce additional power to overcome this air resistance as well as the rolling resistance. As the car travels faster and faster it encounters more and more air resistance whereas the rolling resistance remains approximately constant. **Fig. 1.** Ultimately the engine can't produce enough power (in top gear) to overcome the air resistance and the top speed of the vehicle is reached.

Fig. 1. shows that for a typical small engined saloon car, at approximately 45mph, 50% of the power generated by the

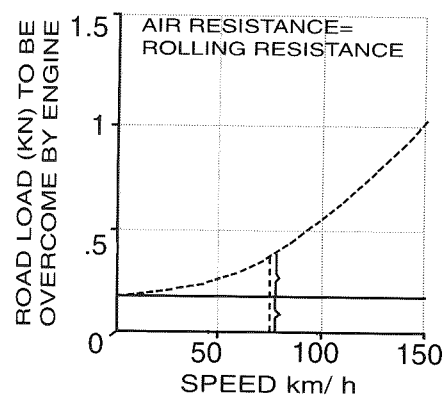


Fig. 1 The engine must develop enough power to overcome rolling resistance and air resistance.

engine is used in overcoming air resistance and that the power required increases exponentially as the car travels faster, until at high motorway speeds, 90% of the power generated is used in overcoming air resistance. If you want to get an idea of the magnitude of the air resistance (as a passenger), try holding your hand up above the top of the windscreen with the car moving

resistance were worth 15-20bhp, almost the difference in power between the Spitfire 1500 and GT6 MkIII engines, worth thinking about!

The air resistance a vehicle encounters is dependant upon:- 1. The vehicle's **SPEED**, the faster it travels, the more air resistance it encounters.

2. The **FRONTAL AREA** of the vehicle. Obviously a large vehicle such as a bus has to push more air out of the way than a smaller vehicle.

3. **DRAG**. To understand drag we need to look at how the air passes around a vehicle. **Fig. 2.** Notice that

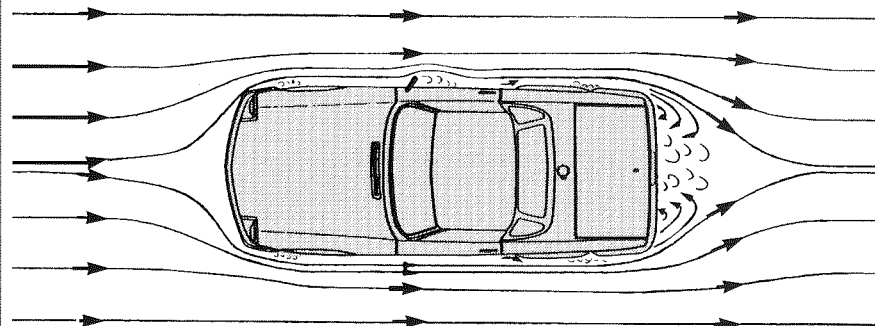


Fig. 2 Typical airflow over the Spitfire, showing the void of air and turbulence at the rear which causes drag.

at speed. At high vehicle speeds air resistance is therefore the major influence upon the performance of a vehicle, far more than its weight for example.

Aerodynamic effects should therefore not be underestimated. For example, fairing in the headlights and detail changes around the nose of the Le Mans Lotus Elite to reduce air

immediately behind the car there is a void of air where the air hasn't yet rushed in behind the vehicle. Very crudely speaking, this void of air will tend to 'suck' or **DRAG** back the car. The faster the car goes the larger the void of air behind a fast moving car that racing cars use in overtaking. By positioning their car in this low pressure void of the car in front, they experience a suction force or 'tow effect' to pull them along and hence don't need to use as much power. They can then use this momentary power saving as a power advantage for overtaking the car in front.

The traditional way of reducing this drag was to

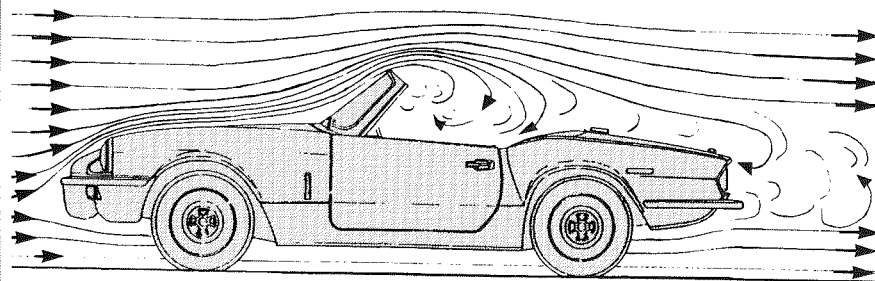


Fig. 3 With the hood down, air flow "break away" over the windscreen causing turbulence and flow back into the car.

lengthen the car in the classic 'tear drop' shape which gently guides the air back behind the vehicle, limiting the formation of the void and drag.

In reality a vehicle comprises many complex angles and protrusions which prevent the air from flowing smoothly over the car, eg windscreen wipers, wing mirrors etc. The result is that the air 'breaks away' from the surface of the vehicle and creates turbulence. **Fig. 2.** Air in these areas is

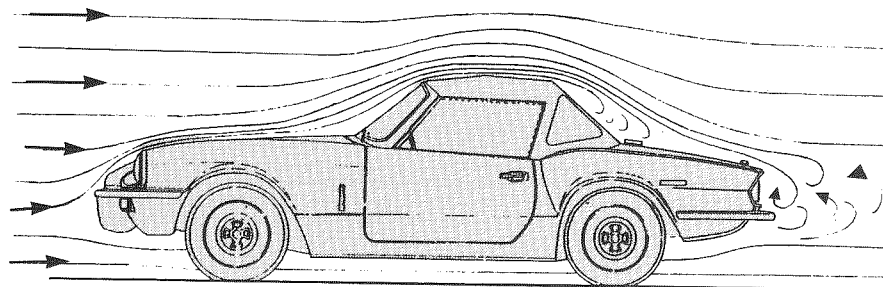


Fig. 4 Areas of low pressure exist where the streamlines are closest, causing the hood to billow out and the nose of the car to lift.

now no longer flowing past the vehicle but is instead being drawn along with it, thereby increasing the drag. The amount of drag created by a vehicle will depend upon its detailed design and a measure of the effectiveness of the design is given by the vehicle's Coefficient of Drag or Cd values. The lower the Cd value the less drag the vehicle generates.

I have not yet seen any aerodynamics data for the Spitfire, except uncorroborated information contained in a magazine article which claimed a total road load of 250lbf (1.11kN) for a 1970 MkIV Spitfire, hood up, travelling at 100mph. Assuming a Rolling Resistance of 180N, a frontal area of 1.3m² and using the following equation for air resistance/ drag:-

Air Res. = $\frac{1}{2} \times \text{Air Density} \times \text{Frontal area} \times C_d \times \text{vehicle speed}^2$ gives a $C_d = 0.55$ for the MkIV Spitfire. Typical C_d values for today's aerodynamic sensitive cars, range from 0.35 to 0.5.

In the above I was quite specific

about the hood being up. The reason being that with the hood down the air flow over the car and hence drag is considerably changed. **Fig. 3.** With the hood down the air flows up over the windscreen and without a hood there to guide it to the back of the car, breaks away and causes massive turbulence and hence drag. This is why you will get a better top speed with the hood up rather than down – there's less drag. A hard top will give an even better top speed, despite its

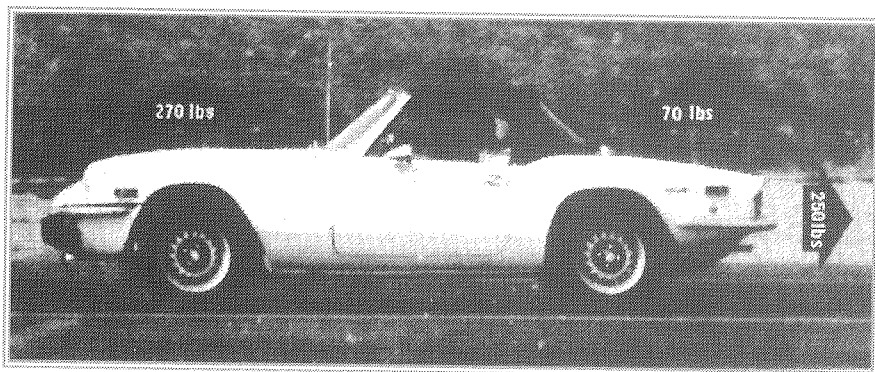


Fig. 5 Taken from Road Test in Spitfire Brooklands Book.

extra weight, because it won't billow in the wind and has a better shape.

The turbulence created by having the hood down and the air rushing in to fill the space behind the windscreen is the reason why your hair blows forward and not back. It is also the reason why you can sometimes smell petrol and exhaust fumes in the car as they are drawn from the back of the car by the turbulence. Nissan a few years ago introduced on one of their convertibles a low vertical panel behind the front seats which was claimed to effectively prevent this turbulence from reaching the occupants. Several Triumph Stag owners have devised similar panels to prevent wind buffeting of the front occupants.

The lines used on the above drawings to show the air flow over the vehicles are known as

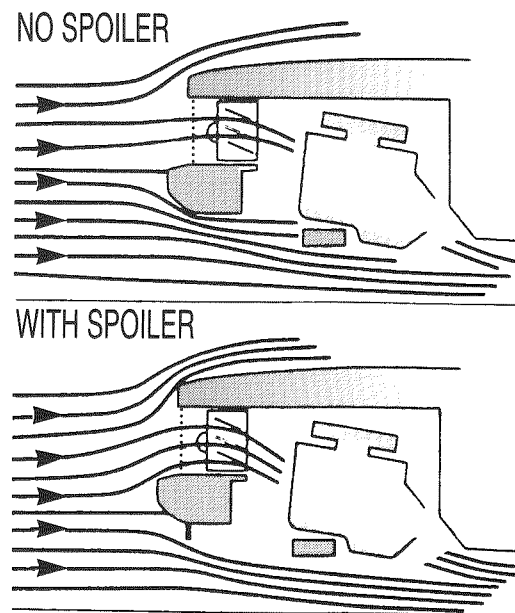
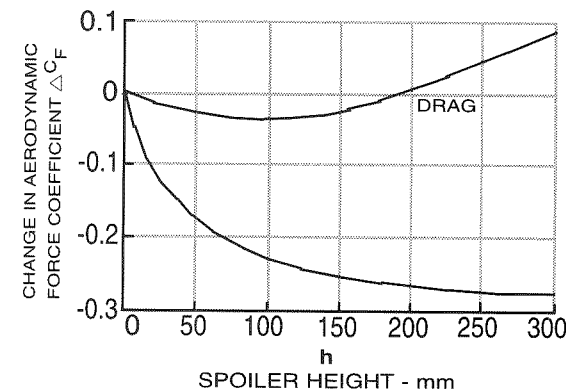


Fig. 7 Effect of a front spoiler increasing air flow through the radiator.

Fig. 6 Effect of a front spoiler upon drag and front lift



streamlines. Space precludes the relevant theory, but very basically, where the streamlines are very close together, the speed of the air flowing over the vehicle is high and the air pressure low. Conversely, wider spaced streamlines represent reduced air speeds but increased air pressure (basic aerofoil theory).

Fig. 4. shows that the air flowing over the top of the car has a high speed (close streamlines) and consequently the air pressure is reduced. Now air inside the car is at atmospheric (normal) pressure or slightly higher, and is consequently slightly higher than that outside. This has the effect of tending to blow the side door windows out and in the case of a convertible, makes the hood blow or **billow out**.

Notice at the front of the car, at the base of the windscreen, the air flow is slower creating an area of slightly higher air pressure. This is used to good effect by car designers, who position the fresh air intakes for the interior in this region to obtain slightly pressurised air for good ventilation and reduce the size of the ventilation fan. As an aside, this phenomena was experimented with on some of the Triumph saloon rally cars which had the air to the carburettors ducted from this area.

Remember that all these aerodynamic effects only manifest themselves at high vehicle speeds.

Fig. 4. also shows the air flow under the car which is slower than

ANDY ROSE

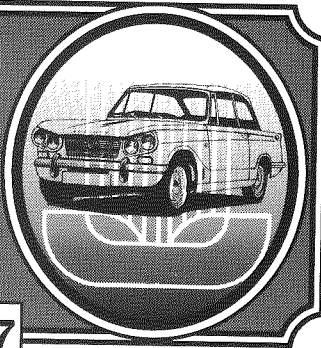
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that over the top of the car. The consequence is that air pressure under the car is slightly higher than that above the car with the result that the air tries to lift the car, ie the car experiences **AERODYNAMIC LIFT**. Although obviously insufficient to cause the car to take off, the effect can nevertheless not be ignored, causing the nose of the car to rise and the steering to feel light at speed. Again, referring to the only published figures I have seen, **Fig. 5.**, it can be seen that with a MkIV Spitfire travelling at 100mph, the front experiences a lift of 270lbs, nearly 30% of the static front weight on the front wheels, whilst the rear experiences a lift of 70lbs. Not a very satisfactory situation - enter a spoiler.

Spoilers can be fitted to a car to perform three different functions:-

1. To reduce aerodynamic lift.
2. To reduce drag.
3. To look good! (?)

FRONT SPOILERS

The front spoiler essentially acts as an air dam, limiting the flow of air under the car and hence the positive pressure the air generates. Obviously the closer to the ground the spoiler, the greater the reduction in lift. However a spoiler very close to the ground is not very practical other than perhaps on the race track. A deep spoiler also has the effect of increasing the front area of the car and hence its air resistance and drag. However **Fig. 6.** shows that fairly shallow, 'chin' spoilers can actually slightly reduce drag as well as lift.

Front spoilers can also have the added benefit of increasing air flow through the radiator grille, very basically, the air having nowhere else to go if prevented from flowing under the car. **Fig. 7.**

Regarded by many as a cosmetic addition, the front spoiler Triumph introduced on late MkIVs and 1500s does nevertheless definitely have a positive effect in reducing the light steering that is experienced without the spoiler at 'higher' motorway speeds. It would be nice to quantify the effect of the spoiler with figures similar to those shown in **Fig. 5.** Does anybody have access to an aerodynamic work undertaken by Triumph on the Spitfire?

REAR SPOILERS

Apart from specialised rear underbody spoilers fitted to various exotic cars, rear spoilers fitted with the intention of reducing lift, often take the form of a small raised lip on the trailing edge of the boot lid. More advanced designs comprise small aerofoils, now often integrated into the overall styling of the vehicle - taken to the extreme with the large 'whale tail' spoiler of the Porsche

911. Their purpose is to counter underbody lift by generating a down force at the rear of the car by the creation of an area of high pressure air. As with the front spoiler, there is a compromise to be reached between the down force generated and the negative effect of additional drag and rolling resistance and increased down force causes by effectively making the car appear heavier. For example, you will hear references to the various Formula One teams making adjustments to the 'rear wing' to obtain the optimum for the circuit being raced:- long high speed straights requiring less drag, compared to winding circuits requiring down force for additional cornering adhesion.

Rear spoilers are also added for the purpose of smoothing the air flow off the back of the car and hence reducing the turbulence and drag generated. Such spoilers are particularly pertinent to hatchbacks, where the far from ideal steeply sloping rear end creates drag inducing tail vortices. Contrary to popular belief, research has shown that a relatively flat roof abruptly finishing by a squared off tail with rounded corners actually generates less turbulence and drag than the raked tail of hatchbacks.

The rear of the Spitfire MkIV/1500 is quite good aerodynamically, with its long flat, acutely angled boot lid and undercut tail. Whether this was by design or driven by style is not known. Needless to say though, any positive effect is completely outweighed by the massive turbulence generated with the hood down and the occupants enjoying the wind blowing in their hair! ★

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SPECIALS REGISTER

IT'S OFFICIAL Midge and Locust Live

Michael's letter explains his company's reasons for not pushing

undercut Ford every time. On the availability front there's no

'A basic Midge for less than £1500'. No way! No way. Even if you were given a donor Ford free (which is about what they're worth)...

contest, one edition of the Courier would supply every single mechanical bit you would need to build a Midge of Locust.

White Rose Vehicles' discovery of the Triumph Sports Six Club could prove serendipitous for them as they

well that's honest. They also suggest that Escort and Cortina parts are easier to obtain and cheaper than Herald or Spitfire parts. On this point I think their research has gone a bit awry. There may well be more of the Fords to be found in breakers if you are looking for a complete donor car to turn in to a Midge or Locust but when it comes to parts the builder may well be in for a surprise.

As you all know my experience of Ford cars is limited to say the least but I have picked up a bit about Ford parts from following the general kit car scene. Cortina consumables are not as easy to get hold of in 1995 as they once were and the 'Cortina Owners Club' are not a lot of help! As for prices, I'm pretty certain that part for part Triumph will

We have recently received a letter from Michael Trim of a company called White Rose Vehicles Ltd. If you have been following the Specials Register closely (if you haven't, why not?) you will recognise this name as the company who last year began to market the Midge and Locust kits.

As I said when I first brought you the news their advertising has not referred to the Triumph base option, only the Ford Escort/Cortina. I did think this odd at the time for two models that started life and gained fame as Herald based kits.



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now have a vast pool of knowledge to point their Triumph based customers (!) to.

The company publicity blurb for the Midge and Locust introduces an interesting new option when building your body. Both cars have traditionally been built from exterior quality plywood which is then skinned in thin aluminium sheet to take the paint. Well, apparently, the latest generation of Medium Density Fibreboard (MDF) has a sufficiently high quality of surface finish to be weather-proof and painted without aluminium skinning.

I haven't seen a car finished in

this way in the flesh, or in the wood, so I can't report how well it works. 'Hey, is your kit car GRP', 'No mate, MDF!'

I'm afraid I do have one serious complaint about the publicity leaflet for the Midge. A photo of a Midge is captioned: 'A basic Midge for less than £1500'. No way! No way. Even if you were given a donor Ford free (which is about what they're worth) and you didn't recondition any of the mechanicals, including not changing the engine oil, you still could not build a road legal Midge for that figure. I could give you a list of the parts you would need with their prices to prove my point, but I'm not going to. I will give you the price of a bare chassis, from this company, to take Ford running gear. £490.

Following from what I've said about the cost of parts I'm certain you could build a Triumph Midge for a lot less than a Ford Midge but I still don't think you could do one for only £1500.

If you want to build a Triumph based Midge or Locust then contact Michael Trim at; White Rose Vehicles Ltd., Upbury Manor Centre, Marlborough Road, Gillingham, Kent. ME7 5HT. Tel: 01634 281736 FAX 01634 852853.

Of course you contact him if you want to build a Ford based car but if this is the case I should see a doctor first.

By the way I haven't a picture of

a Locust because I used up all the photos I've got of this particular model in the Specials Register column of May 1994.

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Don't forget to keep Sunday 20th August clear for this year's National Specials Day which is combined with the Anglia Triumph Show organised by the Cambridge Area lads and lasses. This will be the opportunity for all owners to get together and compare car building stories and swap tips for improving their cars. Who would say their car cannot be improved! Kit cars and specials are never finished! There will be an award on offer for the cars that look the best, finished or not.

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Tailgate rubber insert GT6 I/II/III	£5.88
Cover clip for inserts	£1.18
Door handle 1/1h HERALD, VITESSE	£14.10
Barrel and keys, right hand, HERALD, VITESSE	£6.46
Door cam lock R/H HERALD/VITESSE	£32.90
Outer door handle ass. SPITFIRE I/II/III, GT6 III	£14.04
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Matched pair of door lock barrels, SPITFIRE I/II/III, GT6 III	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.85
"B" post striker catch SPITFIRE, GT6	£11.46
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B post strikers, less slider, HERALD/VITESSE, pair	£23.50
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Boot lock assembly SPITFIRE IV/1500	£14.10
Tailgate handle, and lock assembly GT6 I/II	£14.69
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Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£37.60
Door under section repair panel, HERALD, VITESSE	£15.28
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.87
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Rear centre valance, VITESSE, original	£42.30
Rear centre valance, HERALD, original	£45.83

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Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£19.98
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Front wing, original, GT6 II	£84.60
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Rear suspension, non roto, bolt/nut kit, all models	£14.69
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Rear leaf spring GT6 I/II/III, rototflex NEW	£58.75
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Rear leaf spring VITESSE 1600i NEW	£68.15
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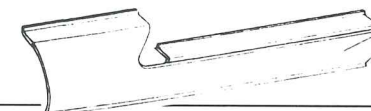
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Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
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Door trim panel GT6 — state model	£23.50
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ALL OTHER INTERIOR TRIM STOCKED

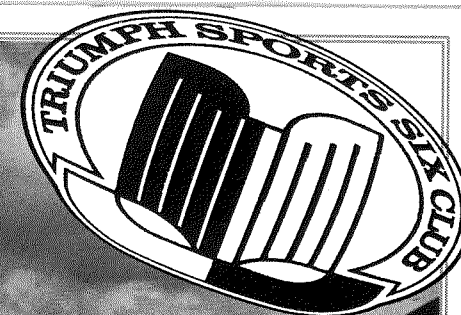
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Halogen headlight kit, Vitesse	£47.00
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Spitfire



At 1100hrs on 29 April 1944, a new Mk IX Spitfire, ML407 was delivered by Air Transport Auxiliary lady pilot Jackie Moggridge (Nee Sorour) to Flying Ace Johnnie Houlton of 485 (New Zealand) Sqn. 50 years on, to the very day, ML407 newly painted in its original 485 Sqn markings, was again 'delivered' by Jackie Moggridge, with Carolyn Grace at the controls, to Johnny Houlton DFC and with the CO of 485 Sqn and the original groundcrew, in attendance. The Groundcrew members' then present consisted of the Airframe Rigger, Engine fitter, Continuity Sergeant and Orderly Room Corporal all of whom were responsible for ML 407 from the moment of its arrival on 485 Sqn.

Seen above is ML 407 in D-Day invasion stripes, just as she was on the 6th of June 1944, when with Flyg Off Johnnie Houlton in command, they shot down the first enemy air craft of the invasion over the Normandy Beach Head.

**JHP 714
SIMON ROBERTS.**

**Cars on Display are;
NRW 888P
CHRIS MILLS
PHOTOGRAPHY BY CHRIS MILLS**

**RGK 3U
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SU - as above plus jet.

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SO206 Late Spitfire kits supplies with w/stat conv.

ALL SERVICE KITS ARE SUPPLIED WITH EXPLODED DIAGRAMS FOR REFERENCE

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HERALD 948	SU H1	SO203	£21.50		N/A
HERALD 1200/1250	SOLEX B30PSE1	SO202	£19.50	SO205	£33.50
HERALD 13/60	STROM. 150CD	SO201	£16.00	SO204	£29.50
VITESSE 6	SOLEX 32IH	SO201	£16.00		N/A
VITESSE MKI	STROM. 150 CD	SO201	£16.00	SO204	£29.50
VITESSE MKII	STROM. 150 CDS	SO201	£16.00	SO204	£29.50
VITESSE MKII	STROM. 150 CDSE	SO201	£16.00	SO205	£33.50
SPITFIRE 4/II/III	SU HS2	SO202	£19.50	SO205	£33.50
SPITFIRE IV	SU HS2E	SO202	£19.50	SO205	£33.50
SPITFIRE 1500	SU HS4	SO202	£19.50	SO205	£33.50
SPITFIRE 1500	SU HS4 LATE 77 ON	SO203	£21.50	SO206	£35.00
GT6 MKI/MKII	STROM. 150CD	SO201	£16.00	SO204	£29.50
GT6 MKII	STROM. 150CDS	SO201	£16.00	SO204	£29.50
GT6 MKII/III	STROM. 150CDSE	SO201	£16.00	SO205	£33.50
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DP001 - pair chrome covers.....**£12.95**

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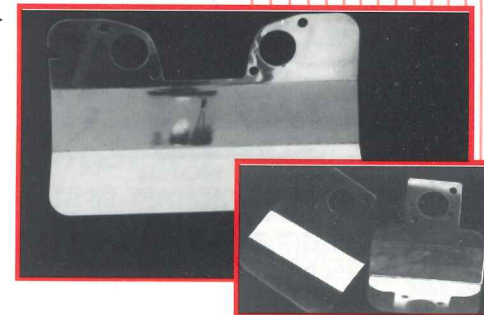
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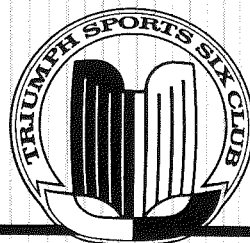
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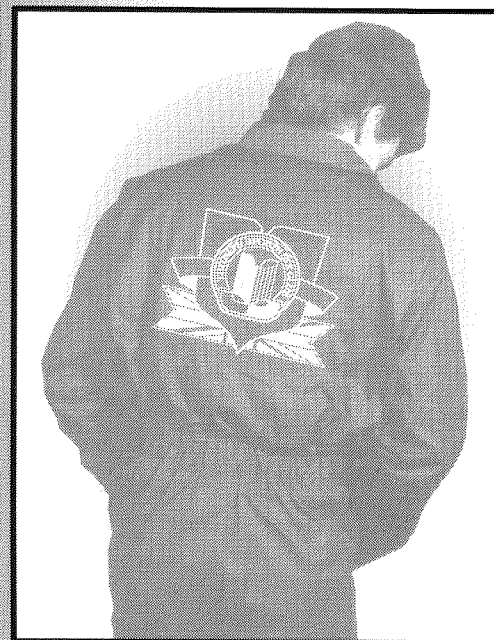

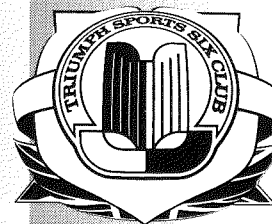


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SPECIAL REPORT

PART TWO

If at First you don't Succeed

The race at Zhuhai, in the Classic Car camp at least, would therefore be a tactical race, as drivers assessed how much they could push their cars to be competitive but still remain OK to finish at Macau.

For once Quasi was ready without any last minute panics for the first untimed practice early on Friday morning. All that was left to do was give her a quick polish and adorn her in the Castrol and Mobil sponsors stickers.

Unfortunately the circuit wasn't ready for us. The start time was delayed and delayed until eventually we were told that our first practice had been cut to only four laps. As we set off from the paddock for the four lap practice I was fairly relaxed, the car was well prepared and I was only going to use this practice to get



Closing on the MGB

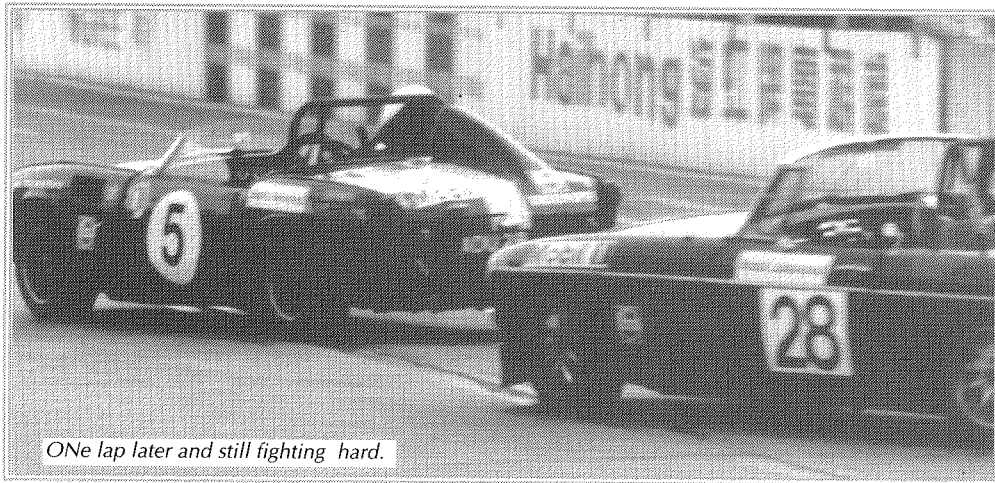


to know the track. The circuit was very different to that of Macau, consisting of a series of long straights and 90 degree bends, ideally suited to a car with good acceleration and straight line speed, although good brakes were essential! Out on the track, Quasi felt good, positively flying down the main straight, my efforts on the engine and front spoiler had obviously not been wasted.

The track was much less bumpy than I had expected and extremely wide, so wide in fact, that with the right line, the 90 degree bends could be treated as long sweeping bends! There was only one nasty spot, where a tyre chicane had been placed a third way down the 1 km main straight in order to slow cars. With Quasi going so well, I couldn't understand why some of the usually slower cars were catching me, but put it down to their previous knowledge of the track and that they were trying harder than me. However on the last lap the reason became apparent. Quasi was certainly going OK, but she wasn't stopping! I was suffering serious brake fade and as I slowed down into the pits my foot disappeared to the floor, only just stopping at the far end

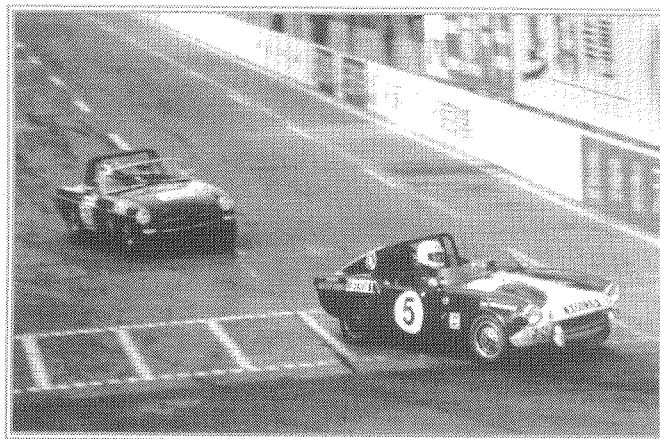
of the pits on the hand brake. The short drive back to the garage without brakes was nerve racking and as I parked up in the garage, the smoke from the front of the car caused a few to nervously reach for fire extinguishers. The heat from the discs was unbelievable and the grease from the wheel bearings was running down the front wheels and collecting in pools on the ground. This was after only four laps and I hadn't been pushing it. A relaxed practice day suddenly became a little more anxious, with five hours to sort Quasi out before the timed practice required to qualify for the race on Saturday, itself the qualifier for Macau. There wasn't much I could do until the discs cooled down apart from jack Quasi up, remove the wheels and brake pads. The DS11 pads were in a sorry state. The metal backing had turned blue from the heat whilst the pad material was burnt and charred with salmon pink traces of copper in the material that had over heated. The discs weren't much better. Once cool, the hubs were removed and the wheel bearings removed, cleaned and repacked with some 'super' high temperature grease scrounged from the Touring Car boys. The contamination on the discs was removed with coarse emery paper, a long process, and before replacing the hubs, the back plates were removed to help cooling. The pads were resurfaced and cleaning and expansion grooves cut into the material. The now black, so called 'Racing Silicon Brake Fluid' had to be changed and despite fears of incompatibility and differential seal swelling, was





One lap later and still fighting hard.

replaced with Castrol SRF Racing Fluid, considerable quantities being bled through the system. A similar cleaning and adjustment process was undertaken on the rear brakes. Finally, the front spoiler, which had taken so long to make, was cut away in front of the front wheels to help cooling. With just enough time to clean up (black brake dust and grease is a terrible combination!) we were called out for our timed practice. Obviously the first lap was treated a bit gingerly, but I couldn't hang about too much in case the dreaded brake fade returned and I would be left without a fast enough qualifying lap. Fortunately my



efforts hadn't been in vain, the brakes performing well and I settled down to get to know the circuit better, sorting out my gear change and brake points. It was a very difficult circuit to get to know though, with many of the 90 degree corners appearing the same, the uniform concrete Chinese buildings not offering much help. After a fairly tiring ten laps in temperatures of 35 degrees C plus, Quasi was run-

ning well and I was pleased to learn that we had achieved pole position in Class B and 10th overall from a field of 28. Time for a small celebration after what had turned out to be a rather hectic day.

Out of curiosity one of the Touring Car brake specialist had painted 3 tell tale marks on the circumference of Quasi's discs to indicate the temperature they were running at. When checked the next morning, the highest temperature mark had changed colour indicating that Quasi's discs were exceeding 650 degrees C! The discs and pads were cleaned again and with more Castrol SRF bled through the system, Quasi was ready for the race.

So what were my tactics to be for the race? I was on pole for Class B but knew that the car had to be saved for Macau five days later. John Peacock's MGB was a hot contender, a well prepared car and having won here last year. The TVR Vixen and last year's Macau winning Alfa could not be forgotten either. After much debate it was decided that if I was passed early on, I would just stay with them, saving the engine and brakes (it was a very hard circuit for brakes!) for the last few laps.

Race day, and what a pageant it was! In a country where the only form of transport is still the bicycle or public bus, cars being reserved for rich business men or embassy/government officials, the sight of some fairly advanced machinery screaming around the circuit was a sight that none of the local population were going to miss. It didn't matter to them if it was a 1964 Triumph Spitfire, a 1994

Porsche Super car, or the latest BMW works car, they were all out of the ordinary as far as they were concerned. It was hardly surprising therefore that the city all but closed down as if for a public holiday as every man and his dog turned out to watch the racing. Even at the paddock they intently watched everything that was done to prepare the cars between races, and it was a good job that the paddock was guarded by the Peoples Liberation Army to prevent us from being overrun!

Our race was scheduled for 3.30 but with the inevitable delays and restarts it wasn't until 4.30 that we lined up in the pits – plenty of time to let nerves get a good hold – although it did mean that it would be a little cooler for the race. Unlike Macau, the start was to be true Formula 1, with the minutes boards counting down to the warm up lap (must remember not to overtake anyone!) and then once formed up again, just the red and green start lights. The concentration was as intense as the crescendo of engine noise as we glared at the lights, knowing that they would light at any second without any warning at all.

Red. GREEN. We were off. A good start as Quasi launched forward. Even with the wide track and long straight before the first corner we were all still close together as I stood hard on the brakes and changed down from 4th to 3rd to 2nd to round the first corner still leading Class B. However the MGB was close

behind me and at the next corner I saw him make a move for the inside. I could have closed the door but decided at this early stage to let him be the hare.

By the end of the first lap he had pulled away more than I would have liked, although the remainder of the field was strung out and it was going to be a 2 car race for Class B. For the next 2 laps we held our station but by lap 4 I was starting to close on him. Quasi was running well and things felt as they had eventually come together as we swept around the corners. Other cars were not so lucky. The TVR and Alfa had both obviously both overcooked it as they lay abandoned, smashed into the concrete Armco – it was a hard circuit for brakes! Down the straight to start lap 5, we passed the MGB. However he wasn't going to give in lightly and outbraked me at the end of the straight to take the inside line. However Quasi was faster out of the corner and remained in front at the next corner. For the next two laps we battled away, the MGB outbraking me but not able to pass me and gradually I started to pull away. It was a good race and we were starting to close on the XK140! However by lap 7, it was all over as the MGB started to fall behind. I just prayed that Quasi hung together and backed off enough

PROVISIONAL RESULT

BULLETIN No TK026

CLASSIC CAR RACE

POS	NO.	CI	DRIVER	CAR	LAPS	RACE TIME	BEHIND	KPH	MPH	BEST LAP	ON	KPH	MP
1	35		Pierre CHAN	Porsche 911	12	00:27:38.63		109.39	67.97	2:10.80	2	115.59	71.
2	33		Keith HONG	Porsche 911RS	12	00:28:33.77	55.14	105.87	65.78	2:15.49	4	111.59	69.
3	77		Gerry KIP JING	BMW 2002 TII	12	00:28:47.92	1:09.29	105.00	65.24	2:21.35	5	106.96	66.
4	9		Stewart CHRIS	Jaguar XK120	11	00:27:52.08	1 LAP	99.46	61.80	2:28.58	2	101.76	63.
5	5		John THOMASON	Triumph Spitfire	11	00:28:09.68	1 LAP	98.43	61.16	2:28.27	5	101.97	63.
6	28		John PEACOCK	MG B	11	00:28:13.52	1 LAP	98.20	61.02	2:30.11	3	100.72	62.
7	18		Cheung Kwok LEUNG	Morris Cooper	11	00:28:14.72	1 LAP	98.14	60.98	2:28.15	9	102.05	63.
8	22		LO Kin Ching	Porsche 911T	11	00:28:39.29	1 LAP	96.73	60.10	2:27.57	9	102.45	63.
9	88		John BURRELL	Triumph TR3A	11	00:28:43.28	1 LAP	96.51	59.97	2:29.90	7	100.86	62.
10	13		Yiu Chun KEUNG	Alfa Giulia	11	00:28:52.50	1 LAP	96.00	59.65	2:34.02	7	98.16	60.
11	10		Jimmy CHAN	Porsche 91	11	00:29:04.32	1 LAP	95.34	59.24	2:33.18	6	98.70	61.
12	2		Tom SURRENCY	Morgan +4	11	00:29:18.70	1 LAP	94.56	58.76	2:35.31	4	97.35	60.
13	21		CHAN Kwok Hung	MG B	11	00:29:37.61	1 LAP	93.56	58.13	2:36.21	4	96.79	60.
14	19		LUK Nai Cheung	Honda Coupe 7	11	00:29:42.96	1 LAP	93.28	57.96	2:39.13	7	95.01	59.
15	32		SUN Tsoi Cheung	Mini Cooper	10	00:30:04.16	2 LAPS	93.80	52.07	2:52.55	2	87.62	54.
16	26		LUK Kam Cheung	VW 1303S	10	00:30:06.33	2 LAPS	93.70	52.01	2:56.08	3	85.87	53.
17	20		MG Chak Chung	Austin Mini	10	00:30:19.24	2 LAPS	93.11	51.64	2:56.13	8	85.84	53.
18	12		Roh OHTA	MG TB	9	00:23:24.20	3 LAPS	79.84	49.61	3:05.49	2	81.51	50.

NOT CLASSIFIED

29	HO Chi Ming	Alfa 1750 GTV	8	00:21:27.07	D.N.F.	93.98	58.39	2:36.36	4	96.69	60.
1	Simon WESTBROOK	TVR 3000H VB	7	00:17:35.43	D.N.F.	100.28	62.31	2:07.64	2	118.45	73.
69	Adrian BRADY	Porsche 911T	5	00:11:32.81	D.N.F.	109.12	67.80	2:15.42	4	111.65	69.
23	Philip MA	Porsche 911RS	5	00:11:34.73	D.N.F.	108.81	67.61	2:12.21	2	114.36	71.
11	Franklin WU	TVR Vixen	4	00:10:28.94	D.N.F.	95.16	59.75	2:31.21	4	99.99	62.
27	Raymond LAM	Morris Mini	4	00:11:58.41	D.N.F.	94.18	52.31	2:51.96	2	87.92	54.
7	Terry TRENNERY	Ford Mustang	3	00:07:30.34	D.N.F.	100.72	62.58	2:26.62	3	103.12	64.
3	David BALMAH	Lotus 7 Ser 2	2	00:04:47.40	D.N.F.	105.21	65.38	2:22.18	2	106.34	66.
8	Kerry ANDERSON	Jaguar E	2	00:05:40.97	D.N.F.	88.68	55.10	2:40.75	1	94.05	58.
65	HONG Kwong Kwan	Austin Mini Cooper	2	00:06:03.62	D.N.F.	83.16	51.67	2:53.51	2	87.14	54.

FASTEST LAP

1	Simon WESTBROOK	TVR 3000H VB	2:07.64	on lap 2	118.45 KMH	73.60 MPH
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to stay reasonably in front of the MGB. Acute to any unusual noises coming from the engine, the last couple of laps seemed to last for ever. Then there it was. THE CHEQUERED FLAG. Quasi took first place in Class B and 5th overall. What a tremendous feeling of both relief and excitement. We had done it – Quasi's first win. Only Macau remained!

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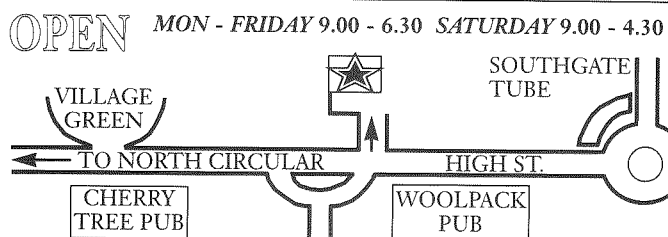
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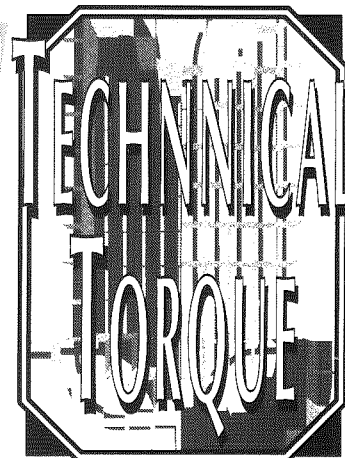
CLUTCH REPLACEMENT

Pedal to the metal but not getting the acceleration you expected? Engine whizzing around but getting less than the expected power transfer to the wheels? Clutch slipping? Driving along and suddenly the drive goes? Well also amongst a number of possibilities, it could be that your car's clutch has given up the ghost.

By and large, clutches are pretty reliable and modern units can last a long time but eventually, perhaps after 50,000 miles or so, yours may well be due for replacement. Replacing a clutch presents no great problem to the average DIYer but it can, and often does, involve a fair amount of pushing and shoving plus a few colourful expressions along the way.

For those of you not in the know, unlike many cars you don't have to remove the engine to replace the clutch on any of 'our' cars as the gearbox can be

Part 1



removed from inside the car. Before doing any thing else, isolate the battery by removing the leads. You'll soon be poking around close to the behind-the-dash wiring and short circuits are easily made, possibly causing sparks or even a fire, maybe even local burns to your fingers especially if you wear rings. Push the passenger seat back as far as it can go, or simply remove it. Use an old blanket to protect the carpet and the seat (if left in place). As you'll be doing some work under the car, at the relevant time place the front end of the car securely on axle stands.

Before the off, perhaps a word about the car being worked on. Belonging to Club member Richard Ward, the car is a Spitfire Mk.3 which had been converted, as I know a number have been over the years, to 1500 spec. This had been done by fitting a 'YC' Dolomite 1500 engine together with 1500 Spitfire gearbox (first by reverse) and a J-Type over-drive. As shown

in some of the photos, a number of non-factory parts/procedures had been used to fit this conversion which created some problems to us along the way, but which in the

end - frustrations at the time since forgotten - were relatively easily sorted. Notwithstanding these differences, pointed out in the text and figures, changing the clutch on factory standard overdrive and non-overdrive cars right across the model range, Herald to Vitesse, and Spitfire to GT6 follows much the same procedure.

For those of you not in the know, unlike many cars you don't have to remove the engine to replace the clutch on any of 'our' cars as the gearbox can be removed from inside the car.

PETER WILLIAMS

Figure 1. ►
Remove any radio/cassette units. Undo the A frame's top retaining screws, often as here replaced with bolts during the life of the car, followed by the chrome bolts which secure the feet of the frame to the chassis. Remove the frame.

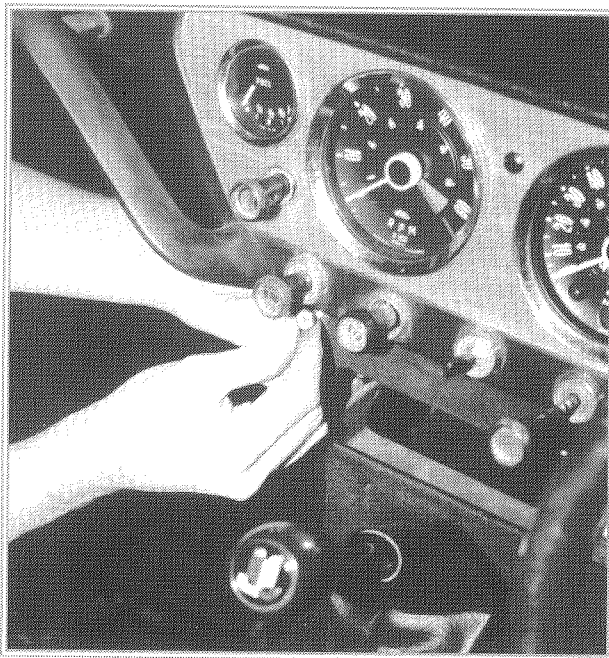


Figure 3. ▼
With the gearbox in neutral so that the propshaft can be more easily rotated - push the car as required, undo the bolts securing the shaft to the gearbox. Note which way around the bolts lie. Place the front of the car on axle stands.

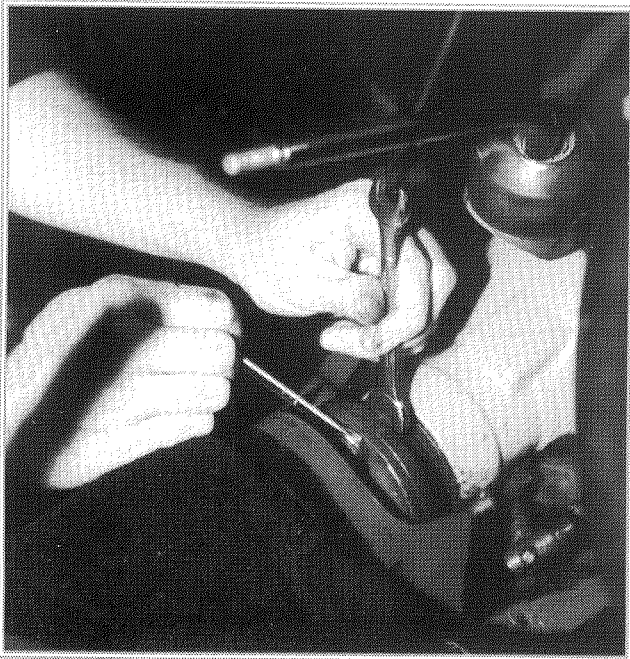


Figure 4. ▼
Undo the clamp bolts and wiggle the slave cylinder out of its housing. The hydraulic pipe can be left connected to both the slave and master cylinders but keep the unit out of the way when the gearbox is removed and refitted.

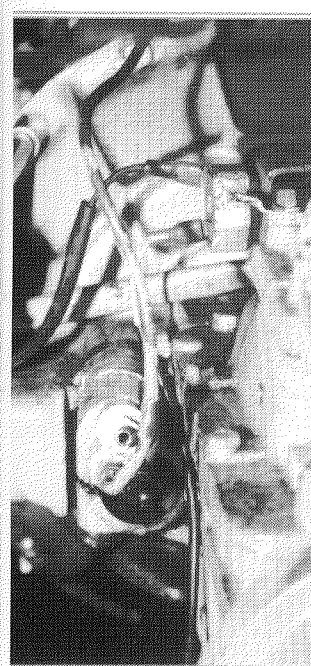
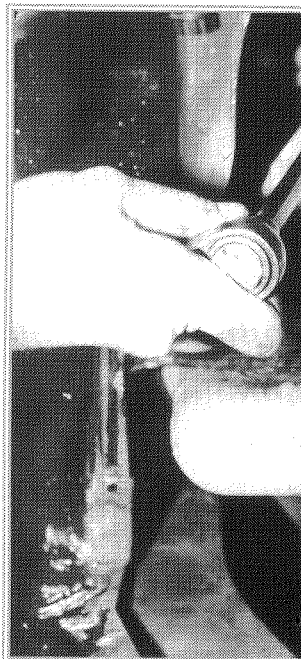


Figure 2. ►
Unscrew the gear lever knob and lift off the carpet. Remove the gearbox cover retaining clips and lift off.

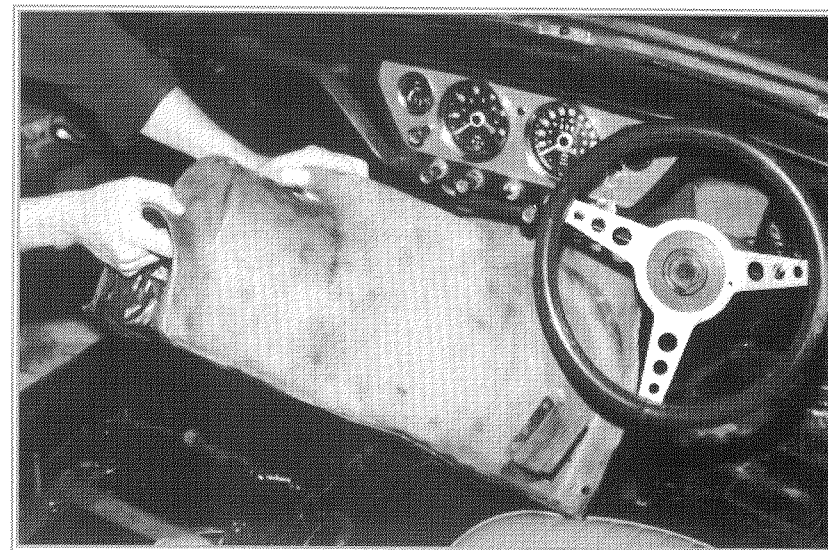
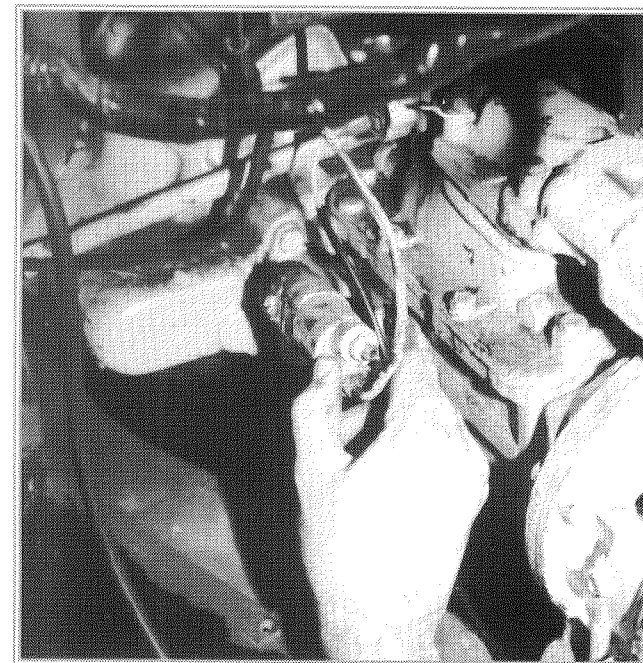
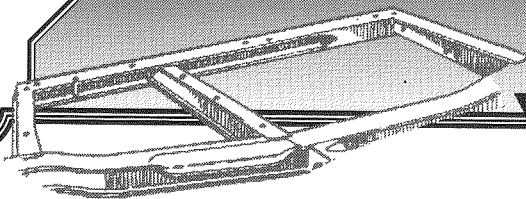


Figure 5. ▼
Support the engine with (preferably) a trolley jack under the sump making sure to use a piece of wood between the jack and the sump as a load-spreading cushion. Undo the bolts which secure the gearbox to the engine - two of the bolts also hold the starter motor in place which should be shifted out of the way during the process. On some models an exhaust pipe bracket may also make use of one of the lower bolts.





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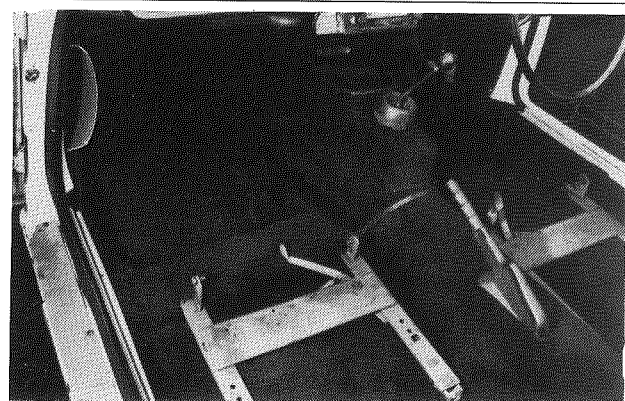
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Figure 6. ▶

Knowledgeable readers will spot that this is a J-Type overdrive unit (fitted to a 1500 gearbox) rather than a D-Type which would normally be fitted to an overdrive Mk.3. Being a J-Type fitted to a Mk.3 Spitfire, some non-factory 'engineering' has been carried out to fit it (prior to current ownership and which might have been done rather better). On a non overdrive unit, undo the bolts holding the 'cotton reel' rubber mounts to the gearbox. For a more standard overdrive fitment, release the two bolts which hold the central rubber mount to the chassis plate and leave the plate bolted to the chassis. Here, the rubber bushed mounting had been welded to a revised chassis plate so the bolts holding the home-made plate to the chassis were removed instead.

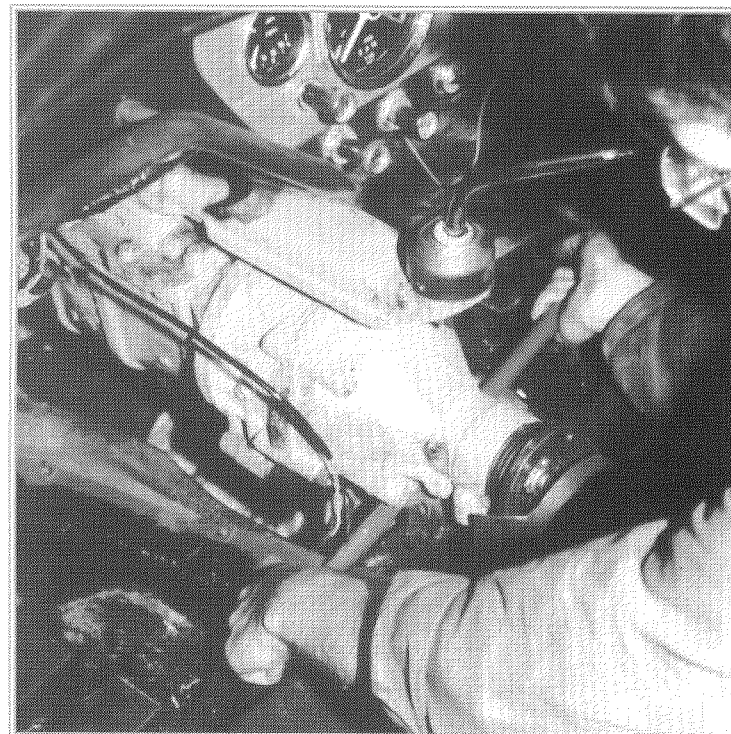
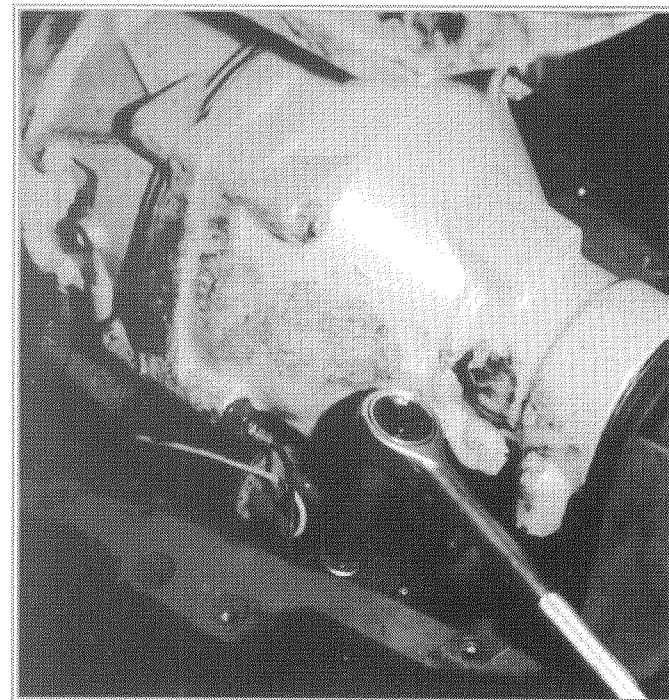


Figure 7. ◀

Tap or lever the propshaft out of the way (easier on a car fitted with a sliding spline expanding joint propshaft). Lift the gearbox up and pull to the rear as you go. As shown, a metal bar may well be of use here - be careful not to trap your fingers.

T.D.FITCHETT

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Rear lamp assy 208532/217025	\$27.50
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Figure 8. ▶

On this car the chassis plate fouled the propshaft tunnel when trying to remove the 'box. As previously mentioned this was not unexpected owing to the overdrive mounting being (wrongly) welded to the chassis plate. So here, once the rear of the gearbox had been supported by a suitable bar, the mounting plate was dropped off the rear of the overdrive - simply done by releasing the two bolts holding the rubber mount to the overdrive. If doing this, make sure that the weight of the gearbox is taken off the mount or else releasing (or replacing) these bolts may cause the threads in the alloy overdrive housing to strip.

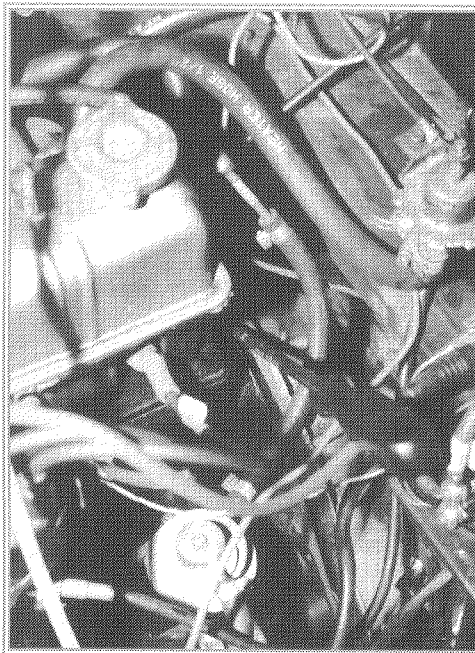


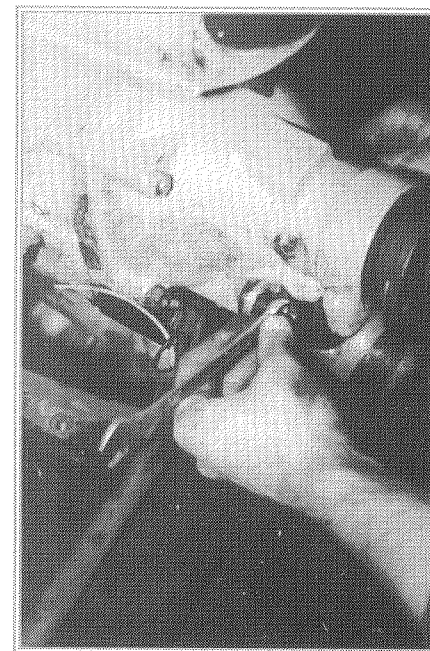
Figure 9. ▲

With varying degrees of wriggling, lifting, pulling and swearing the bell housing should start to split away from the engine...

Figure 10. ▶

...eventually leading to the removal of the gearbox.

Time for a cup of tea?



TO BE CONTINUED...

WHAT EVERYONE WANTS, AN OVERDRIVE

The Herald was never officially offered with overdrive although it is quite possible that a number of cars were fitted with them at the Triumph Service Department, this would have been a three synchro box with 'D' type overdrive.

Fitting any of these boxes is relatively straight-forward, PROVIDING all the necessary ancillaries are to hand.

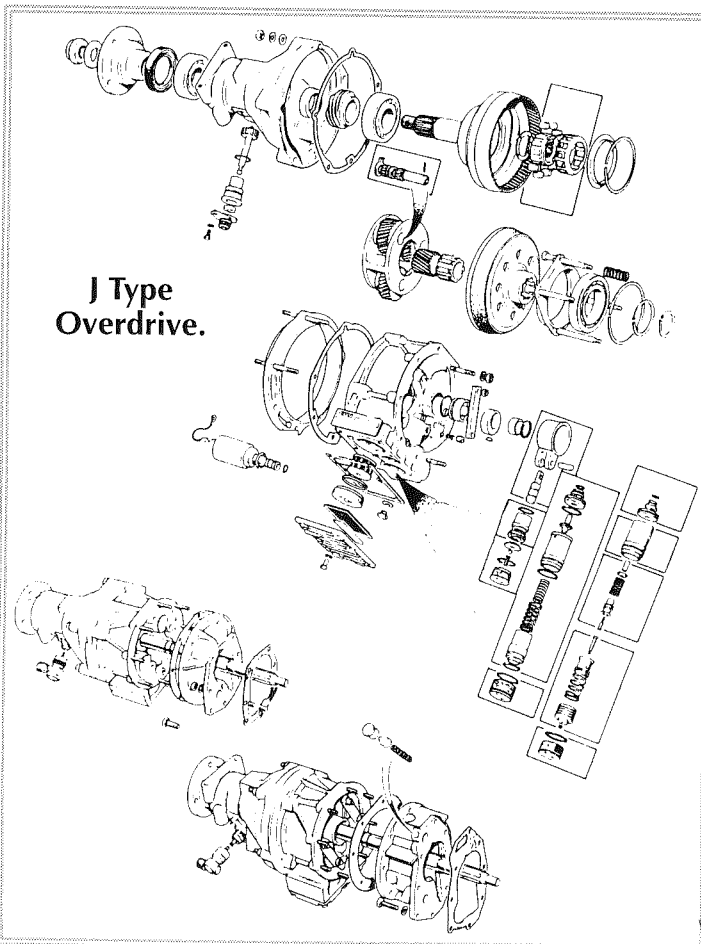
a) What you must have – gearbox and overdrive assembly with solenoid mounting rubber and mounting plate, correct length propshaft. b) If you want the speedo to work, an angle drive is required (and possibly correct speedo cable). The relevant devices for ensuring

Well, not quite true, but for a lot of Triumphs the usual response from somebody after fitting one is, 'how did I drive this car before?'

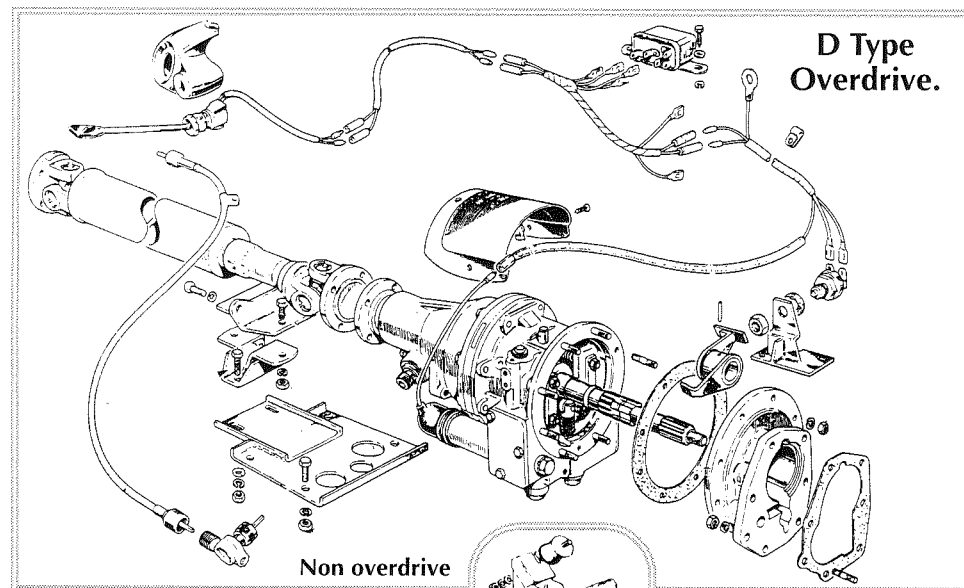
There are, I suppose two ways of fitting an overdrive to a standard car, ie, buy an off-the-shelf conversion kit, this is the most expensive but should be the easiest and longest lasting. The difficult way is to try and build up a list of second hand parts yourself and for those who want to do this, read on.

(1) Herald and Spitfire

(not Herald 948 and early 1200s). Originally Spitfire I/II and III were provided with a 3 synchro gearbox and 'D' type overdrive. Spitfire IV had four synchro gearbox with 'D' type overdrive to 1974, then 'J' type for 1974. The Spitfire 1500 had a single rail box with 'J' type fitted.



J Type Overdrive.



D Type Overdrive.

Non overdrive

that overdrive only works in third and fourth are highly advisable – the correct overdrive switching devices are not necessary but give that authentic look and feel to the whole thing. A relay is required for 'D' type overdrive units.

Sources of parts: 'D' type overdrive.

With the exception of the gearbox mainshaft the gearbox internals are identical for overdrive and non-overdrive cars. For technical reasons the three synchro mainshaft is very difficult to find – so you really need a four synchro box, Spitfire IV/Toledo plus 'D' type overdrive shaft, (available new) and originally fitted to Vitesse 2 Litre / GT6 and Spitfire IV to FH60000, adaptor plate studs and adaptor plate (available new and originally fitted to Vitesse/GT6/Spitfire to 1974) with overdrive cam and clip.

Overdrive units are found in Vitesse/ GT6 and Spitfire IV to 1974 plus, it is possible to utilise some early MGB units and Hillman Hunter parts but this gets very awkward for practical reasons. A solenoid is required (any 'D' type units plus Triumph 2000 and TR to 1973). Angle drives are found on Vitesse/GT6/ Spitfire overdrive cars, some MG overdrives, Triumph 2000 & TR6 to 1973 and Austin Princess 6 cylinder. Overdrive mount rubbers and mounting plates are easier to buy new if not located second hand.

Assuming you have a rear flange fitted to your overdrive, (I hope you have, not easy to get hold of) you will require a correct length propshaft with the right ends (some flanges have 5/16 holes and some have 3/8 holes, they do not bolt together). Look in the yellow pages for propshaft shortening and balancing, (the relevant lengths are all in JKs catalogue). Note 3/8 hole flanges are found on Marina/ Dolomite/ 2000 prop shafts and are available new. The cut-off switch arrangement so that overdrive works in third and fourth is available new for four synchro boxes (only

originally available Vitesse/ GT6/ Spitfire to 1974). Any four pole relay will do for the wiring, this takes the initial 30amp surge as the solenoid pulls in.

Originally, the Spitfire I, II and III were provided with the overdrive switch mounted on a different indicator switch cowl, the MkIV had a hollow gearstick with a troublesome switch and wiring up the stick! The correct cowlings and switches are available new (also Vitesse/ GT6 I, II and TR 4, 5 and 6). The hollow overdrive gearsticks are not available, but you can make one with the top of a 2000 old one welded to your original. Overdrive gearknob parts are all available new.

The Spitfire IV 'J' type.

The three rail gearbox (identified by the remote extension bolted down with four studs) with 'J' type overdrive was only fitted for 1974 Spitfire IV (from FH60,000). To make this variation you need a special mainshaft, originally its only other application was Dolomite

1850 to 1975, also a special adaptor plate is required, again only fitted to early 1850s. (Both these items are available new). There are a variety of surprising sources of 'J' types with the correct rear housing, ie Triumph 2000, 2.5 from 1974, late TR6, Ford Transit, some Volvos, late MGBs, Dolomite Sprint, but be warned, there are numerous variations of rear flanges, internals and speedo drives. Assuming you have a useable unit (best to stick to Triumph items) a cam and clip can also come from the same source, the problem will probably be in the speedo gearing. Because of limited space all Herald/Spitfire applications need an angle drive for the speedo cable, this requires a 'long series' pinion gear, and in order that the speedo reads correctly the driving gear and pinion gear need to be correct, this may mean an overdrive strip to change them (and they are expensive!). Standard overdrive gears for Herald.

Some of the speedo gearing in Dolomite boxes is incorrect and all cars will require an angle drive and different speedo cable. Also if this variation is fitted to cars other than Spitfire 1500 the gearstick hole in the tunnel is not quite in the right place!

Vitesse 1600 D type.

Trying to track down the original items for these cars is not worth the bother, either fit a Vitesse 2 Litre or GT6 items or change the flywheel and clutch and follow on:-

(2) Vitesse/ GT6

Assembling all the original bits to build up Vitesse 2 Litre or GT6 conversions is as easy/difficult as for Herald/Spitfire (with same sources) but remember the Herald/Spitfire gearbox internals are not suitable. The only other

source of a gearbox that can be fitted easily is the Dolomite 1850 to 1975 (three rail gearbox). I have heard of 2000/Sprint/late Dolomite 1850 boxes being fitted but it is by no means straightforward. So how do we do it?

In the good old days when the cars were newer, it was possible to buy most items off-the-shelf, with time, as parts have become obsolete, we have remade them, and what we actually provide as a conversion for Vitesse 2 Litre and GT6 is a late Dolomite 1850 gearset with a special mainshaft, remade adaptor plate (OE early 1850, Spitfire IV 1974) with correctly speedo geared 'J' type from various sources. Supplied with mounting rubber and standard overdrive gears for Herald and Spitfire are a six start drive gear with an 18 tooth long series pinion (coloured brown).

NOTE:- if fitting a three rail gearbox to a Spitfire 1500 the propshaft length is correct on the non overdrive cars, but a special clutch plate is required (GCP103).

Spitfire 1500 ('J' type overdrive).

All Spitfire 1500s had a single rail gearbox fitted with a 'J' type overdrive. The same units were also fitted to Dolomite 1500s. In addition the Dolomite 1850 from 1976 requires a set of Spitfire 1500/ Dolomite 1300/ 1500 gears fitting in the gearbox to make it fit any Herald or Spitfire. As it is impossible to build up a complete set or parts without getting second hand items, I will assume you have one of the above gearbox and overdrive units complete with gear change mechanism. Items from Dolomites will require a Spitfire mounting plate and rubber, and propshafts need to be one inch shorter than three rail overdrive boxes). A bell housing from Spitfire 1500/ Dolomite 1300/ 1500 is required (with correct centre to match the input shaft) and if it is fitted to a Herald or Spitfire I to IV a special clutch plate is needed (GCP244 OE Dolomite 1300) (this is not suitable for coil spring clutches). A single rail gearstick is required, the Dolomite variation is too long for Herald/Spitfire. If an overdrive one is impossible to obtain, then a separate switch is required (cowlings and switch OK except late Spitfire 1500).

Special mounting plate plus all other conversion parts if the car is originally non overdrive (ie propshaft angle drive, cut-off switches, cowlings overdrive switch). Note this has a 'fine spline' gearbox input shaft which goes with a late Dolomite 1850/TR7/Transit, clutch driven plate.

In order to to a DIY conversion from non overdrive you need all the parts as Spitfire IV 'J' type. Yes it can be done but you will find that there are fairly expensive items you will have to buy – a lot of chasing around – and if you put it all together yourself and something does not work, no guarantee.

Over the last ten years, I would estimate that we have supplied something like 500 overdrive conversions, despite the fact they are undeniably a lot of money, they also represent very good value. Remember that our overdrive conversions are supplied with reconditioned gearboxes and propshafts, original non overdrive cars had these items fitted, and the cost of the overdrive option when the car was new? about 8% of the price of the car (work it out for yourself!) It is a wonder anybody forked out for it. *

When I went to the rented lock-up garage where I've been keeping my Herald during the worst of the recent awful weather, a man arrived to paint the garage door.

I opened it to remove my car and the effect on the man was instantaneous – he just stopped and said 'what a beautiful car', went over to it and began stroking the top of the front wing! But after 14 years of Triumph ownership, I suppose I should be used to this sort of response by now!

In the recent BBC TV programme about the Triumph Herald, Lord Geoffrey Howe when reminiscing about his convertible, expressed his surprise that the Herald had not 'conquered the world';

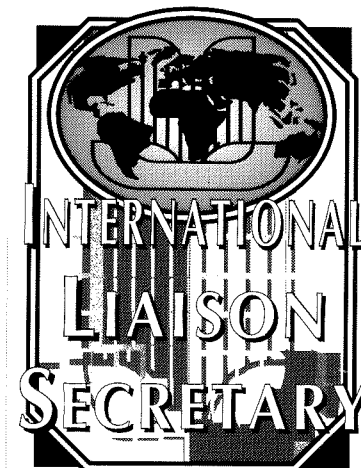
Perhaps we should consider this in some more detail. Firstly, the Herald was constructed in no less than twelve separate factories all around the world (see Courier Jan. pp. 66-67), ie: Lima on the west coast of Peru, Arica on the west coast of Chile, Dublin in Eire, Oporto in Portugal, Haifa in Israel, Malines in Belgium (see Courier Jan. 93, pp. 26-27), Madras in India, Durban in South Africa, Manila in the Philippines, Melbourne in Australia, Nelson in New Zealand and Malta (where they were known as Maltesas and had their own special 'Maltese Cross' bonnet badge. Some of these factories servicing neighbouring countries.

Notably, glass including windscreens, tyres and batteries are supplied from local sources in all Triumph overseas plants except Malta. Paint and adhesive are invariably supplied from local sources.

Wheels are made in Australia and South Africa, but not elsewhere. Except for Malta and Peru, leaf springs are invariably made locally. Some electrical equipment is made in Australia, South Africa and India. Upholstery and trim are mainly 'local' except in Malta.

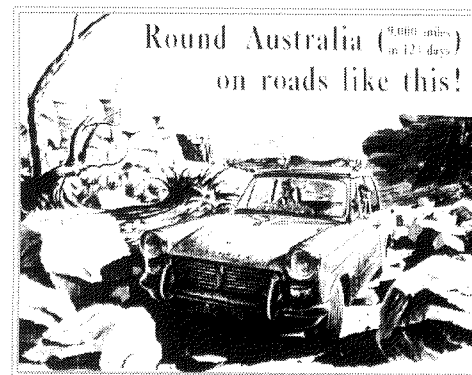
The TSSC – OUR CLUB – is based in the main on Herald chassied vehicles and is the world's only truly international club with no less than fourteen dedicated members running 'areas' all around the world, whereas other Triumph clubs have associated and affiliated Triumph clubs doubling up as 'chapters', 'areas', or 'zones' of their clubs – they are thus not purely 'areas' of their own club. This does not belittle them in any way, as we in the TSSC are also very pleased to maintain superb ongoing affiliations, associations and friendships with our sister Triumph clubs both here in the UK and all around the world, they all do an important job in preserving the Triumph name etc.

So far in my reports I've included pictures and stories of Heralds etc. in the following countries: Finland, France, Malta, Belgium, Poland,



Holland, Sweden, India, Germany, Norway, Italy, New Zealand, Singapore, U.S.A., Australia and Tasmania, Canada, Barbados, Japan, South Africa, Yugoslavia, Portugal, Greece and its islands, Jamaica, Sri Lanka, Hong Kong, Cyprus, Israel and Eire – that's 28 countries!

Furthermore, some 5% of the



The promotional pic for the 'Round Australia Tour' in 1960 across some of the roughest roads in the country.

TSSCs 18,000 members live outside the UK. So, as you can see, despite Lord Howe's doubts, perhaps the Herald WAS indeed a real 'World Car' and a money spinner for

LEON F. GUYOT



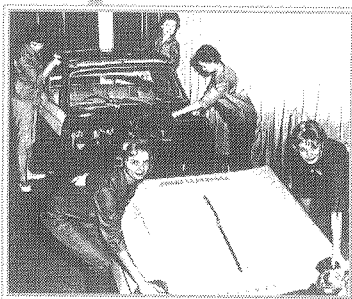
This is the first Herald in Japan, and was owned by Mr. C. A. Eland, of the British Council and at the time the photograph was taken was exhibited in the premises of Sale Tilney (Far East) Ltd.

Britain's export drive during the 1960s. Back in 1966 Triumph exported 50% of their output, and won a Queen's Award to Industry for export achievement.

To give some examples of the Heralds impact on the world, we must start at the beginning. Quite apart from the gruelling long-distance test of the prototype Heralds from Cape Town to England across the Sahara desert in October 1958, the Australians ran their own tough test back in 1960: 'Round Australia, 9000 miles in twelve and a half days', 'The roughest road in Western Australia' – that's the claim for the 40 miles of sand, rock outcrops and boulders, loosely linked by potholes and creek crossings that stretches to Texas, a cattle station in the Kimberleys. 'But that was only part of just about the toughest test possible for a car. Near Port Hedland, the track had been so badly cut up by trucks that many were hopelessly bogged in sand and others were abandoned with broken springs and mechanical trouble'.

These were typical of the incredible conditions encountered during a gruelling 8965 miles Round Australia run completed by the new (Nov. 1960), Triumph Herald – loaded with 56 gallons of petrol, spare oil, water, food and the co-drivers combined weight of 27 stone (378lb/172kg). At one stage it took 14 hours to travel 40 miles (35 years later the M25 motorway is often just as bad! – Leon), drivers John Thornton and Evan Green, veterans of Round-Australia car runs, were emphatic that they had never known motoring conditions so bad. In a production model on which the only alterations were the fitting of extra fuel tanks, lie-back passenger's seat and twin roof top spot lamps, they covered an average of 717 miles a day at a speed of 48mph with an average fuel consumption of 35mpg.

Heat was another problem. At Turkey Creek the temperature reached 140 degrees Fahrenheit, while between Liesadell and Texas, the drivers cooled off in the crocodile infested Bow River. Said John Thornton, 'Though we were completely dehydrated, the engine behaved perfectly with no sign of overheating.' (948cc remember!).



This team of five girl mechanics demonstrated the body assembly of the Triumph Herald when introduced in South Africa

Cars of the Standard-Triumph group are world famous and world tested. Their dependability and performance are legendary among motorists everywhere, backed by gruelling tests in every country in which they are sold. Standard-Triumph cars have earned a reputation for reliability in Australia . . . AND ALL OVER THE WORLD.

(The above report has been copied from a magazine report of unknown origin dated Nov. 1960).

Heralds were also tested pre-launch by Muttering Rotters (sorry, Motoring Writers) in both Spain and in County Kerry, Eire.

Immediately after the Heralds UK launch at the Royal Albert Hall on 22nd April 1959, where one of the cars was 'assembled' on stage by four apprentices in exactly four and one half



A crate containing a Triumph Herald being loaded on the Blue Star Line vessel Gladstone Star, at the Royal Victoria Docks, London, for Australia.

Japan.
Heralds at British Exhibition, New York, U.S.A.
Herald (saloon) in Hong Kong Motor Sport Clubs Spring Rally.
Sept. 1960: Herald coupe in Lisboa, Portugal (C1-60-20).
Herald coupe and sedan (saloon) at Hollywood, U.S.A.
Nov. 1960: New Standard-Triumph factory opened, Malines, Belgium.
Heralds on show at Paris Motor Show.
Nov. 1960: Happy American Herald owners write to thank Triumph.
Cutaway (half car) Herald coupe shown at Turin Motor Show.
Feb. 1961: Heralds in Southern Rhodesia.
British Ambassador, Bolivia, buys black and white coupe.
Herald convertible wins first prize in Concours d'Elegance, Naples, Italy.

minutes, that very car was then driven directly from London to Brussels in Belgium.

Finally, a few dates and details to consider:
March 1960: Triumph Herald launched in Nairobi, Kenya.
First Herald in Japan, a coupe.
Stirling Moss used a Herald coupe during his visit to Auckland NZ.
Herald shipped to Melbourne, Australia.
First mass delivery of Heralds to Durban, South Africa.
Herald introduced to South Africa and Rhodesia.
July 1960: Herald gymkhanas in Singapore, Malaya, Borneo and Thailand.
Prime Minister of Ceylon buys Herald saloon.
Herald coupe in Toowoomba, Queensland Auto Club speed trials.
First Herald (coupe) owner in Tanganyika.
August 1960: Heralds on show at Foreign Car Show,



French Triumph enthusiasts enjoying the benefits of open top 13/60 motoring.

Dual control Heralds in use with driving school, Singapore.
Herald convertible at Brussels Motor Show.
April 1961: Tour by Singapore branch of Standard-Triumph Auto Association includes no less than 80 Heralds.
Sultan Ismail of Johore, Malaysia, buys a Herald.
Ten Herald convertible convoy used by West Indies Cricket Team in Melbourne, Australia.

May 1961: Swiss Herald owner writes to thank Triumph. Herald photographed at 16,000 feet above sea level in Peru. Herald registered in Tawahi, Aden.

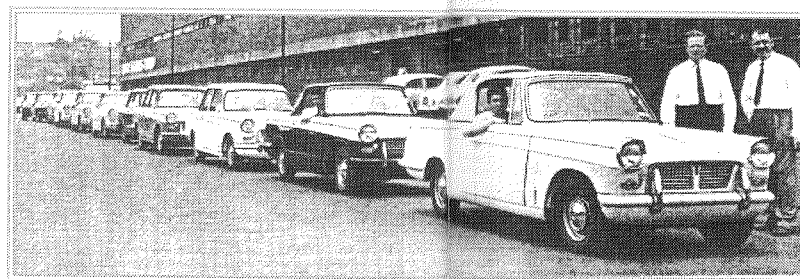
Herald owner in Papua New Guinea.
Nov. 1962. 1000th Herald 1200 exported to Sweden.

OK. That's quite enough 'anorak stuff' for this report! I think I've proved my point, that the Herald WAS/IS A WORLD CAR.

As an aside, here is a picture of some French Triumphists/ Triumphosi? still enjoying their Triumph 'Britt' as French 13/60 Heralds were known – this shot borrowed from the Journal no. 46 of Amicale Spitfire, who obviously knew a good car when they see it! (English humour).

Back to that TV programme – and the unnecessary 'demonstration' of the Heralds rear end handling, one can't help but wonder how many Herald owners drive quite as stupidly as a certain Q. Willson on the TV programme? (methinks the Journalist doth drive like an idiot! to paraphrase him!).

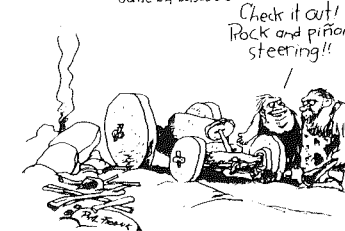
After all, if he were to put his own precious Daimler SP250 'Dart' on 5.20 inch wide cross-



This photograph is courtesy of Standard-Triumph (South Africa) (Pty.) Ltd. The imposing line of cars was the first mass delivery in Durban of Triumph Heralds to Standard-Triumph Dealers in South Africa.

Frank & Troise

The History of the Automobile
June 22, 25368 BC



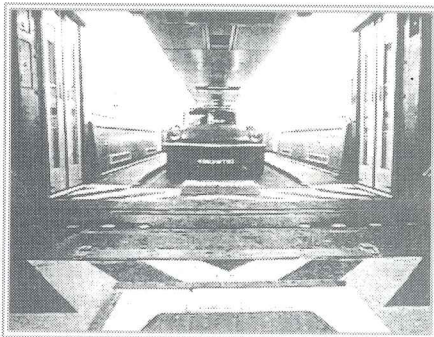


Photo from Amicale Spitfire magazine displaying the EuroShuttle's notorious metal 'rising humps.'

ply tyres and manage to get it to turn in less than 25 feet, which of course it cannot, whilst accelerating on a nice slippery concrete airfield runway – then one suspects that his rear tyres might also begin to lose their grip as well!

Just what was he trying to prove? I had expected better of the usually objective ex-used car salesman! (bring back William Woolard).

Also from the Amicale Spitfire magazine is a report by one of their members – Guy Painchault – of his experiences having taken his Spitfire through the 'chunnel'. Guy says it is not so easy as 'Eurotunnel' would have you believe.

'It is touching, Yes! The exhaust system is too low for the floor of the shuttle. The vehicle carriages are equipped with 'rising humps, those metal obstacles rising from the floor to form barriers in between every fourth vehicle'.

'On the way to England, I was obliged to drive with one wheel in the centre and the other up on the walkway running up each side of the carriage. But, on the return journey that manoeuvre is forbidden, because there are electrical cables under the walkway which resulted in our being the last car loaded, together with two other low-slung vehicles and an English registered Spitfire, so that we can get out at the other end in reverse gear with the help of two wooden 'ramps' placed on each side of the central 'rising hump' (very high-tech!).

'On the picture you can see the 'hump' as low down as it gets – in front of the Spitfire, with another, less obvious hump in the foreground – this was badly scratched by other vehicles exhaust systems and engine sumps etc.'

So take my advice and stick to the ferries, until Eurotunnel gets it sorted! Remember, Funnel not Chunnel!

A couple of nice photos recently dropped onto my doormat, kindly sent over by Arthur Denzler of Friesland in the north of the country. He thought that we might like to see them – apparently taken during the Club Triumph Holland National Concours back in 1991?



'Ferrari Testarossa' Spitfire

just superb. There is a tuned engine under the bonnet and it has 7 inch wide wheels. He tells me that the bodywork has been constructed in a very professional fashion and in fact it has been done twice, because after finishing the car the first time, the owner crashed it at high speed during its maiden journey on the motorway!

In the background, you can see a Belgian 'APAL' Spitfire and the



ARTHUR STREET, LAKESIDE, REDDITCH, WORCS, B98 8JY
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TRIM OFFERS

SPITFIRE & GT6 INTERIOR TRIM

Door Casings-Spit/GT6	Pair £39.00
Rear W/Arch Liner Kit-Spitfire	Pair £39.00
Rear W/Arch Liners-GT6	Pair £35.00
Rear Cockpit Liner-Spitfire	£26.00
Tank Liner (In Boot)	£11.00
Tailgate Liner (Black)-GT6 III	£11.25
Tailgate Liners-GT6 I/II	Pair £12.00
Glove Box Liner-Spit IV/1500 & GT6	Each £10.00
Glove Box Liner-Spit I-III	Each £11.00
Support Rail Glove Box Liners	Each £12.00
Door Cappings	Pair £15.00

Seat Recovering Kits (Not GT6 I/II)	Pair £95.00
Headrests	Each £23.00
Recovered Seats (Not GT6 I/II)	
EXCHANGE	Pair £175.00

Carpet Set Black (REPRO)-Spitfire	£55.00
Carpet Set Black (MOULDED)-Spitfire	£135.00
Carpet Set Black (REPRO)-GT6	£80.00
Carpet Set Black (MOULDED)-GT6	£195.00
Root Mat (Black Hardura)-Spitfire	£8.50

COLOURS AVAILABLE (EXCEPT WHERE STATED)
Black, Beige, Chestnut, New Tan, Shadow Blue, Midnight Blue, Red.

SPITFIRE WEATHER EQUIPMENT

Hood DIY (Bik Vynide)-Spit IV, 1500 (ZRW)	£77.50
Hood DIY (Bik Vynide)-Spit III	£67.50
Hood DIY (Bik Vynide)-Spit I/II	£67.50
Header Rail Seal	£5.00
Header Rail Seal Retainers (Set of 3)	£10.00
Boot Seal (REPRO)	£8.50
Exterior Weather Stripe & Clips	Pair £14.50
Interior Weather Strips & Clips	Pair £6.00

HERALD/VITESSE INTERIOR TRIM

Door Casings-Herald	Pair £39.00
Door Casings-Vitesse	Pair £43.00
Rear 1/4 Liners-Saloon	Pair £47.50
Rear 1/4 Liners-Convertible	Pair £47.50
Scuttle Liners (Plain)	Each £8.50
Scuttle Liner (With Map Pocket)	Each £16.00
Upper Dash Liner (Under Dash)	£14.50
Lower Dash Liner (LH Footwell)	£6.00
Vitesse LH Boot Liner (Black)	£13.00
Boot to Hood Stowage Liner (Black)-Conv	£14.50

Front Seat Recovering Kits	£110.00
Rear Seat Recovering Kits-Saloon	£105.00
Rear Seat Recovering Kits-Convertible	£105.00
Seat Diaphragm	£12.50
Front & Rear Recovered Seats Available to Order	POA

Carpet Set Black (REPRO)-Her/Vit	£55.00
Carpet Set Black (MOULDED)-Her/Vit	£105.00
Boot Carpet Black-State Saloon/Conv	£21.00
Boot Mat (Black Hardura)-State Saloon/Cov	£21.00

COLOURS AVAILABLE (EXCEPT WHERE STATED)
Black, New Tan, Light Tan, Shadow Blue, Midnight Blue, Red.

HERALD/VITESSE WEATHER EQUIPMENT

Hood DIY (Black Vynide)	£75.00
Header Rail Seal & Retainer Kit (REPRO)	£12.00
Side Window Seal (Car Set)	£8.00
Side Window Seal Retainers (Car Set)	£18.00
Boot Seal (REPRO)	£8.50
Exterior Weather Strips & Clips	Pair £11.75
Interior Weather Strips & Clips	Pair £8.00

STOP PRESS

John Hill's all new 95 Triumph Catalogue
will be out sometime in April.
Please sent SAE to reserve your copy.

famous 'gull wing' MkIII Spitfire (more on that car in a later report), also a Belgian Triumph saloon (red), complete with the most appropriate registration number of 1300TC!

A picture now, all the way from The Triumph Cars Club of Finland depicting the duo tone red/white 1966 Herald 1200 saloon being driven very purposefully by Omistaja Petteri Levanen (I think?) taken on an historic rally stage on 9th July 1994.



(Unfortunately, I don't have any info' about this car or event yet – but if any Finnish members can supply more info/photos, I'd be glad to hear from you!) NB. Petteri doesn't seem too concerned about his rear end handling!

Recently I've received a letter from the ever-enthusiastic and very hard working Claude Buntinx down in Liege, Belgium. As I've explained in an earlier report, he completed his beautiful duo tone Targo Purple/White coupe last August (94), shown here in an appropriate setting.



Claude Buntinx's 'in-progress' rebuild. ▲►

Claude has embarked on a full rebuild of his light yellow Herald 1500TC Estate, using a replacement chassis that he has built to the same specs as his coupe, so he can fit rotoflex rear suspension at a later date, should he so desire.

I'm sure we all wish him the very best of Triumph luck on this long-time member of the Belgian family Triumph-Buntinx.

I have the pleasant duty to report that we have a new (14th) International Area Organiser on our team Jean-Claude Cigrang of Luxembourg who kindly volunteered his services at the International Triumph Show up at Stoneleigh on Sunday 19th February – he will in

due course be helping John Muggleton and TSSC with setting up the first Continental TSSC show in Luxembourg which has been put back to June 1996 due to problems with time etc.

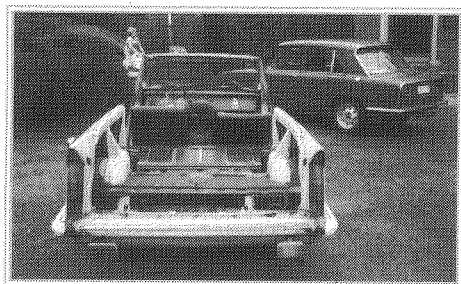
It was also good to see our friend and Belgian Club member Luc Noville, with his very fine looking Triumph 2500 saloon up at Stoneleigh for the show, it was better than some inside the hall! He came over on Le Shuttle so it seems that at



After a well deserved but short 'break' from working on his Triumphs (Ha Ha), the bug has once again bitten deep!

least these cars have adequate clearance for the infamous 'rising humps'.

NB. I'm writing this on my birthday, and should like to express my gratitude to members Azad Kadri of Cape Town, South Africa and to Thomas Schmid and family of



Munich, Bavaria, Germany for telephoning me and wishing me many happy returns! Much appreciated.

Until next month, keep those stories coming and enjoy driving your Triumphs. ★

'REG' SPOTTING



Whilst compiling my now, extensive scrapbooks on Club cars, I have come across some postcards, brochures and magazines from the past with various cars on or in them. Readers might be interested in the following ...

HERALDS: AKJ 802 (B or D). Herald Estate featured on postcard of Town Hall, High Street, Tenterden 1970.

GFM 708C. On the front cover of 'Buses' magazine, issue no. 160, July 1968.

CPP 364B. On front cover of Kent Life, October 1966, Vol. 5. No. 6. 7778 KR. Vitesse 6 saloon on postcard of High St, Tenterden, undated.

Also seen in TV dramas or films are the following:
GT6 HBK 171E, white, in Randall & Hopkirk deceased.
WRK 132J, Herald, Last Of The Summer Wines.

B148 GZ (unusual number?). Herald in Confessions of a Driving Instructor.

I wonder if any of these cars are still around today? No doubt, their owners would be interested in the above information.

P.S. If anyone could donate any pictures of Club cars for my scrapbooks I would be extremely grateful. Address. P Foreman, 38 Highgate Road, Whitstable, Kent. CT5 3HW.

P.P.S. If anyone owns any of the above cars, please let me know – I might be able to send more details.

P. Foreman

LE SHUTTLE, OU LE BUCKSHEE TRIP PAR MICK & JENNY



I was, to say the least, surprised and pleased to have the chance to try the dreaded tunnel for free. Despite being like a lot of people in my condemnation of the thing, with phrases like 'Why do we need it anyway', and 'You'll never get me on the thing even if they paid me', 'What if the IRA decide to plant a bomb in it', I forgot all this when our typist, whose husband works for Eurotunnel, offered us some complimentary tickets for Le Shuttle.

I was also very surprised when Jenny, a very nervous and claustrophobic person when it comes to trains and boats and planes, was very keen to come along and sample the experience. Amazing what some people will put themselves through when it's free.

Colin, of Austin Sevens and Brighton Run, along with Kathy, an equally nervous person even in the Dartford Tunnel, also said they would like to come, so we all piled into Collins' car and took the slip road that we've all seen marked 'France' that leads to the tunnel complex.

We were greeted by girls in high visibility coats and even higher visibility smiles (they seemed awfully pleased to see us, can't think why) and shepherded into the terminal. The passport inspection was very cursory, and hardly seemed worth the bother. A wait of around half an hour was forecast, so we all trooped into the Duty Free shop to do what we had all come for, and get the booze and fags in for Christmas. Halfway round the announcement came over the Tannoy that our train was boarding, so we

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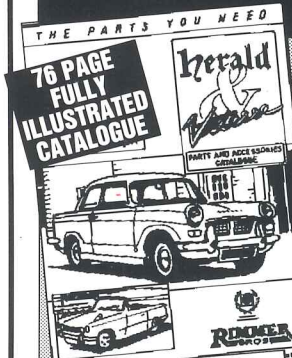
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then had a mad scuffle to pay for our stuff and get back to the car.

Then came another twenty minute wait in a queue of car before we finally drove onto the train. Surely they would have been better off letting us all spend some more time and money in the shops! Loading was very painless, and we were asked to drive on, park with the hand-brake on and the windows open (this I think to avoid some of the problems they have had with windscreens popping out due to air pressure when a train passes in the opposite direction!). Then, would you believe, we waited half an hour on the train before it finally pulled away in the direction of France.

The actual time in the tunnel was only about twenty minutes or so, but nevertheless, very boring, and very cold with the windows open! We all agreed that a video display of adverts telling us where to shop and eat would have been useful. Also missing were directions to the nearest loo. Each carriage contains four vehicles, with doors front and back, so it isn't clear which way to go to find a loo. Seemingly a small point but very important to anyone in a hurry! I'd bet money that the Americans would think all this through and do it with a bit more Razzamatazz too. They make sure that people are not bored when they are waiting for things to happen.

At the other end we were soon unloaded and on our way to the Mammoth Market to get involved in the scrum for cheap booze and so on. Directions from the terminal would have helped, since although you can see the market from the terminal, it is a short trip up a motorway to get to it. It's also worth remembering that you need a 10 Franc coin for the trolleys at the market, and that they don't sell tobacco products in the Hypermarket. We shopped, drove into Calais, a much aligned place since it does

actually seem to be quite nice, with very historic looking buildings and good shops.

Back to the terminal with lots of clinking noises from the boot. Here we had another wait to load, stuck on a very windy and desolate parking area. They must be anticipating queues, since there are hot dog stalls and loos on the parking area! Surely it would be better to let people wait somewhere where they could spend more money, I thought that was why they wanted us there in the first place.

The reverse trip was a repeat of the journey out, and we were soon back on our side. The customs check seemed really pathetic, as if they haven't got the staff or the will to bother. It would also seem really easy to smuggle animals through, a point that I am sure we are all concerned about, since we don't want the dreaded rabies over here.

All in all, an interesting experience. The train is very quiet and smooth, no chance of travel sickness here. They will really have to get their act together as far as timing goes, as the total journey time with delays was no quicker than the ferry, and I think many people would prefer the chance to get a meal and stretch their legs on the boat, especially if they have travelled a long distance to get to the train. Security seemed like a joke, perhaps it is so covert that we didn't notice. I don't mean to carp, since the trip was free, but since it was a practice run for the operators, I hope they listen to peoples suggestions and get it right on the night, because they have been practicing since about June!

Mick Rowney

SUBMERGED TREASURE

I am employed as a diver by a company which does an increasing amount of work for the MoD who used to use their own people, but with the coming of cost-cutting we are asked to quote for more and more of their work. We obviously have to be covered by the Official Secrets Act before being allowed to carry out this work.

In September of 1994, we were assigned the job of locating, securing and assessing the job of removing certain cargo from a merchant ship (S.S. Aviemore, 7,500 tons), which had sunk 8 miles approx. off the Dorset coast after colliding with an iron ore carrier on May 28th 1972.

Fortunately no lives were lost as the mishap happened at night in fog but with a calm sea. The ore carrier made it to port carrying the crew of the other vessel.

A preliminary dive was made to ascertain the condition for the salvage. No problem, 195 feet of water, vessel upright by at an angle of approx. 15-20 degrees. A fearsome hole some 26feet in length in the port side showed where the impact had taken place. There was good access on deck to the steel shutters which protected the holds situated fore and aft of the superstructure.

Our own company vessel arrived on September 18th, moored over the vessel and the job started. MoD officials were obviously there to cover the removal of twenty six boxes. (we were not informed of their contents, but they certainly were very heavy! requiring flotation bags as well as our crane to bring them to the surface).

Five days were taken for this and after the cargo being transported into Southampton and removed by the MoD people, we were free to remove the rest of the cargo, now not covered by insurance claims and I suppose, now salvage.

Ninety four boxes were located in the other two holds, once again no problem. The crates were heavy wooden ones, approximately five and

a half hundredweight each and measuring 5ft long x 3 feet high and 3 feet wide plus approximately 50 smaller square boxes approximately 2 feet square.

My interest was immediately aroused when, through my face mask I saw the words 'British Leyland' stencilled on the sides plus the usual export markings. What could they be?

I'll tell you what they were. Some of them are BRAND NEW differentials for Spitfire and GT6 MkII and III models, BRAND NEW engine and gearbox assemblies for the same plus propshafts. All in all, an Aladdin's cave (or hold) of BRAND NEW transmission parts, all destined for the American market.

Now, what to do with them. The company, who obviously knew what was in this particular part of the vessel had no real idea the value of this particular

cargo so they have been in contact with one of the larger Triumph specialists who at this time is putting a deal together to try and buy from my company all the aforesaid parts. There were also many panels and trim parts but these has succumbed to the salt and damp of the hold.

One of the moments I particularly treasured on this job was when I retrieved the bell from the wheelhouse of the vessel, this is now proudly adorning the 'top of the stairs spot' in my own home (much to the wife's anoyance as she is increasingly p****d off with my collection of undewater tack!).

As a keen club member obviously I made it my business to 'obtain' two of these engines and two of the diffs for my own personal use if ever I get a six cylinder car. I think it comes under 'perks of the job!'

It will be very interesting to see what prices are charged for these very interesting parts when they come on the market in the next few months.

Please, no quips about 'were there any Amphicars down there?'

A Arctophile

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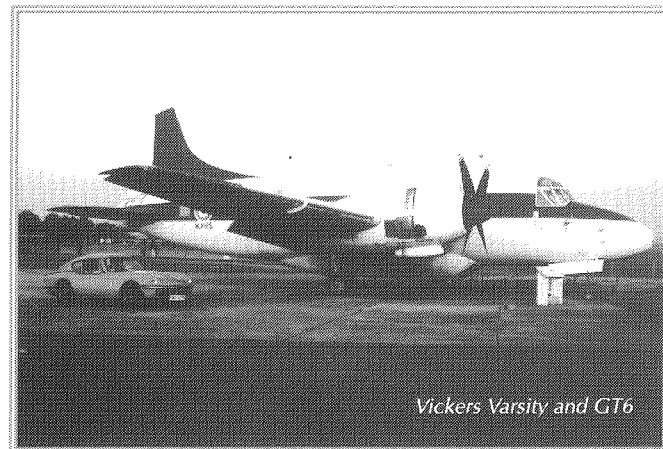
DUXFORD '94' ALL TRIUMPH DAY

It was a normal club meeting, until someone suggested that 'we' (ie, the Wessex area) should hold a car show!! A few stiff drinks later (for the shock) and it actually started to seem like a good idea.

With the idea fresh in our minds we sat down to decide on a venue: it would have to be somewhere easy to find, provide some form of shelter from the British weather, have enough room for 200 cars (a good target for a first show we thought), and have more to do than just look at cars (yes I know it's a car show).

Lots of suggestions were quickly rejected for not fitting the above criteria, until Matthew suggested the Imperial War Museum at Duxford!

It fitted our requirements exactly, being located on the M11 it

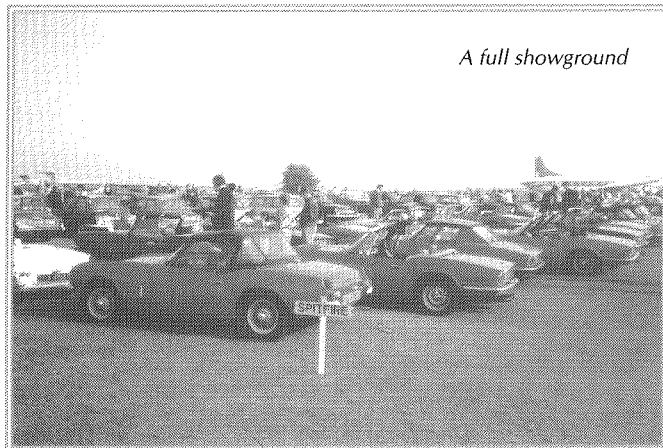


Vickers Varsity and GT6

could not be easier to find, there are several huge aircraft hangers to shelter in if the weather turned bad, has acres of space and with over 130 historic aircraft and more than 50 military vehicles on display there should be enough to keep everyone entertained. It even had its own restaurant so there

suddenly – DUXFORD 94 – ALL TRIUMPH DAY was born.

All we had to do now was arrange advertising, programmes, raffle prizes, trophies, find sponsors for the trophies, set treasure hunts, arrange nearby camping . . . simple!!!



A full showground

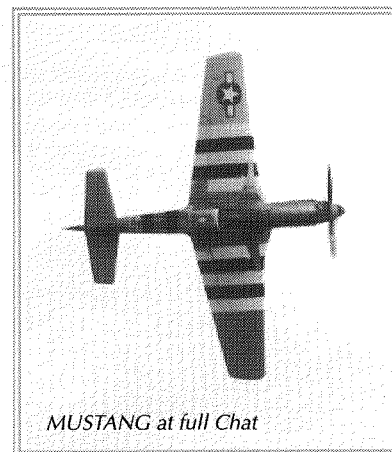
was no catering for us to worry about . . . perfect! A date was quickly agreed with Duxford, and

Being our first show we started advertising early to ensure as many people as possible knew

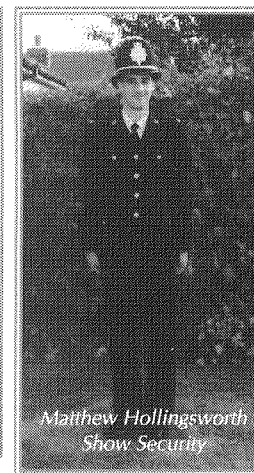
about Duxford. Stafford proved especially successful, as we managed to find sponsors for all the Concours Trophies in one go. A big thank you to all the traders who gave in to our bribes, threats and blackmail attempts, handing over hard earned cash in an attempt to rid themselves of the Essex Sponsorship Posse. A special mention goes to Dave Aspinall of Anglian Triumph Services, who as well as sponsoring a Trophy agreed to lend his support at Duxford with a trade stand. He was closely followed by David Hill from the Club HQ who kindly also promised to turn up with a trailer full of goodies. With this being our first show we could only guess at how many people would turn up and so this early support was very welcome indeed.

Several visits to Duxford quickly followed (no I still haven't seen it all yet) so that questions could be set for the Treasure Hunt and preparations made for the big day. As October drew closer, pre-bookings started flooding in and the phone seemed to ring continuously with people wanting more information. Slowly it was starting to look as if we might even hit our target of 200 cars!!

The big weekend arrived and we were welcomed with brilliant sunshine. Matthew and I trav-



MUSTANG at full Chat



Matthew Hollingsworth Show Security

elled up on the Saturday to make sure nothing had been left to chance. On arrival at Duxford, we started to check the displays that the Treasure Hunt was set on, to find that not only had some of the

rest of the Essex gang to appear. With everyone present we set off in search of Duxford, to see if anyone else would venture out in such bad weather with their pride and joy.



Ready for take off

We arrived at 8.30am to find two cars already waiting for us and the show was not even due to open until at least 10 o'clock! With all these early arrivals in mind, we quickly set about allocating jobs, erecting tents and marking out the parking area.

displays been altered, but some had been removed altogether! We therefore spent Saturday night frantically amending 600 Treasure Hunt forms in preparation for Sunday. Oh what fun! Sunday morning arrived, and so did the fog – not your ordinary bit of mist mind you, but REAL SOLID FOG!!!

Not to be defeated, we felt our way across the road to a nearby Happy Eater and waited for the

Spencer was given the impossible task of directing the cars to their individual parking areas – quite a difficult job as the signs were completely invisible from the road due to the bad weather.

All morning we could hear cars arriving which sounded promising, but we still had no idea how many had actually turned up because of the fog. Perhaps we could invent a new craze – concours judging by touch!

Luckily the fog slowly began to clear, and by 1 o'clock we were once again graced with the clear blue skies of the previous day. With the fog gone, we could now see that we had over 250 Triumphs of all shapes and sizes, TRs, Stags, Dolomites, the Triumph 2000/2.5 Register, as well as nearly every type of club car possible! We also had a good showing from the Rover P6 club and the American Car Club 'Motorvating USA'.

With the skies clearing, the aircraft decided that it was time to steal back some of the limelight. The 'Memphis Bell' fired up her engines and taxied around the airfield so that a new pilot could get used to her controls before taking to the air. Classic Wings started offering pleasure flights in The Harvard and Tiger Moth and all around the airfield different planes were beginning to appear to the delight of the growing crowds. Someone even decided to take their Messerschmitt up for a quick fly around the airfield, but with such great weather this soon turned into a full blown air display, with barrel rolls, loop-the-loops, mid air stalls and high speed dives. The pilot only stopping to re-fuel before taking to

the skies again. It was a really amazing sight, but you had to be there to appreciate the sound of a World War II fighter plane roaring full throttle just overhead (and I thought the Club exhaust sounded good).

With Duxford offering so much to see in one day, people quickly took off (excuse the pun) to look around the vast selection of planes and

Team Stag - Formation Parking



vehicles on display. These range from man's early attempts at flight, to today's high tech jet fighters. There is even a restoration hanger where they are re-storing a number of old planes to their former glory. This is a massive job as they often have to make replacement panels or new parts completely from scratch, which makes you quickly realise how lucky we are to have such good spares back up.

All too soon, 4 o'clock arrived and it was time to announce the winners of the raffle and present the Concours Trophies. The Concours was run on a members choice basis, with everyone able to vote for their favourite car in each category. The top cars were still often only split by a couple of votes, showing what a high standard of car we had. The trophies were presented by our very own guest of honour, Mike Wilkinson of M. W. Restoration fame who had also sponsored

the Car of Show Plaque. This plaque went to the only runaway winner of the day, a magnificent 1949 Triumph Roadster, owned by Doug Sewell, which all but stole the show. Last, but definitely not least, it was time to announce the winner of the Treasure Hunt and present them with their prize of a flight in the Tiger Moth used by Classic Wings for pleasure (?) flights. This went to Richard Jackson from the Leicester area, who did really well getting 25 out of the 29 questions right!

Like a true sport, he gracefully accepted his prize – amid protests from his slightly worried girl

Richard claims his prize!



friend (she had obviously seen the Tiger Moth flying earlier!). Goggles and flying helmet on he eagerly took to the skies, returning safely about 20 minutes later grinning from ear to ear. I think he really enjoyed it, despite the pilot demonstrating the art of barrel rolls and performing loop-the-loops in a World War I biplane! Hope you had a good time Richard, see you again next year?

Yes, plans are already being made for Duxford 1995! Next year we are planning a pre-event gathering at the Flint Motel/Pub, which is just a few miles from the airfield. The pub offers a good range of freshly cooked meals and will also provide breakfast for those interested. There is a field out back for those wishing to camp, or alternatively the motel has about 30 en suite rooms, with HOT showers! There is also a garage and a Happy Eater just across the road to cater for all your motoring needs. ★

So put this date in your diary. Sunday 8th October 1995
DUXFORD '95' ALL TRIUMPH DAY

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Best Non Club Triumph

Triumph Spares of Chelmsford

KKH 697 1949 Triumph Roadster
Doug Sewell.

Best Non Triumph

Footman James

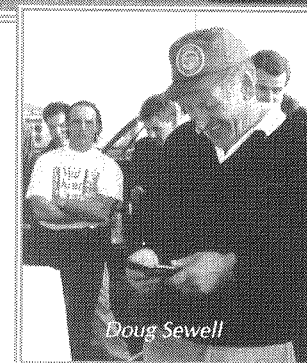
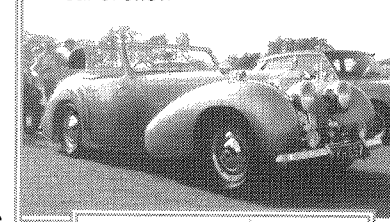
JGN 863T Corvette Stingray
Rick Bufton.

Car of Show

M. W. Restorations

KKH 697 1949 Triumph Roadster
Doug Sewell.

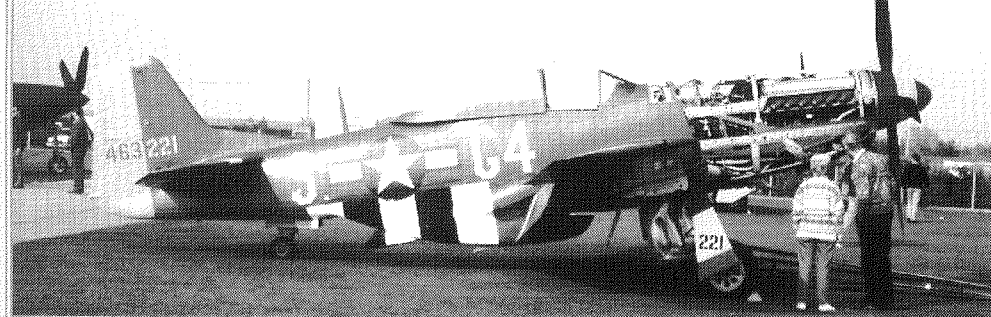
Car of Show



Doug Sewell

Once again, thanks to all the above companies for sponsoring the Concours Trophies for Duxford 94.

Now that's what I call a restoration!



TRIUMPH



WORLD



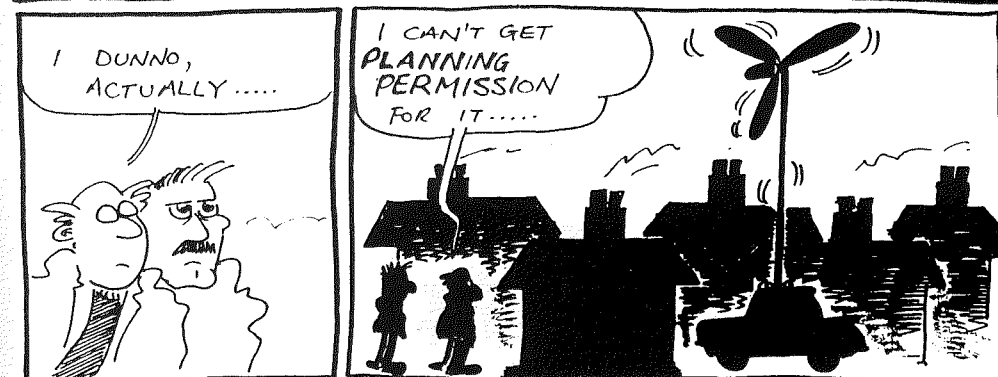
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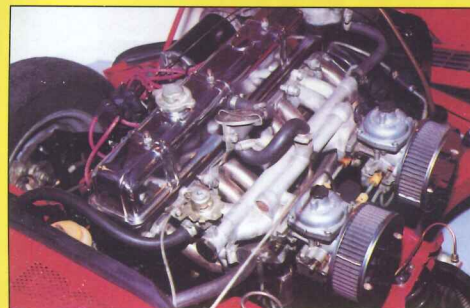
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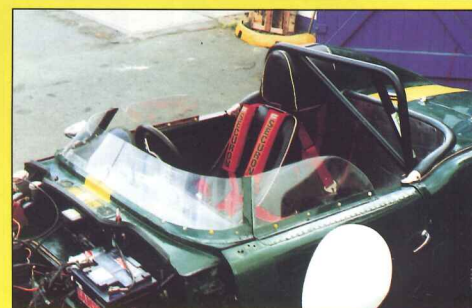
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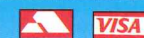
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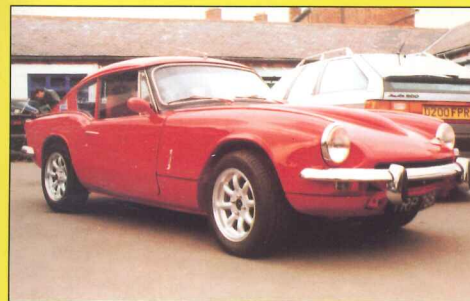


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